PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
December 11, 2024

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

Zoom Link: https://us02web.zoom.us/j/86137534714

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes from November 13, 2024

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. REGULAR AGENDA

5.A. **Bonanza Park – Land Management Code Amendments** – Consultants Design Workshop Will Discuss Recommended Land Management Code Amendments to Incorporate the Bonanza Park Small Area Plan through a New Mixed-Use Zoning District. PL-24-06302 (60 mins.)
(A) Public Hearing; (B) Continuation to February 12, 2025

5.B. **1400 Sullivan Road – Master Planned Development and Conditional Use Permit** – The Applicant Proposes a 15,000-Square-Foot Single-Story with Associated Outdoor Recreation, Including Volleyball Court, a Basketball Court, a Fenced Playground Area, and an Outdoor Patio to Replace the Existing 5,000 Square-Foot City Park Recreation Building in the Urban Park Zoning District. CUP PL-24-06244, MPD PL-24-06246 (45 mins.)
(A) Public Hearing; (B) Action

5.C. **Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit and Phase I Conditional Use Permit** – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, an Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and Road and Utility Improvements. MPD PL-21-04767, CUP PL-21-04811, and Subdivision PL-22-05168 (120 mins.)
(A) Public Hearing; (B) Continuation to January 22, 2025

6. ADJOURNMENT

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

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

A majority of Planning Commissioners may meet socially after the meeting. If so, the location will be announced by the Planning Commission Chair. City business will not be conducted.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
NOVEMBER 13, 2024

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall, Laura Suesser, John Frontero, Henry Sigg, Rick Shand, Christin Van Dine, Bill Johnson

EX OFFICIO: Rebecca Ward, Planning Director; Elissa Martin, Assistant Planning Director; Lillian Zollinger, Planner III; Virgil Lund, Planner II; Mark Harrington, Senior City Attorney; Jacob Klopfenstein, Planner I

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1. ROLL CALL

Chair Sarah Hall called the meeting to order at 5:30 p.m.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from October 9, 2024.

MOTION: Commissioner Suesser moved to APPROVE the Planning Commission Meeting minutes of October 9, 2024. Commissioner Shand seconded the motion. The motion passed unanimously with one abstention. Commissioner VanDine was not present for the vote.

B. Consideration to Approve the Planning Commission Meeting Minutes from October 23, 2024.

MOTION: Commissioner Suesser moved to APPROVE the Planning Commission Meeting minutes of October 23, 2024. Commissioner Shand seconded the motion. The motion passed with the unanimous consent of the Commission. Commissioner VanDine was not present for the vote.

C. Consideration to Approve the Planning Commission Meeting Minutes from October 30, 2024.

MOTION: Commissioner Suesser moved to APPROVE the Planning Commission Meeting minutes of October 30, 2024. Commissioner Shand seconded the motion. The

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motion passed with the unanimous consent of the Commission. Commissioner VanDine was not present for the vote.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reported that agenda item 5E was scheduled for discussion this evening but was continued to January 8, 2025. She asked that it be addressed first.

For those in attendance wishing to provide public comment, she asked that they state their full name and that those in the Council Chambers sign in. Those participating via Zoom were asked to sign in with their full names as well. Comments were to be limited to three minutes or less. Comments should be directed to the Commission and pertain to the pending application.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. REGULAR AGENDA

A. 2025 Regular Meetings – Consideration to Adopt the Planning Commission Regular Meeting Dates for 2025.

Meetings for 2025 were scheduled for the second and fourth Wednesdays of each month.

MOTION: Commissioner Sigg moved to ADOPT the Planning Commission Regular Meeting Dates for 2025. Commissioner Johnson seconded the motion. The motion passed with the unanimous consent of the Commission. Commissioner VanDine was not present for the vote.

B. 1251 Kearns Boulevard – Conditional Use Permit Final Action Letter – On October 23, 2024, the Planning Commission Reviewed a Conditional Use Permit for a 3,795-Square-Foot Addition to the Blind Dog Restaurant/Yard Commercial Complex at 1251 Kearns Boulevard in the General Commercial Zoning District and Frontage Protection Overlay, Continued the Item to November 13, 2024, and Directed Staff to Draft a Final Action Letter to Approve the Conditional Use Permit. PL-22-05240.

Assistant Planning Director, Elissa Martin, presented the Staff Report and stated that the request is for a Conditional Use Permit (“CUP”) for a 3,795-square-foot addition to the Blind Dog Restaurant and The Yard commercial complex. The property is located at 1251 Kearns Boulevard in the 100-foot Frontage Protection Zone Boundary. Approving the CUP requires approval of a parking reduction of 23% from acquired parking and a Shared Parking Agreement with 1351 Kearns Boulevard. The Planning Commission reviewed

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the matter at its August 28 Work Session. Input from the Planning Commission was incorporated and additional findings were reviewed and discussed at the October 23, 2024, Planning Commission Public Hearing. At that meeting, the item was continued to tonight's meeting. Tonight the Planning Commission should review and approve the Final Action Letter with changes, if needed.

The significant Findings of Fact were reviewed. Ms. Martin stated that the existing parking infrastructure at The Yard is not compliant with the Land Management Code ("LMC"), bike parking, the landscaping requirements, and the Electric Vehicle ("EV") charging station infrastructure. The applicant proposes to install one dual port EV charging station as part of the immediate improvements and requests a phased approach for installing the other required improvements. That is due to the future right-of-way improvements that the City is planning to install, which will impact the site. Staff determined that 156 parking spaces are required for commercial uses at The Yard. Currently, there are 128 existing striped spaces in The Yard parking lot, which results in a deficit of 36 spaces requiring a reduction of 23% to approve the CUP. The applicant is proposing a Shared Parking Agreement with 1351 Kearns Boulevard, The Emporium, as a mitigation measure to offset the parking demand. As conditioned, the proposed addition can be reasonably conditioned to mitigate the anticipated detrimental effects of the proposed addition in accordance with applicable standards outlined in LMC Section 15.1-10 Conditional Use Review criteria.

Specific Conditions of Approval were identified and include an overarching requirement to submit a Parking Demand reduction Plan. It would include a Parking Area Improvement Plan and a strategy for incentivizing employees and patrons to bike or use transit in conjunction with the Shared Parking Agreement. The Parking Area Improvement Plan should outline the timeline for improvements to the parking lot and identify where on the property the required bike parking will be placed, a Landscaping Plan, and where future EV charging conduit will be installed. The conditions also require that a total of 32 bike parking spaces be installed, which is twice the number required by Code. The additional 16 spaces would go toward offsetting the parking deficit. Currently, the conditions call for 16 to be installed up front prior to issuance of a Certificate of Occupancy for the addition and 16 spaces as part of a future phase within one year of completion of the City's right-of-way improvements. The conditions also require that half of the required parking area landscaping be installed up front and the remaining half at a future phase. The same would apply to the EV Charging Station conduit, which must be installed within one year of completion of the City's right-of-way improvements.

The Shared Parking Agreement must include a strategy for successfully balancing daytime and evening parking and other provisions to ensure long-term viability of the arrangement with 1351 Kearns Boulevard. The conditions also include annual reporting requirements to ensure that the actual plan for parking demand reduction is effective. If the Shared Parking Agreement fails they will have a chance to reevaluate the plan and the Shared Parking Agreement and make modifications, if needed.

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Staff recommended that the Planning Commission review the Final Action Letter approving the CUP to enclose an outdoor dining area to create a 3,795-square-foot addition to the Blind Dog Restaurant Yard Commercial Complex at 1251 Kearns Boulevard in the 100-Foot Frontage Protection Zone, a parking reduction of 23% from required parking, and a Shared Parking Agreement with 1351 Kearns Boulevard. Staff should be provided with any revisions or additions to the Final Action Letter, close the public hearing that remains pending from October 23, 2024, and vote on the Final Action Letter with revisions, if needed.

Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

Commissioner Suesser reported that at the last hearing, they discussed maintaining the landscape buffer. She noted that the existing vegetation will not be impacted by the construction. She did not believe Condition of Approval #3 captures that adequately and suggests that it may be compacted and potentially need to be replaced with like-kind vegetation. Ms. Martin offered to revise that to reflect her concerns. After some discussion, the condition was revised to better clarify the intent and add verbiage to state “any other vegetation impacted by construction”.

Commissioner Suesser referenced Condition of Approval #2 and asked for clarification on whether there will continue to be outdoor dining. Ms. Martin explained that the proposal includes, in addition to the 3,423 net leasable floor area, 1,198 square feet of outdoor dining. Senior City Attorney, Mark Harrington, suggested that future expansion of the proposed 1,198-square-foot outdoor dining area is prohibited.

A comment was made on Condition of Approval number six and whether to put the address rather than business name for The Yard because there are multiple uses at the property. Mr. Harrington suggested that “tenants or business licensees” replace “The Yard and 1351 Kearns Boulevard”.

A comment was made about Condition of Approval number eight and if there are two 12-hour blocks with evening parking hours being 5:00 PM to 5:00 AM.

With regard to Condition of Approval #6, there was some question as to whether they can include 1351 Kearns Boulevard in the parking reduction. It was noted that 1351 can be removed as it is not part of the application. If the Emporium at some point comes forward with an expansion of use they would need to come into compliance with their own parking requirements. Mr. Harrington agreed but pointed out that the applicant stipulated in the proposal and put forth the hours as being differentiated. That was directly related to the success of a Shared Parking Program. Chair Hall agreed with that in terms of Condition of Approval number seven, which includes 1351 Kearns Boulevard in terms of balancing the parking demand during the day and evening operating hours, which seemed reasonable. It was noted that the Parking Demand Reduction Plan is the overarching plan. Within that would be the Shared Parking Agreement with 1351 Kearns Boulevard,

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which would outline specific things the two properties have to work out. Condition of Approval number six, however, pertains to the overarching parking demand reduction for 1251 Kearns Boulevard. A comment was made that in the future if there is an impact on the neighborhood a new Parking Demand Reduction Plan could be requested to include three components. One is a Shared Parking Agreement, which is an off-site parking allowance through a Shared Parking Agreement. Regardless of whether it is with The Emporium or a future property in the area, there needs to be flexibility. The comment was made that the area will be severely under-parked.

Chair Hall's recollection was that on the map there was bike parking by the different entrances and that that was to be incorporated into Phase 1 and not wait for the right -of-way rather than have the two-part aggregated approach. The recollection was that Condition of Approval number 12 was to be modified to specify that instead of 16 bike parking spaces being installed up front and 16 later, all 32 bike parking spaces would be installed up front. Another Commissioner recalled that they had not proposed the additional 16 spots to offset the parking deficit. At the time they were talking about the 16 required spaces. Since then they have added the additional 16 spaces. Reference was made to Condition of Approval number 18 with the suggestion they do the same thing as was done on number eight and change out The Yard to 1251 Kearns Boulevard.

Commissioner Suesser asked if the intent is to have overnight parking there. Director Ward recalled that it was part of the prior Staff Report that was voted on. The decision was made to leave the verbiage as-is.

MOTION: Commissioner Johnson moved to APPROVE 1251 Kearns Boulevard Conditional Use Permit based on the following:

Findings of Fact

1. On April 15, 2022, the Applicant submitted a Conditional Use Permit (CUP) application to enclose an outdoor dining area, creating a 3,795-square-foot addition to the Blind Dog Restaurant and Yard Commercial Complex at 1251 Kearns Boulevard.

2. 1251 Kearns Boulevard is in the General Commercial Zoning District within the Frontage Protection Zone (FPZ), which requires CUP review by the Planning Commission for any new construction within the 100-foot FPZ.

3. The Blind Dog Restaurant is one of three tenants occupying the Yard Commercial Complex; the other two tenants are the Boneyard Saloon and the Kimball Arts Center.

4. On June 10, 2009, the Planning Commission approved a CUP for an Indoor Entertainment Facility and commercial parking lot at 1251 Kearns Boulevard; the Final Action Letter states that the Indoor Entertainment

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Facility was 14,110 square feet and required 72 parking spaces (5 parking spaces per 1,000 square feet).

5. In 2011, the Planning Department approved outdoor dining for 12 tables along Kearns Boulevard for the Blind Dog Outdoor Dining Area (PL-11-01257).

6. In 2016, the Planning Department approved an outdoor dining permit for 4,054 square feet of rooftop dining and 613 square feet of outdoor patio dining for the Boneyard Saloon (PL-16-03263).

7. Through 2017, the site had approximately 339 parking spaces across 4.6 acres, serving the parking demand of the three commercial uses.

8. In 2017, the City Council approved Ordinance 2017-14 for The Yard Subdivision – First Amended Plat, a two-lot subdivision, which separated 1.86 acres subsequently purchased by the City and dedicated a portion of the property as public Right-of-Way.

9. The available parking on the 2.31-acre lot containing the Boneyard Saloon, the Blind Dog Restaurant, and an Indoor Entertainment Facility (currently the Kimball Art Center), was reduced by roughly ~235 parking spaces.

10. According to the findings of fact in Ordinance 2017-14, the remaining 104 parking spaces on-site at The Yard were considered adequate for the existing Restaurants (The Boneyard and the Blind Dog).

11. Ordinance 2017-14 findings also describe the “Event Center” (currently Kimball Art Center) with a net leasable “floor area of 6,887 square feet, which triggers 35 parking spaces “based on the parking standard for an Indoor Entertainment Facility.

12. The 2017 Yard Subdivision Plat Amendment created a non-compliance with parking at 1251 Kearns Boulevard; thus Ordinance 2017-14 Condition of Approval 4 required that “In order for the event center on Lot 1 to continue operation, the applicant shall secure parking of the missing parking spaces on their Lot or on Lot 2. Should the applicant fail to obtain a lease of the required parking for the event center for whatever reason, the applicant shall cease to operate the event center.

13. The Planning Commission continued the CUP application at their August 10, 2022 meeting and again at the October 12, 2022 meeting to allow the Applicant additional time to conduct a Parking Study for The Yard complex.

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14. On August 28, 2024, the Planning Commission held a work session to review the CUP for the Blind Dog Addition as well as a CUP for the neighboring property, 1351 Kearns Boulevard, for construction of an increased Parking Area within the FPZ. (The Applicant later withdrew the Parking Area expansion within the FPZ request.) The Planning Commission requested additional updated application materials regarding the existing parking, proposed parking, and renderings to show the proposed addition at 1251 Kearns Boulevard in the context of the FPZ and entry corridor.

15. On October 23, 2024, the Planning Commission held a public hearing to review the CUP for the Blind Dog Addition with updated materials submitted by the Applicant.

16. The Applicant submitted an updated Parking Study indicating the existing Parking Area at 1251 Kearns Boulevard has 120 striped parking spaces, with non-compliant Parking Area Landscaping and bike parking.

17. The existing parking infrastructure at The Yard and The Emporium is not compliant with LMC Chapter 15-3 Off-Street Parking Requirements.

18. LMC § 15-3-9 requires bike parking for 10% of Off-Street Parking, and bike parking to be mounted in concrete, be installed no more than 50 feet from the primary entrance, be inverted-U, post and ring, corral or other type approved by the City Engineer and Transportation Planning Department. The existing bike parking does not meet this standard.

19. Pursuant to LMC § 15-3-3(D) parking areas are required to have a minimum 20% landscaped area as a percentage of the total parking area. The existing Yard parking lot does not meet this standard.

20. LMC § 15-13-11 requires Electric Vehicle Charging Station Infrastructure (conduit) for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for non-Residential Development and for five percent (5%) of required Off-Street parking spaces above one hundred (100).

21. The Applicant proposes to install one dual port EV Charging Station and the remaining required conduit at a future phase, conditioned below.

22. The Applicant requests a phased approach to installing the required improvements to the Parking Area as part of the CUP approval to synchronize the timing of the City's public improvements with the installation of required EV Conduit and Parking Area Landscaping.

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23. The City's planned public improvements to surrounding Rights-of-Way, including Woodbine Way, Homestake Road, and Kearns Boulevard, may impact portions of The Yard Parking Area along the perimeter.

24. There are internal portions of the Parking Area that will not be impacted by the City's future Right-of-Way improvements.

25. The Applicant's updated measurements of the three commercial spaces within The Yard at 1251 Kearns Boulevard indicate that the total required parking spaces for the existing commercial uses and the proposed Blind Dog Addition, combined, is 156.

26. The Applicant's Parking Study proposed a 20% parking reduction based on proximity to public transit.

27. The Parking deficit (with the proposed addition) is 36 spaces, requiring Planning Commission approval of a 23% parking reduction to approve the CUP for the Blind Dog Addition, per the parking area calculations.

28. Currently, overflow parking for The Yard patrons is on 1351 Kearns Boulevard and along the public Woodbine Way Right-of-Way. LMC Section 15-3-2(C) requires Applicants to provide sufficient parking on-site. Public parking spaces on Woodbine Way are not the exclusive use of the Applicant's property and do not count towards the on-site parking requirement for either property.

29. As a mitigation measure to off-set the parking deficit, the Applicant proposes a shared parking agreement between 1251 and 1351 Kearns Boulevard (The Emporium commercial complex), which has 19 on-site parking spaces for evening operating hours.

30. The Parking area at The Emporium also has a parking deficiency and can benefit from the shared parking agreement with The Yard to provide off-site parking in the Daytime hours.

31. The proposed Blind Dog addition will expand the Net Leasable Floor Area from 5,330 square feet to 8,753 square feet of internal space and a 1,198-square-foot Outdoor Dining Area.

32. The General Commercial Zoning District and the FPZ require protection of view sheds in the entry corridors; the Planning Commission has discretion to require reduced building height within the FPZ.

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33. The proposed addition will extend the front-facing façade of the Blind Dog Restaurant along Kearns Boulevard by approximately 72 feet; the façade is broken into three offset sections.

34. The tallest portion of the proposed addition is on the corner of Kearns Boulevard and Homestake Drive, within the 100-foot FPZ, and is 28 feet, the maximum height allowed in the General Commercial Zoning District.

35. The proposed addition is designed to be set back from the future multi-use pathway along Kearns Boulevard and buffered with landscaping; the current design does not include a dedicated pedestrian ingress/ egress from the multi-use pathway and the Blind Dog Restaurant.

36. The proposed addition does not affect current loading and unloading zones, ingress and egress to the property, or internal circulation.

37. The proposed addition may cause impacts to stormwater drainage, that must be mitigated.

38. The location of the proposed addition, where an outdoor dining area currently exists, is buffered from Kearns Boulevard ROW with tall trees; a mix of conifers and evergreens.

39. The proposed addition to 1251 Kearns Boulevard can be reasonably conditioned to mitigate the reasonably anticipated detrimental effects of the proposed Addition in accordance with applicable standards outlined in LMC Section 15-1-10(E).

Conclusions of Law

1. The proposed application, as conditioned, complies with the requirements of the Land Management Code.

2. The proposed CUP for an addition in the FPZ is compatible with surrounding structures in use, scale, mass, and circulation.

3. The proposed CUP for an addition in the FPZ is consistent with the Park City General Plan.

4. The effects of the difference in use or scale of the CUP for an addition in the FPZ have been mitigated through careful planning and Conditions of Approval.

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Conditions of Approval

1. The Proposed Blind Dog Addition shall be built consistent with the submitted plans, for up to 3,423 square feet of interior space and 1,198 square feet of outdoor dining area.

2. Expansion of the outdoor dining area is prohibited.

3. The existing Landscaped Buffer between the Blind Dog and Kearns Boulevard shall be maintained; any vegetation impacted through construction of the addition shall be replaced in like and kind in compliance with the Municipal Code Wildland Urban Interface regulations and the LMC waterwise landscaping requirements.

4. A Parking Demand Reduction plan shall be drafted by the Applicant and reviewed and approved by the Planning Department prior to submittal of a building permit.

5. The Parking Demand Reduction Plan shall include the draft shared parking agreement with The Emporium at 1351 Kearns Boulevard to satisfy 19 off-site parking spaces for The Yard. The draft shared parking agreement shall be reviewed and approved in form by the City Attorney's Office. The final shared parking agreement shall be recorded with Summit County prior to submittal of a Building Permit.

6. The Parking Demand Reduction plan shall include a robust program for incentivizing employees and patrons to bike and take transit to and from The Yard.

7. The Shared Parking Agreement shall include a comprehensive strategy to balance the parking demand for daytime and evening operating hours of all businesses at both 1251 Kearns and 1351 Kearns Boulevard.

8. Daytime parking hours at both properties shall be between 5:00 AM – 5:00 PM; Evening parking hours shall be between 5:00 PM – 5:00 AM.

9. The Shared Parking Agreement shall establish a minimum number of required parking spaces required for all businesses at both properties that operate during daytime hours and a minimum number of required parking spaces for all businesses at both properties that operate during evening hours.

10. The Shared Parking Agreement shall include a provision prohibiting new businesses that would create a parking deficit for either or both operating

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times (daytime and/or evening) without first revising the Parking Demand Reduction Plan and obtaining Planning Commission approval.

11. A Parking Improvements Plan shall be included in the Parking Demand Reduction Plan, to specify details and timelines for future improvements required to be installed; the Parking Improvements Plan shall be submitted and approved by the Planning and Engineering Departments prior to submittal of a building permit. If modifications are required to the Parking Improvements Plan, the Applicant shall update the Parking Improvements Plan for Planning and Engineering review and approval.

12. The Parking Improvements Plan shall identify areas on the Property to install a minimum of 32 Bike Parking spaces, compliant with LMC § 15-3-3(D), as amended. Sixteen of the bike parking spaces shall be installed prior to Certificate of Occupancy being issued for the Blind Dog addition; the remaining 16 bike parking spaces shall be installed within one year of completion of the City's public improvements on the surrounding Rights-of-Way.

13. The Parking Improvements Plan shall include a Landscaping Design for the Parking Area, compliant with LMC § 15-3-3(D), as amended; half of the required 20% of the Parking Area shall be installed prior to closure of the building permit for the Blind Dog addition and the remaining half of the required landscaping shall be installed within one year of completion of the City's public improvements on the surrounding Rights-of-Way. The Applicant shall be required to submit a Parking Improvements Plan Bond in an amount to be determined by the City Engineer to ensure completion of the required improvements.

14. The Parking Improvements Plan shall identify areas where the required EV Charging Infrastructure (conduit) will be installed, pursuant to LMC § 15-3-11.

15. Public parking spaces on Woodbine Way are not the exclusive use of the Applicant's property and do not count towards the on-site parking requirement for either property; signage for exclusive parking along Woodbine is prohibited.

16. The Applicant shall submit an annual parking report to the Planning Department outlining compliance with the Parking Demand Reduction Plan and the shared parking arrangement by December 31 of each year. The Planning Department shall review the Parking Demand Reduction Plan for compliance and to ensure the neighboring properties, businesses, and residents are not negatively impacted by the parking reduction and shared parking agreement. The Planning Department may require the Applicant to

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return to the Planning Commission for reevaluation of the parking reduction and shared parking agreement.

17. An approved Parking Reduction is only valid as long as an off-site parking agreement offsets at least 19 spaces and other parking demand reduction measures outlined above are proven to be effective.

18. New commercial uses at The Yard will be evaluated for the Parking Requirement pursuant to LMC § 15-3, Off Street Parking.

19. Modifications to the Parking Reduction Plan and shared parking agreement may be requested by the Planning Department and/or Planning Commission to mitigate impacts to the surrounding neighborhood.

The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission. Commissioner VanDine was not present for the vote.

C. 255 Heber Avenue – Condominium Plat Amendment – The Applicant Proposes a Plat Amendment to Combine Three Commercial Units into One Commercial Unit on the Main Level to Reflect Existing Conditions of Poison Creek Mercantile. PL-24-06282.

Planner III, Lillian Zollinger presented the Staff Report and stated that Applicant Representative, Tracy Selman was present. 255 Heber Avenue is also known as the Poison Creek Mercantile, which is a mixed-use building with mostly commercial on the bottom and residential units on top. It is in the Historic Recreation Commercial Zoning District as well as the Frontage Protection Zone. For the plat, the applicant is proposing to combine three commercial units into one. A rendering was displayed of the plat that was approved in 1999, which designated seven commercial units on the lower level of the Poison Creek Mercantile Units A, B, and C. It was unclear, but at some point either the walls were not constructed as outlined on the condo plat, or they were removed and designed to be removed as demising walls. Currently, however, the walls are configured and do not match what is recorded on the plat. The applicant is requesting to combine the units into one to reflect what is existing. Units A, B, and C are all under the same ownership with the intent being to update what has been existing for the past few years.

Staff found good cause for the plat amendment because the proposed amendment is updating the plat to reflect existing conditions. The proposal does not increase parking requirements or impact the Frontage Protection Zone as no construction is proposed. Staff recommended that the Planning Commission approve the plat amendment that combines three commercial units into one based on the Findings of Fact, Conclusions of Law, and Conditions of Approval set forth in the Staff Report.

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Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

Commissioner Shand confirmed that currently, Units A, B, and C are owned by the same person. He asked what happens if the owner of platted spaces A, B, and C wants to sell Unit C. Ms. Selman stated that the walls are already removed, so when they tried to do a cosmetic remodel, they submitted the plan to the City which recognized that the walls were not as shown on the 1999 plat. As a result, they had to submit a Plat Amendment. She explained that they are not doing any construction now on the walls and are attempting to memorialize how they have been operating for the past 20 years. She stated that Barclay Butera owns the four spaces and indicated that when he first moved into the space, the wall was discussed and taken down but never submitted to the City.

Commissioner Shand's understanding was that the City required it to be replatted. Ms. Selman's understanding was that in 1999 the walls were never fully constructed. They also were never completely removed and are just openings in the walls. It was noted that the intent is to fix an existing non-conformity.

Commissioner Sigg asked if there is a Homeowners Association ("HOA") since there are residential units above. Planner Zollinger believed there was but stated that the request was not impacted by it. The matter was properly noticed.

Commissioner Suesser was of the understanding that the applicant also owns Unit D, which is not included in the request. Planner Zollinger confirmed that was the case and stated that it is on the opposite side while Units A, B, and C are connected. Commissioner Suesser asked if thought was given to amending the plat and also reflecting on whether or not the walls are as they appear on the plat with respect to the other units on the main floor. Planner Zollinger stated that the other units are owned by different owners. If there are changes to be made, they would have to come forward. Unit D is a separate unit so the wall should be accurate.

MOTION: Commissioner Frontero moved to APPROVE the Plat Amendment for 255 Heber Avenue subject to the following:

Findings of Fact

1. 255 Heber Avenue is in the Historic Recreation Commercial (HRC) Zoning District and the Frontage Protection Zone (FPZ).

2. On March 27, 1997, the City Council approved Ordinance No. 97-15, which combined seven Lots and one metes and bounds parcel into one Lot known as 255 Heber Avenue.

3. On May 19, 1999, the City Council approved Ordinance No. 99-18, which approved the Poison Creek Mercantile Condominium Plat.

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4. The Condominium Plat Amendment amends Units A, B, and C only.

5. The legend on the Poison Creek Mercantile Condominium Plat notes that walls are listed a Common Areas and Facilities and that Units A, B, and C are Private Commercial Ownership.

6. The walls shown on the recorded Plat were either not constructed as recorded, or at some point, the walls between the Units were modified.

7. The Applicant proposes to modify the existing Plat and show existing conditions, wherein the walls of Units A, B, and C, have been modified and combined to create one larger Unit.

8. LMC § 15-2.5-2(A) allows for Multi-Unit Dwelling and Commercial and Retail Services. Dwellings Units are prohibited in Storefront Property adjacent to Heber Avenue and Swede Alley. The existing Structure has operated seven Commercial and two Residential Units on the main level, and four Residential Units on the upper level since its construction. There are no proposed changes to the Use, Setbacks, or Height of the existing Structure.

9. 255 Heber Avenue falls partially into the FPZ, off Deer Valley Drive. LMC § 15-2.20-4 requires Conditional Use Permit (CUP) review for construction proposed in the FPZ between 30 and 100 feet from the nearest Right-of-Way. In 1997, the Planning Commission approved a CUP for the construction of the Poison Creek Mercantile partially in the FPZ. There are no proposed changes to the structure as part of this Condominium Plat Amendment.

10. The current structure is a mixed Use of Commercial and Dwelling Units. The structure provides 27 Parking Spaces, and the proposed Plat Amendment does not increase the parking requirement.

11. The Development Review Committee reviewed the proposal on October 15, 2024, and does not require any Conditions of Approval.

Conclusions of Law

1. The Plat Amendment is consistent with Land Management Code Chapter 15-2.5, *Historic Recreation Commercial*, Chapter 15-2.20, *Frontage Protection Zone*, Chapter 15-3, *Off-Street Parking*, and Chapter 15-7.1, *Subdivision Procedures*.

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2. The Condominium Plat Amendment complies with LMC § 15-7.1-6(C), wherein, Staff finds Good Cause for this Plat Amendment because the proposed amendment updates the Plat to reflect existing conditions. The proposal also does not increase parking requirements or impacts the FPZ.

3. Neither the public nor any person will be materially injured by the proposed Plat Amendment. Page

4. Approval of the Plat Amendment, subject to the conditions 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, the Conditions of Approval, and the amended CC&Rs prior to recordation of the plat.

2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

3. Any changes made to the Common Areas require a Plat Amendment.

4. The Final Plat shall be updated so Units A, B, and C are combined to show one combined commercial unit.

Commissioner Shand seconded the motion. The motion passed with the unanimous consent of the Commission. Commissioner VanDine was not present for the vote.

D. 6453 Silver Lake Drive – **Plat Amendment –** The Applicant Proposes a Plat Amendment to Revise the Platted Area of Disturbance to Reflect Existing Conditions and Accommodate a Future Addition to a Single-Family Dwelling in the Residential Development Zoning District. PL-24-06225.

Planner I, Jacob Klopfenstein was present along with Applicant Representative, Martina Nelson. Planner Klopfenstein presented the Staff Report and stated the subject property is Lot 28 of the Evergreen Subdivision. The single-family dwelling currently on the site was approved to be built outside the Area of Disturbance (“AOD”) shown on the current recorded plat. As a result, the applicant is seeking a plat amendment to expand the AOD

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to reflect the built conditions of the existing single-family dwelling and to accommodate a future addition. That expansion would be from just under 3,000 square feet to about 6,500 square feet. For this subdivision, the AOD is defined as representing the boundary in which all building and associated construction disturbance shall occur. A rendering was displayed showing the existing conditions on the site. What is proposed would be substantially larger than the existing home on the lot. Photos of the existing home were presented. The home is approximately 39' 8" from existing grade. The height was approved through a Building Permit in 1991 but exceeds the zoning district height allowance of 33 feet with a roof pitch of 4/12 or greater. It was noted that the home has a roof pitch of about 5/12.

Mr. Klopfenstein reminded the Commission that for plat amendments, the Land Management Code requires the Planning Commission to make a finding of good cause. Staff recommended the Commission review the plat amendment, conduct a public hearing, and consider approving the plat amendment to reflect existing conditions based on the Findings of Fact, Conclusions of Law, and Conditions of Approval contained in the draft Final Action Letter. The Planning Commission can approve a plat amendment to amend the platted AOD to reflect existing conditions. The Commission can deny and direct staff to make findings for the denial or continue the matter and request additional information.

Ms. Nelson identified herself as the applicant's land surveyor. She noted that the applicant resides in Georgia. When Ms. Nelson received the Staff Report she was surprised that there was no new additional AOD allowance. She shared facts and provided the flavor of the Evergreen Subdivision. If the Commission is leaning toward denial, she hoped to have more time to conduct research. Ms. Nelson reported that the applicant, Elizabeth Allen, purchased the lot in 1998 and the home was built in 1991. Utah is not a survey-requirement state, which means that people can buy and sell property multiple times without any requirement for a land survey, which is at the discretion of the purchaser. Ms. Nelson explained that if someone moves into an existing home a Certificate of Occupancy would have been issued, which is typically based on the home being built on the correct lot, in the correct location, and the correct fashion. There is a presumption of correctness when someone purchases property that it is correct.

When Ms. Allen purchased the property she did not understand that the roof exceeds the zoning height limits. They now know that the roof is non-compliant. In 2021, the Evergreen HOA disbanded as did the Evergreen Architectural Review Committee. Before this time, the Evergreen Architectural Review Committee was able to internally modify AODs or the building envelopes. Since the HOA disbanded, there is no recourse but to appear before the Planning Commission. The plat of record was presented and discussed. She noted that many of the homes in Evergreen have been built outside the AOD without plat amendments, which were identified. Ms. Nelson stated that they went to great lengths to research what has gone on in the neighborhood. The homes in Evergreen are very large.

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Lot 2 was referenced as it recently had a plat amendment but has not been recorded. Ms. Nelson focused on the trees and stated that if they were allowed some expansion, the area of expansion is in the southern part of the lot where there are few significant trees. There is a large area in the rear yard that has no vegetation. A rendering of Amended Lot 10 was displayed that showed the new AOD that includes the side setbacks to the rear of the ski easement. Lots 10 and 28 are similar in terms of square footage and size. She next showed for comparison what Ms. Allen was asking for.

Ms. Allen commended Ms. Nelson for her presentation and appreciated the Commission's consideration.

Commissioner Johnson asked Ms. Nelson to overlay the existing AOD with what is proposed, which was helpful. She explained that what was shown in light pink was the existing AOD for the original plat of record. The lot has never been amended and the building was built outside of the AOD. Commissioner Johnson asked to be provided with the footprint of the existing home compared to what the proposed AOD will be. A slide was presented showing the building footprint in gray dotted hatch. Exhibit C was also referenced.

Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

A Commissioner commented that he found it exasperating that the home is so far out of compliance, which worsens the issue in the subdivision. Ms. Nelson believed that when the Evergreen subdivision was created, the original developer, Bob Wells, had handshake agreements with lot purchasers and builders. The AOD box was identified but not enforced to save trees. She was certain that took place on Lot 55 in the Bald Eagle Subdivision.

A Commissioner pointed out that the Planning Commission is being asked to do what happened in 1991 when no one knew how this house got so far out of the AOD. This time, however, it will have been approved. Commissioner Sigg was curious to know the square footage of the platted OAD versus the square footage of the current home. He wanted to know if the square of the footprint of the current home exceeds the original platted AOD. He also felt that the overlays would be helpful along with some elevations to better understand how it relates to the non-conforming height.

The architectural renderings from the Architect, Mike Stoker, were shared. It was noted that Mr. Stoker prepared the renderings before they realized that the roofs were too tall. As a result, there are extended roof lines toward the rear of what would be a new addition on the rear of the house if what is proposed is allowed. Those roof lines would need to go lower because they did not know at the time Mr. Stoker prepared the renderings that the house was too tall. She clarified that the roof lines will not be extended at the non-compliant height. If allowed the roofs on the new addition will have to be LMC Code compliant. The preliminary rendering of the proposed addition was displayed.

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Planner Klopfenstein displayed the preliminary rendering of the proposed addition and stated that the proposed plat that was submitted by the applicant reflects the addition. Ms. Nelson explained that the bold red dashed line would be the new footprint of the home. Similar to homes in Iron Canyon Subdivision, the footprint of the home is often the building envelope. The proposed plat amendment was displayed that will allow for the addition.

Director Ward commented that based on the applicant's request, staff's recommendation is if the plat amendment is approved that it reflect what is built. It sounded, however, like the Commission would like additional information to consider whether there is good cause for that on the site. Her understanding was that the Commission is asking for a document that shows the square footage of the existing AOD, the square footage of the existing home, how it is overlaid with the original AOD and the square footage of the addition. This would require preparation of a new exhibit. The soonest availability on a Commission agenda is February 12. If they were to continue the public hearing to that date, that would give additional time to update the exhibits for the Commission with accurate information.

The comment was made that Exhibit H relates to Commissioner Shand's previous comment that deviations from the AOD may and must be approved by the Evergreen Architectural Committee. It seemed that only Architectural Committee approval was needed.

Mr. Harrington believed that part of the original agreement was a delegation. Lot 10 was a poor example since the City spent five to six years litigating that plat approval. He considered that to be the genesis of the downfall of the Architectural Committee. He asked Ms. Nelson to update that chart to show what the ratio would be if approval was granted and show where they stand on the chart. Ms. Nelson agreed to provide updated exhibits to the Commission.

With regard to Chair Hall's comment on the plat amendment note that addresses how the HOA can modify the building envelope, Ms. Nelson stated that this was thought to be true previously. But is not true. Utah Statute clearly states that if a line of any type is shown on a recorded plat and is to be changed, a plat amendment is required. This cannot be done by an HOA. Ms. Nelson explained that several lots in the Bald Eagle area were amended by the HOA without a plat amendment. The plat amendment that was recorded is merely a plat note called the Evergreen Amended to the Amended and is likely not a legally recorded plat amendment. There is no survey, signature, or stamp, and no individual landowner signatures or a signature from the HOA or representative from the subdivision. She recognized that the City meant well and was trying to clarify the vague language on the original Evergreen plat, but they created an additional problem with a plat note that is recorded as a plat amendment that does not comply with the Utah State Statute. Ms. Nelson requested a continuance to February 12, 2025. Ms. Allen explained that they are adding onto the home because their family has grown.

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Commissioner Sigg asked to be provided with dimensions when the proposed footprint of the new home is presented of the foundation walls to the perimeter of the AOD. He wanted to ensure that there was enough circulation around what was proposed to be built so that equipment could get around. Based on what he had seen there did not seem to be sufficient circulation around the proposed foundation walls of the home. Ms. Nelson explained that the reason they configured the AOD as they did was because of the plat notes they had read historically on the Evergreen Subdivision plats they thought the AOD could be the building foundation. The plat note provided an additional 15-foot buffer for construction equipment to navigate the site during construction. Ms. Nelson stressed that they want to follow the rules that are in place and agreed to meet with staff as necessary.

Staff was asked to provide more information on the Sensitive Lands Overlay ("SLO") and why the analysis is relevant. There seemed to be some contradiction as to whether the Deer Valley 12th Amended Master Planned Development ("MPD") already addresses it. The question was raised as to whether the application needs to be included and if the analysis is necessary in this application. If it is not, the suggestion was to omit it. If it is, the comment was made that Section 8 does not seem to comply with 15-2.21-3A(9) in particular. The Wetlands Map also did not seem to be up-to-date. There is nothing close by, but it is not referenced on the map. The comment was made that the SLO is in place to provide those details.

Ms. Nelson reported that she patterned some aspects of the SLO after watching the Lot 2 plat amendment. The Commission did not want to set a precedent and wanted it to be updated per the New Code that it is subject to. As a result, the analysis needs to be relevant. If it is subject to the MPD and not necessary, it should be omitted from the record. Ms. Nelson agreed to communicate with Mr. Klopfenstein on that issue since on the Lot 2 plat amendment, the Surveyor of Record believed that an SLO was not needed since the subdivision was developed. It was suggested that the issue be resolved before coming to the Planning Commission again.

MOTION: Commissioner Suesser moved to CONTINUE 6453 Silver Lake Drive to February 12, 2025, including the public hearing. The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

E. 2250 Deer Valley Drive South – Amendment to the Flagstaff Development Agreement Technical Reports – The Applicant Proposes to Update the Flagstaff Technical Reports #5 Open Space Management Plan and #13 Wildlife Management Plan Related to the Flagstaff Development Agreement, Master Planned Development, and the Conditional Use Permit Approving the Installation of Lift 7. PL-24-06258.

Planner II, Virgil Lund, presented the Staff Report and stated that the matter is a continuation of the Flagstaff Technical Report Amendment. He noted Condition of Approval #13 from the May 22, 2024, Conditional Use Permit, which states that:

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- Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of the Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission.

Staff recommended the Planning Commission continue the matter item to January 8, 2025, and amend Conditions of Approval #13 and #26.

Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

MOTION: Commissioner Johnson moved to CONTINUE the agenda item and the public hearing to January 8, 2025, and amend Conditions of Approval #13 and #16 to accommodate the change of date. Commissioner Sigg seconded the motion. The motion passed with the unanimous consent of the Commission. Commissioner VanDine was not present for the vote.

The Planning Commission took a short break.

F. Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit and Phase 1 Conditional Use Permit – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, and Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and Road and Utility Improvements. The Discussion will Focus on the Applicant's Construction Mitigation Plan. MPD PL-21-04767, CUP PL-21-04811, Subdivision PL-22-05168.

Director Ward presented the Staff Report and stated that with the Snow Park Master Plan Development. The Planning Commission was reviewing the phased project review with the Phase 1 application related to the 1,971 parking spaces. Construction mitigation was scheduled for tonight's discussion. The item will, however, be continued to December 11, 2024, and January 22, 2025, with additional meetings in 2025 is needed. The Planning Commission's review of a Construction Mitigation Plan is unique because it is not generally part of an MPD review, but due to the vacation of Deer Valley Drive, Resolution 24-2023 requires the applicant to submit mitigation measures related to construction, which includes maintaining temporary public access, regulating permitted times for truck trips, and minimizing soil hauling from excavation. Director Ward explained that construction mitigation plans are regulated through the Municipal Code and there are 10 requirements outlined in the Staff Report. The applicant and their team will present their proposed plan and the matter is scheduled for a public hearing. Staff requested that the Commission provide input on the recommended Conditions of Approval and identify any additional information needed before the matter is continued.

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Hannah Tyler, Vice President of Resort Planning for Deer Valley was present with members of our development team, technical consultants, and design teams. They were present to address the Commission's comments from the October 30, 2024, Work Session pertaining to circulation, transportation, and parking. Tonight's presentation began with responses to those comments and then transitioned to construction mitigation, phasing, and sustainability strategies. She mentioned that they will be having an Open House the following day that will include an in-person event at Snow Park as well as an online option. They will be presenting the same topics for construction and sustainability to the community at that time.

Jon Nepstad from Fehr & Peers, reviewed some of the comments from the October 30 meeting. He recalled that Commissioner Frontero asked them to come back with five-year aspirational thoughts on single-occupant vehicle reductions and a more robust idea for a Transportation Demand Management ("TDM") Plan. They have done a significant amount of research on that. He reported that they do a significant amount of work for the California Air Quality Board and the State of California. They have developed a tool that shows the efficacy of a Vehicle Miles Traveled ("VMT") reduction that is essentially a proxy for trip reduction. A chart was displayed that was prepared by their team showing items they want to take further. Those they feel are relevant to achieve were identified. Mr. Nepstad explained that it is based on very extensive research and they feel strongly that they are great ideas to carry forward with the five-year plan.

Commissioner Frontero explained that his comment was to encourage the applicant to think about what is at their disposal that can result in trip reductions, particularly single-occupancy vehicles. He considered the list to be a great start. What he had in mind as a five-year plan to reduce single-occupancy vehicles with a goal for each year. He explained that 61% are single-occupancy vehicles heading to Deer Valley on any given day. With the parking reduction requested and the build-out that is going to occur, he felt that the single occupancy rate is not as sustainable as it is currently. He suggested that the number of single-occupancy vehicles be reduced to 20% or 30%. He also did not think that the loop could handle that type of load, particularly with the build-out that was going to occur. He encouraged the development of a five-year plan with stated goals. He suggested there be progressive planning with the goal by year five to determine what has and has not worked.

Mr. Nepstad stressed the importance of monitoring and stated that many of the concepts are proven but require adjustments, feedback, and monitoring. Commissioner Frontero agreed and did not expect a linear drop every year but expects there to be adjustments, improvements, changes, and discussions along the way. He suggested it be measured every year and adjusted, improved, and changed.

Ms. Tyler reported that Commissioner Frontero also asked for more information on the Deer Valley Shuttle Service on Deer Valley Drive and which HOAs are served on Deer Valley Drive East. Those are The Lodges and Silver Baron, which are part of the overall

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ski or shuttle circulator. There is nothing precluding other HOAs from joining. Many do not join due to proximity.

Deer Valley Resort President, Todd Bennett, reported that they have a good history of world-class arrival experience and the team takes a lot of pride in what they do. In the future, the structure and layout will be different but they will actively manage drop-off areas and parking lots to create a warm welcome experience that most have enjoyed at Deer Valley. The arrival experience is a core item that they think about and they will carefully evaluate the parking systems and provide a smooth start to the day. Commissioner Frontero mentioned parking reservation systems and asked them to explore that. They will do that and have had discussions with other ski area operators in Utah on how they do their parking and whether they take reservations or if they do first come first served. He sees a pattern in why different groups use different systems and where they use them but the goal is to provide the best guest experience possible. They will continue to explore that option to ensure that the parking experience aligns with their high standards.

Commissioner Frontero commented that when he thinks about the parking client experience he pictures someone driving on Deer Valley Drive to the parking lots. When they get halfway they see the flashing sign indicating that the lots are full. That person then has to either park illegally or drive out and around to a Park and Ride. Without the reservation system, there is a risk that people will show up with an expectation that will result in frustration. Mr. Bennett agreed and stated that he has been impressed by how quickly traffic slows down once the communication channels are in place.

Ms. Tyler next addressed transit incentives after being asked by the Commission to provide a list for that. They want to highlight that there is a new incentive for this season that is a new initiative that is part of our current TDM strategy that is designed to get more guests on transit. What they are hearing from their guests in feedback is that when they arrive in ski gear on transit, it is incredibly inconvenient. This season they are offering during peak periods a free basket check so that transit riders can come in their street shoes and store them in the Lodge for free. They can then put their boots on once they get to The Lodge. Ms. Tyler reiterated that they want their guests to ride transit and will continue to test model things that can hopefully be implemented in the new plan.

Mr. Bennett reported that another question raised previously was the duration of outbound heavy traffic. A graph provided contained data from February 2024 showing AM and PM traffic patterns as well as data from typical dry pavement driving. The volume of PM outbound traffic generally exceeds what the roadway handles well. There are about 90 minutes of heavy flows at that time.

Connor Densmore with Alliance Engineering reported that they are the Civil Engineer for the project. A question received at the last Planning Commission Meeting pertained to what is being done on Deer Valley Drive north in front of the Fawn Grove and Bristol Cone Subdivisions. They plan to widen Deer Valley Drive one to two feet to the north to

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accommodate three lanes. With this widening, they will widen to the north away from the subdivisions and into the existing landscaping within the right-of-way. The existing curb and sidewalk on the south side of the road will remain as-is. They are proposing to have a five-foot wide flat shoulder of the northern curb that will provide snow storage during the winter months and an area for people to stand while waiting for the bus year-round. Due to the existing grade on the north side of the road, there are areas where they will have to install a small one to two-foot rock wall to keep the grading within the right-of-way. They also plan to maintain all the bus stops in the area and around the loop.

On the south side of the road, there will be an eight-foot wide path. The pedestrian area on the north side of the road will be widened to provide a five-foot wide shoulder that will either go up to a small retaining rock wall or a slip up to the grade. Buses will be able to stop in the SNL lane and pedestrians will be able to stand on that five-foot shoulder to load the bus in the area. Another question received was whether they could do a roundabout at Royal Street in the Deer Valley Drive West intersection. Currently, they are proposing to connect Royal Street to the New Deer Valley Drive West layout with a stop sign and regrade a short portion of Royal Street. To install a roundabout in this location they are constrained by right-of-way constraints. There could also be impacts on traffic flow due to the proximity of adding another roundabout being so close to the Doe Pass roundabout. There would not be sufficient queue length between the Doe Pass and Royal Street roundabouts which could possibly impact traffic flow through these areas if one was backed up.

Mr. Densmore reported that the grading presents a challenge as well in that the minimum slope through a roundabout is 4%. As they exist today, there is a 20-foot elevation difference between Doe Pass and Royal Street. He was proposing to lower the Royal Street intersection by about five feet. If this intersection was to become a roundabout it would introduce retaining walls and they would have to chase back up Royal Street more to regrade it and connect back in.

Mr. Bennett commented that from a traffic perspective, their modeling shows that Royal Street works quite well. Something to consider with roundabout planning and design is relatively even volumes in terms of the legs coming in and with Royal Street, they would have significant disparate approach volumes from Royal Street which is relatively low volume compared to the higher volumes on Deer Valley Drive West.

Another question received pertained to the transit hub and ingress and egress. They spent a lot of time as a team working through the inbound, which comes off the roundabout with three lanes inbound. This allows drivers to sort themselves out by vehicle type and mode as they enter the hub underground. Buses are in the outside lane and it is not necessary to do any weaving on the inbound which can slow traffic down. There will be a clean shot with the three lanes and people know where they are to go. On the outbound, the flow of traffic will not be a constant steady stream. There will be cars and buses intermixed on the single lane that will merge underground. There will be a sign-in striping plan with buses having a priority. For efficiency and safety, they will got

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to a single lane outbound so that there is no weaving. They will come to a single point at Deer Valley Drive east where they will make their movement. Drivers will be able to turn right when they get to the Ski School or other drop-off area but few were expected to do so because most of the drop-off operations will occur at the hub. There is expected to be very little cross traffic.

Commissioner Shand asked about the single lane outbound and how the intersection to the right outside the parking area will work when crossing over the Ski School inbound. Mr. Bennett stated that there is not that much traffic southbound to make the left out of the hub an issue.

Ms. Tyler explained that they are redoing the layout of Snow Park to provide a better arrival experience for the Ski School. By pulling people out of the Transit Center they are able to give them a much better experience and a quicker experience getting in. Mr. Bennett explained that the capacity is around 10 cars but the area will be manned during peak periods. He did not expect the volume of traffic coming in for the Ski School will be an issue but the volume of traffic leaving and the inability of those using the Ski School to crossover. It was clarified that the vehicles coming out of the mobility hub have stop control.

Mr. Densmore explained that there is a three-way stop at the Doe Pass and Deer Valley Drive East Intersection that will create traffic breaks as well. For people coming out who are stopped at the transit hub exit, it is free-flowing that way. But there will be traffic breaks there as well.

Commissioner Sigg asked what happens when you get to the northbound lane of Deer Valley Drive East and come out of the parking area at the Transit Center and someone stops at the first stop sign when the southbound traffic is coming into the Ski School. He asked how the traffic is mitigated there. Mr. Bennett stated that it is like any other side street stop sign. The traffic coming up and out stops and the traffic north/south has to go. It would operate similar to any other stop sign at a three-way intersection. Upon exiting the Ski School drop off there would be a straight shot out to Doe Pass Road where there is a stop sign. The conflict is limited to a stop sign. There is continuous movement on to the northbound traffic. Mr. Bennett explained that the thru lane is the same as the receiving lane. He commented that the north-south traffic won't be that heavy and will not impede the full turning movement. They do not want people to stop in the middle.

Ms. Tyler agreed and stated that most of the Ski School starts about the time the resort opens. Mr. Bennett stated that activities such as transit and carpooling are being split up. He felt that what was presented accurately shows what will occur. He noted that cars dropping off Ski School participants will not linger. They did not anticipate a congestion issue. The simulation was intended to show traffic conditions during the afternoon rush. It was noted that there is a stop sign in the simulation. Commissioner Frontero observed that 1,971 potential people are parking in the three-level underground lot on a given day. They will likely all leave around between 4:00 PM and 5:00 PM. He asked why all 1,971

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cars will be required to stop at a stop sign. It was clarified that these users are those they are encouraging to use shuttles as well as drop-off and ride-share. It was clarified that the 1,971 stall count includes the hotel and the behaviors of the drivers will be different on the daily. The Traffic Study represents that with trip generation. It was reported that the simulation collected data on the Ski School and the underground drop-off. All of the buses, shuttles, and drop-offs will be doing so underground and then leaving.

Katherine Schultz from GBD Architects identified the bus lanes, the shuttles, and lanes for cars. There will be three market modes with guidance and wayfinding. It was reported that one of the designs of the new garage, gondola, and the lifts was involved bringing the gondola and lifts further down. Some of the design is intended to reduce the number of people who feel the need to drop off. It will be a better parking experience with more direct access to a gondola or a lift in the future than it is today.

With regard to the circle near the Ski School, the capacity was estimated at 10 but motorists need to keep moving. Ms. Tyler commented that the Ski School drop-off experience once someone is inside the lodge will be much more efficient than it is today.

Commissioner Frontero expressed concern with 10 cars. He noted that one of the benefits of having two world-class ski resorts is that they can use experiences from both. They have seen that 10 is inadequate at other resorts for youth programs and there are often backups. He suggested that consideration be given to expanding the Construction Mitigation Plan. It was also recommended that they expand the drop-off capacity for the Ski School. Commissioner Van Dine agreed.

Commissioner Sigg commented on the number of drop-off spaces and the traffic flow and was interested in seeing what the Traffic Enforcement Program will be. He appreciated Deer Valley striving to provide a world-class experience but he felt that people have become accustomed to stopping, opening the back of their cars, and putting their boots on in the drop-off area. With respect to the employees, he felt that the original goal was to help with skis, and get them off cars but they are not well trained in traffic enforcement. He noted that they did much better over the past few years and kept things moving but a key component will be enforcement. His experience has been that oftentimes that creates congestion, which is frustrating.

Ms. Tyler offered to come back with details of their Enforcement Plan. She mentioned that between the Transit Center and Ski School drop-offs, the capacity is the same has today.

Mr. Bennett felt that the experience would be better because they have built it to replicate what exists today; however, the demand for that space will decrease. The need will diminish when someone can park in Lot 2 and come straight up an elevator and be at the gondola. Because the demand will be reduced, he felt that the capacity will remain about the same. Currently, a lot of traffic comes through Deer Valley Drive West even if they

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are going to park. In the future, motorists will turn left on Doe Pass and into the parking area.

The comment was made that to Commissioner Frontero's point, the reservation system will be important and is a great idea. With regard to enforcement, how will then convey to retail, hotel, and private guests that single-ride occupancy is not desirable regardless of what was paid for membership. Commissioner Johnson commented on the underground drop-off area, which will likely help alleviate congestion. He wanted to again address the Construction Mitigation Plan where only 10 spaces were proposed. He did not consider that to be sufficient.

Mr. Bennett reported that construction will bring changes and temporary disruptions to operations over the next few years. They are committed to proactive and transparent communication with guests and the community. Their team will work consistently to reduce the impacts on guests, staff, and neighbors. A portion of their on-site parking will be dedicated to staff to help ease logistical challenges. This project is transformational and will ultimately help improve Deer Valley. Mr. Bennett introduced Vice-President of Construction Operations, Matt Greenberg, who did an in-depth look for each season going forward.

Mr. Greenberg introduced their Construction Mitigation and Phasing Plan and reported that they looked at the project in three separate phases in terms of major milestones. Currently, design entitlements are progressing with a groundbreaking in the summer for the parking garage in Zone 1 (Phase 1). In 2026, Zones 1 and 2 (Phases 1 and 2) will be constructed with Zone 3 (Phase 3) in 2027 for excavation. The vertical portions of the project starting in 2027 with Phase 1 and running through the 2028 and 2030 seasons. It was clarified that the project will all be constructed at once over the next five years. They are trying to articulate the impact on parking lots. The construction process has been broken up into sections also referred to as Zones.

Mr. Greenberg reported that in the summer of 2025, they will kick off the project in Zone 1 on Lots 3 and 4 for excavation. The major excavation areas in that zone were shown with the hauling route. In the summer of 2025, they will focus on road work and utilities. In Deer Valley West there is a sewer line replacement as well as roundabout work described earlier. All traffic will continue around the loop or into the existing drop-off area from Deer Valley West to Deer Valley East. In terms of parking, they will lose Lots 3 and 4 starting next summer so parking will take place in Lots 1 and 2, and 5, and 6. Construction staging was identified where the contractor will be set up. They will close Doe Pass next summer with access for Emergency Medical Services ("EMS") vehicles. That will be managed by the contractor with their staff.

The 2025/2026 ski season was described. Mr. Greenberg stated that there will be no road construction during the winter months. The Deer Valley West portion of construction will be complete and the current drop-off area open next to the lodge. The roundabout at Doe Pass will also be completed. All hauling activities will cease in the winter months

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with construction taking place only within the parameters of the green-hatched area. They will focus on construction of the parking structure during the winter months. Parking will remain the same as in the summer with Lots 1 and 2 and 5 and 6 open to the public and for guests. It was noted that 712 stalls will be available for the ski season. There are currently 1,700 stalls on a peak day. Mr. Bennett stated that they will see what happens this ski season to see how traffic is impacted with fewer stalls.

A question was raised as to whether the intent is to introduce paid parking before the garage is finished. Ms. Tyler responded that they are exploring a Parking Management Plan for construction. They continue to work on how it will work from an operational standpoint.

Mr. Greenberg reported that they will begin their temporary drop-off construction during the Summer of 2026. They will close off the drop-off area to the south shown in purple. There will be turn around areas in each of the hatched locations. It will be managed with traffic control signage as well as flaggers. They also plan to provide preemptive signage on Deer Valley West indicating that it is not a thru road other than for permanent residents. They will also move into Zone 2 for excavation. They will be moving soil from the excavation work up onto the hill. They will also begin construction of the east portion of Doe Pass in order to prepare for parking within the parking structure. This will force them to park in Lots 5 and 6 where 400 stalls are starting in the summer of 2026. The parking will accommodate staff and hotel guests.

Commissioner Johnson asked if another drop-off area would be proposed as a way to mitigate the potential impact. Mr. Greenberg stated that there will still need to be a place to drop people off. They looked at the possibility of providing a dedicated drop-off zone for passenger vehicles with parking shuttles. Ms. Tyler stated that they looked at other areas where they could increase capacity including at Deer Valley Plaza which did not yield that many more cars compared to what they can provide in Lots 5 and 6. The challenge with the Plaza was getting people to a drop-off location that does to require them to go all the way around the loop. They found this to be the most efficient and safest way to get guests on trams. They will also address off-site parking locations. They need to be inventive in getting guests out of their cars and to take transit.

Mr. Greenberg highlighted the permanent condition of the temporary drop-off. When complete there will be a transit lane and a pass-thru lane for traffic. They will encourage parking in Lots 5 and 6 to take the Y intersection to loop around. The area shown in blue is the tram turnaround area. The pass thru lane will be specified as a no-stopping zone.

A rendering of Lots 5 and 6 was displayed highlighting the area where the tram and passenger drop off will be located in Lots 5 and 6. The purple-dotted area is where the tram will circle in on the south side of the entry and loop around into the blue for passenger pickup and then back toward the turn-around area. The proposed configuration also allows cars to come in, drop off passengers, and continue back around on Deer Valley East toward the Y intersection.

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Commissioner Shand commented that what is proposed is a 75% reduction in parking. Mr. Bennett did not want to provide an overabundance of free parking, which encourages single-occupancy cars. It was noted that this season there may not be reservations and or paid parking. Mr. Bennett stated that there are certain conditions where it makes sense. You don't want people to get to a place and then realize en masse that there is no place to go. It depends on the supply and demand. In situations where demand is much greater than supply, reservations are much better. From an operator and guest perspective, when there is a reservation and you see open spaces you might realize that you didn't need a reservation. That is challenging so he is trying to balance the operational needs and deliver a great guest experience and try not to have streets backed up. This season he expected reservations to be a much stronger candidate.

Mr. Greenberg next addressed the 2026/2027 ski season and showed a rendering that highlighted the tram location. Construction soil will be complete at this point in Zones 1 and 2 and no road work will be taking place. The major impacts are parking. In the summer of 2027, they will do more road work that is more focused on Deer Valley East and some of the loop area up in the Y intersection. The road work will be managed with signage, flaggers, and traffic control. Their hauling and excavation activities will have moved into Zone 3 on Lots 5 and 6. The haul routes will come up through Doe Pass and down Deer Valley West. That will be managed with flaggers and robust traffic control to ensure that the public is interfacing appropriately with the haul routes. The parking will be moved into the first area of the parking structure. They will utilize the parking structure built on levels P2 and P3 to bring the parking counts up to about 690.

Due to their excavation activities, the contractor is now relocating within the parking garage and will be doing their staging lay down, and construction trailers and offices within the parking structure starting in 2027. This will be the last summer of hauling within the project. Ski season 2027/2028 will involve parking within the parking structure on P3 and P2. The only difference this season is that the tram drop-off will have been moved from Lots 5 and 6 closer to the P2 and P3 areas. The tram will be running into the turnaround area. Roadway work will not take place during the ski season with traffic flowing freely around that new temporary drop off.

In the summer of 2028, the new transit hub will be open to the public starting the summer of 2028. They will also expand into the parking garage for permanent parking. The parking counts and footprints will be expanded closer toward the transit hub. They will have increased the number of parking stalls to just over 1,000 beginning in the summer of 2028. At this point, the Ski School drop-off will also be constructed.

In 2027, they will start to have some vertical activity on the podium above the parking deck. Mr. Greenberg reported that they are in communication with the Building Department and talking about life safety issues that will need to be in place and making sure that the parking structure is suitable for permanent parking. Okland Construction is

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actively participating in that. During ski season 2028/2029, the Ski School drop-off will be done is done and utilized.

In the summer of 2029, they will expand into Zone 3 for parking. They will then have just over 1,300 stalls. They will also begin the roadway work on Doe Pass on the west side to allow access to the parking garage. It will serve as the hotel parking entrance area. The contractor will still be staged there during the summer but work will take place on Doe Pass on the west.

Ski season 2029/2030 will involve the contractor moving out of the parking garage and position back in Lots 5 and 6 temporarily. They will then be making a lot of vertical progress and the hotel will near completion. Many of the residential and hotel components will be completed in this phase. In the summer of 2030, construction will be complete on the first area south of Doe Pass consisting of Lots 1, 2, 3, and 4. It will be open to the public the early summer of 2030. Late 2030 they expect to complete Lots 5 and 6 for completion of the project. Mr. Greenberg next addressed off-site parking. Areas they are looking at include the Richardson Flat area. They hope to utilize it for employees, guests, and possible construction parking of available as well as the Jordanelle State Park Area.

Commissioner Johnson asked if they will try to incentivize people to use the East Village during this time to access the resort. Mr. Bennett stated that notification is significant and people coming from the valley will quickly understand that getting onto a surface lot will be a good experience, particularly with all of the lift development taking place. Once they are down to 400 spaces at Snow Park, it will naturally move that segment of the skier base to East Village.

A question was raised regarding the number of parking spaces at Deer Valley East. Mr. Bennett stated that there will be 1,200 surface spots by next December. This December they 500. He recognized that they are accommodating the capacity need that will be generated out of Snow Park. Ms. Tyler stated that they are proposing to enter into a one-year lease to provide 208 parking stalls to the State. That was expected to continue over the next few seasons. They are planning to provide a shuttle that will provide access to Deer Valley East Village. It was clarified that the Richardson Flat Park and Ride shuttles will come to Snow Park and Jordanelle will go exclusively to Deer Valley East during construction. They also plan to have some level of service from Richardson Flat to East Village if there is a demand for it.

Mr. Greenberg highlighted the loop roadway improvements. The summer of 2026 will focus on Deer Valley West. The summer of 2027 will be the Y intersection in Deer Valley East with the temporary drop off the summer of 2026. He identified some of the intersections that will be impacted around the loop area. They plan right to do that work in the summer of 2027 over eight to 12 weeks per intersection. They would be done one after another to not overly impact the road. This will be managed with traffic signage,

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lighting, and flaggers to ensure that residents and traffic flow as smoothly and safely as possible.

Their hauling plan is intended to bring soil onto the mountain. They are focused on utilizing the needs of the mountain and how they can excavate nearly 500,000 cubic yards out of the parking lot. Over time they will be placed in various locations. Their focus is to keep trucks off the road to the extent possible and address dust mitigation. They will also focus on sustainability by regrading some areas and bringing the grade up. Mr. Bennett reiterated that this will be beneficial.

Mr. Greenberg touched on the general conditions and construction requirements. The hours of operation will be 7:00 AM to 4:30 PM six days per week. With regard to noise mitigation, Okland is committed to conducting noise mitigation, tracking decibel levels, and reporting back to the City. With regard to traffic control, they are committed to the Traffic Control Plan and measures. As roadwork takes place the public will be active in these areas in the summer and winter. They feel like communication with the City and community will be critical. They plan to use websites, social media, newsletters, and town halls to communicate to the extent possible. They aim to be as transparent as possible.

Mr. Greenberg stated that there may be times when they will need to work later hours at which time they will notify the public. They will work within the City Ordinance hours and will try to limit the hours of operation to 7:00 AM to 4:30 PM.

Commissioner Sigg asked about trip-generated traffic by the general contractors and their employees and if there is a plan that will mitigate the employee trip-generated traffic to the site. He asked if there is a centralized location where workers can be transported to the site to avoid traffic congestion. Harmon Tobler, Oakland Construction Project Director, stated that they are looking at a multi-phased approach to parking. They are currently looking at options in the North and South Salt Lake Valley and busing from there. If everyone drives to a Park and Ride and then try to shuttle them they will feel as if they have accomplished nothing. Productivity goes down and the challenges of getting workers to and from the project will be unproductive. They are looking to minimally use the parking options in the Park City area. There will be equipment trucks since there are many trades that require their vehicles to be on site but the constraints are not conducive to much of that. They have a rideshare program that they will mandate due to lack of availability. Their workers also do not want to drive their own vehicles every day for five years.

There will be stipulations in the Request for Proposals (“RFP”) about how they will manage getting the workforce to and from the site. They are looking at shuttles and large-volume buses as well to transport people to and from the work site. Commissioner Johnson encouraged the contract to include a rideshare requirement of some sort.

Mr. Bennett next discussed sustainability in Snow Park Village and emphasized the local environment. He noted that they are building this with the local environment in mind.

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Throughout the project, they have not talked much about their parent company, Alterra Mountain Company. That was intentional since many of the decisions and approaches are made locally and with Deer Valley's best interests in mind. Alterra brings very ambitious climate action goals that are set across the entire portfolio aiming to create sustainable change on a large scale. As they design and develop Snow Park, they will integrate the goals into Deer Valley with Alterra's commitment to environmental stewardship.

Alterra Mountain Company Chief Development Officer, Krista Springer, shared the goals and how they shape the project. She stated that she is a self-proclaimed green building capitalist and considers sustainability to be a smart thing to do and not just the right thing to do. It is something that they have brought to Alterra Mountain Company in an effort to tie all of their projects and resorts together within a bigger mission. They firmly believe that the most authentic development happens when it is driven locally. She commented that sustainability is very important to Alterra but they have not been very public about it. Two years ago they published their forward stance, which is a published document that has set very lofty targets and provided something to measure and publish against to make sure they were achieving goals around them. The forward stance has four pillars consisting of prioritizing people; protecting the planet; investing in our communities; and responsible operations. They believe that when these pillars work together, we can create positive change. Across our varied landscapes, the mountains embody the spaces where our lives and our livelihoods intertwine. As a result, they recognize the pressing threats of climate change on our passions and professions. Their commitment to climate action is unwavering and last year they boldly embraced science-based carbon reduction goals in three major targets that they hope to achieve by 2030. By 2030, they intend to reduce carbon emissions and transition to 100% renewable energy at all of their resorts and attain carbon neutrality by 2030.

Ms. Springer reported that to further this commitment, they have developed a series of Alterra Minimum Requirements (“AMR”) and they have been working with each of the resorts to prepare sustainability plans to ensure that they can meet those targets. At Deer Valley, they have been working very closely with the team. From a zero carbon standpoint, they are participating in the Electron Solar Project which is supplying them with 80% of their energy needs at the resort. They are looking at alternative ways to do snow melt as well. They are working to ensure that their development projects are carbon-zero. They have identified a path to 50% emissions reduction by shifting to electrification as they are swapping out old equipment making and facility upgrades, snowmaking, efficiency upgrades, and fleet tracking for the Electric Vehicle (“EV”) transition as they start to move those vehicles over.

Ms. Springer reported that Deer Valley is also committed to finding a path to zero waste. They have instituted a compost program, have a zero-waste event plan, and are working to eliminate single-use plastics in all of their food and beverage operations. At Snow Park, they believe that it is an incredible opportunity to be a showcase for sustainability so they want to go above and beyond the goals that Alterra has set. They are looking at

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10 categories of sustainability including energy; carbon; water resiliency; waste operations; waste management; site equity and empowerment; mobility; indoor environmental quality; materials; and certifications for the project.

Ms. Springer hoped to put their sustainability strategy together. They will be making it public and measuring against it. The goals are ambitious and they are not far along in the design of the vertical work. The goals were set early to integrate it as part of the design. It will be an iterative process. From a carbon standpoint, they are looking to reduce carbon by 50% with a path to zero, a 50% reduction in energy usage, and 100% renewable energy. That will be done site-wide on electrification. They firmly believe that fire and fireplaces belong in the mountains, so we will be offsetting that. They are also looking at geothermal heating and cooling because of that electrification. They are installing a commercial test kitchen. Ms. Springer noted that commercial kitchens are quite difficult to electrify currently due to a lack of technology. In the Event Center, they will do testing and sure that they put in the conduit necessary to enable all of their commercial kitchens and be able to switch over when the technology improves. They will use 100% LED lighting and using occupancy and daylight sensors, and robust building management systems to reduce and track consumption. They will also look at energy-efficient snow melt technologies as well.

Ms. Springer reported that water is a significant problem in the State of Utah. They are bound and determined to significantly reduce potable water demand to make sure they are protecting the local watershed and focusing on consumption reduction. They set targets of 30% indoor water use below the baseline and a 30% reduction in irrigation water use. They will also have a Rainwater Collection Demonstration System at the Event Center that will be used to reduce the demand for potable water and used as a showcase. From a waste materials and health standpoint, their goal is to divert 75% of any construction and demolition waste from the landfill. They are also working to make sure their designs consider ways to enhance operational waste diversion as the buildings come online. From a materials standpoint, they will source materials locally. They will also use low-carbon concrete in all major concrete applications. From a health standpoint, it is their aim for guests and staff to leave their buildings healthier than when they arrive. They are focusing on Non-VOC materials for carpet and paint, prioritizing materials with healthy product declarations, focusing on enhanced air filtration, and installing Merv 13 filters

With regard to mobility, Commissioner Frontero mentioned the transportation demand strategy. Ms. Springer stated that she has never worked on a project that does not have a published one. She committed to preparing a TDM strategy and stated that driving down single-occupancy vehicles should be a focus for every development and they will work with the team to accomplish that. They will ensure that the garage is EV enabled with 100% of the stalls having conduit and what is needed to convert to EV when the technology improves. To start, they will have 10% of the parking stalls will have a Level 2 charging capacity or greater.

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With regard to site and habitat, there could be better native and adaptive landscape woven into it. They want to bring that back and provide a better, healthier place for biodiversity, see pollinators, and look at how to integrate habitat into the broader project. They know that wildfires are a threat and they are implementing defensible space and fire-resistant landscaping into the design. Ms. Springer referenced light pollution and stated that they will follow all dark sky requirements and include that in the lighting package moving forward. She stressed that sustainability for Alterra and Deer Valley is of utmost importance.

Chair Hall opened the public hearing.

Allison Keenan gave her zip code as 84060. She thanked the Commission for their time in reviewing the Snow Park Development, MPD, and CUP applications and responding to community feedback at each public hearing. She thanked Deer Valley and Mr. Greenberg for the detailed Construction Mitigation Plans by the end season. As a resident of Lower Deer Valley and a regular client of the resort, understanding parking at the base changes to the drop-off areas, and when portions of roads in the area will be closed is extremely helpful. She thanked Ms. Springer for focusing on sustainability and listening to the local community. During the first three years of construction when parking is limited, a reservation for parking is essential both during the ski season and during the summer for special events. Richardson Flats and Jordanelle State Park will both have overflow parking. Richardson Flats has just over 700 spaces, which are used by skiers from both Park City and Deer Valley. Jordanelle State Park will add an additional 208 spaces. More parking may be needed off-site if construction workers, most employees, and hundreds of skiers are required to park off. Ms. Keenan stated that the proposed construction hours are 7:00 AM to 4:30 PM Monday through Saturday. She suggested that a detailed plan be in place on Fridays and Saturdays when peak afternoon ski traffic leaves the resort coinciding with the end of the construction work day. There are myriad issues still to be addressed and clarified in both the site circulation and construction mitigation plans. As Deer Valley has stated, this is a generational project and there is no need to rush the process. Additional information and careful consideration will be required to ensure that the applications comply with the Land Management Code and conditions of approval.

Meredith Berkowitz, an In the Trees HOA Board Member, thanked all involved for listening and being responsive. She was pleased to see that the plan includes keeping Deer Valley Drive West and Deer Valley Drive East open throughout construction and that a Snow Park drop-off, at least at the base, will remain open until the transit hub can open. Overall, the construction mitigation seemed to be a solid plan. Ms. Berkowitz's main concern was noise, especially from what is likely to be constant piling, jackhammering, and road grinding. Being in a valley where noise will travel and reverberate, she would have preferred to see crews start a bit later and end later in the evening for the noisiest components. The 4:30 PM end time concerned her from a traffic perspective because it is at the same time skiers and employees tend to depart the resort. With regard to peak traffic, her observations were that from 8:00 AM to 9:30 AM and from 3:30 PM to 6:00 PM,

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there is the most traffic. This is more than the road can handle which results in a gridlock in the afternoons. That makes it very difficult for people who live in the In the Trees development to leave their homes because it backs up in either direction in the mornings toward the resort but we have to go that way to get to town. It can take over one hour at times to get to town or Kimball Junction. With limited parking, she echoed the comments of the Commission Members and hoped Deer Valley will consider a reservation system to mitigate traffic in the area during construction.

Tom Miller gave his zip code as 84060 and thanked the Commission for addressing the sidewalk next to Fawn Grove. He was pleased to hear that it will remain the same size. He stated that the five-foot shoulder expansion on the opposite side of the road will work as a bus stop as long as the lane stays plowed. He asked about the November 2026 to May 2028 temporary drop-off, which shows west to east in one direction for transit buses only. He asked how residents from Fawn Grove, Pinnacle, Daystar, and Bristol Cone will get to Snow Park in the morning if the buses are only going in a counterclockwise direction. With limited parking during the construction, he asked if they will start the parking on Deer Valley Drive loop again. Mr. Miller stated that he lives less than one-half mile from Snow Park, with construction going until 9:00 PM would be a nuisance to residents, especially in the summer.

There were no further public comments. The public hearing was continued to December 11, 2024.

Chair Hall asked that the Commission's feedback be limited to the Construction Mitigation Plan.

Chair Hall preferred a later construction time frame. She agreed with the public that a 4:30 PM end time is not ideal. She also asked for more information on how they can communicate with visitors regarding the new pattern for construction mitigation. She asked for additional information for number two regarding bus frequency and how that will be decided. She agreed with Commissioner Johnson about possible incentives rather than information about two options and letting a natural progression to Mayflower take place for certain demographics. She commented that number three is specific and seems like they are not allowing the option to have reservations or paid parking before the structure is complete. She wanted to leave the option as it is worded. For number 29 she asked for more information on how that would work.

Commissioner Shand echoed Chair Hall’s comments. With regard to the hours he asked if there was a plan to start earlier than 7:30 AM for concrete pours. In the summertime, concrete is in high demand, and in the heat of the day, pours start at 5:30 AM or 6:00 AM. Mr. Greenberg stated that there will be times when they will have early pours. Commissioner Shand asked that in those cases, the neighbors be notified. Mr. Bennett stated that often they pour early to avoid traffic. Those would be the only times they would start earlier than 7:00 AM. He stressed the desire to be a good neighbor.

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In response to a question raised by Commissioner Johnson, Director Ward referred to Condition of Approval number 21, which states that except for emergencies, requests for exceptions to the noise regulations would need to be made at least one working day in advance. There is a section in the Code, however, that allows for exceptions. Construction deliveries are limited to the hours of construction set forth in the Code. Her understanding was that it is not possible or it could be interpreted as not allowing paid parking or reservations until the parking structure is built. She felt that adding the option to allow for paid parking reservations should be clear.

Commissioner Johnson had concerns about number five and how it would be enforced. He felt that expanding the surrounding neighborhoods to below the Y is the burden of the applicant since it could impact that area. He wanted to ensure that there is enforcement during construction. With regard to number 19, Commissioner Johnson asked if an item should be added for a Fugitive Dust Control Plan.

Commissioner Suesser liked the way staff drafted the Conditions of Approval but wanted more detail. With respect to Deer Valley and the City collaborating on number one and asked what transportation to Snow Park will consist of. She asked if Deer Valley would be making a financial contribution or providing shuttles or buses. She referenced Condition of Approval number 3 and agreed with the parking reservation system and that it should be implemented prior to full build-out. She wanted to see an Employee Parking Plan that requires employee and visitor carpooling. With regard to Condition of Approval number five, Commissioner Suesser suggested that Deer Valley consider providing a complimentary shuttle during construction to the wider Deer Valley area. Currently, there is a paid shuttle service but a complimentary shuttle for HOAs in the Deer Valley area during construction would be appropriate during the ski season.

Commissioner Suesser was confused by Condition of Approval number six which states that construction employees will park at the Richardson Flat lot and take public transit to the Snow Park Base area. Staff then recommended a Conditional of Approval requiring Deer Valley to outline the number of parking spaces at Snow Park for construction workers. Director Ward explained that that was to address employees who need to bring vehicles to the site.

Commissioner Suesser wanted a better understanding of whether Deer Hollow Road could be used for construction vehicles, delivery vehicles, construction workers, employees, and people coming to Snow Park, particularly during construction. She wanted to understand how that road is managed and the extent to which Deer Valley can use it. She suggested that be part of the Construction Mitigation Plan. She asked if construction vehicles that haul soil from the excavation site up the hillside should be covered to prevent dust and debris from blowing. She referenced Condition of Approval number 20 and suggested that a decibel reading be reported daily to the Chief Building Official rather than just when required. It was confirmed that 100% of the grading and excavation will be kept on-site or on the hillside and none will be hauled off. She suggested that Condition of Approval number 22 include a reference to safety inspections

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for trucks and daily excavation tallies for the excavation to determine whether it is in alignment with what is being estimated. She recommended that Condition of Approval number 28 clarify the level of service of shuttles that Deer Valley will provide. Commissioner Suesser asked that Condition of Approval number 29 be clarified to specify who is paying for the shuttles. She thought Deer Valley should be responsible for those vehicles during construction. She asked that a Condition of Approval be added to address Emergency Evacuation Plans.

Commissioner Frontero commented on the communication mechanisms and hoped to see two-way communication so that people in lower Deer Valley can communicate during construction. He asked what was the preferred way for the public to communicate with the developer with regard to noise, traffic, and construction. So I see your communication mechanisms.

Commissioner Sigg agreed with many of the previous statements made by his fellow Commissioners. He asked if there is a contingency plan. With regard to public health and safety, he asked how sanitation will be set up. He also asked about crane towers and where they will be located and if they will encroach over rights-of-way. He would want to ensure that they are in the right location and not impact public safety.

Commissioner VanDine mentioned trying to expand the drop-off area in Lot 5.

MOTION: Commissioner Johnson moved to CONTINUE the public hearing and the item to December 11, 2024. Commissioner Shand seconded the motion. The motion passed with the unanimous consent of the Commission.

The Commission took a short break.

G. Land Management Code Amendments – Pending Ordinance Regarding Accessory Uses and Support Commercial. The Park City Planning Department Formally Initiated Proceedings to Amend the Municipality's Accessory Uses in Master Planned Development Land Use Regulations Outlined in Land Management Code Section 15-6-8 Unit Equivalents and Section 15-15-1 Definitions Regarding Support Commercial and Residential and Resort Accessory uses for Master Planned Developments, and Sections 15-2.7-2 Uses for the Recreation and Open Space Zoning District, 15-2.18-2 Uses for the General Commercial Zoning District, and 15-2.19-2 Uses for the Light Industrial Uses to Clarify Resort Support Commercial is Allowed when Approved as Part of the Master Planned Development. PL-24-06193.

Director Ward reported that the above matter has been discussed previously and based on the September 11, 2024, meeting there were four points the Commission asked to come back for additional discussion. That included the definitions for "hotel" and "nightly rental condominium", "long-term enforcement", the "5,000-square-foot support

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commercial cap", and the footnote in the recreation open space. Director Ward provided an overview of potential ways to address the four items with the definitions to distinguish hotels, hotel condominiums, and nightly rental condominiums. The recommended amendments that are outlined in the pending ordinance clarified that support commercial is really for hotel uses. The current hotel definition includes a reference to nightly rental condominiums but it is not a defined term. One of the possible red lines could be to update "hotel" to include "hotel condominium" and remove any reference to "nightly rental condominium" and replace that term with "residential condominium project", which would be a condominium project for residential use and not for a hotel or hotel condominium use. The "residential use" definition would be updated to remove references to support commercial and associated uses to distinguish those types of projects. That would still allow for accessory uses under the pending ordinances for residential condominium projects for elevators, stairways, hallways, and circulations that are needed for the building to function.

Director Ward explained that if those definitions were clarified, long-term enforcement could be built in through a few different opportunities. They could update the application submittal materials so that when an applicant can specify which definition they fall under. They should also clarify project ownership and operation in Development Agreements and update the required Findings of Fact and Conclusions of Law to include the ownership and management of the project. If that is proposed to change over time there would still be flexibility. It would simply come back as an amendment to the MPD. If the changes are incorporated with clarifications on the type of projects that the support commercial use applies to, there could be an opportunity to reconsider the 5,000-square-foot cap.

Director Ward next referenced the footnote in Recreation and Open Space and stated that there are resort accessory uses such as public restrooms, employee facilities, and childcare facilities that are expected at resorts. There are also resort support commercial uses that are not addressed in the MPD Code and are in the uses of each zone and include businesses buying and selling goods and services. Currently, in the Resort Support Commercial, General Commercial, and Light Industrial zones, they are allowed. This means that if something is under 10,000 square feet, the property owner can submit a Building Permit. In the pending ordinance, they were recommended to be shifted to a CUP so that they come to the Commission for review. In the Recreation and Open Space Zone, resort support commercial uses are CUPs, and the pending ordinance included a footnote to tie the commercial uses to the approved resort MPD. If there was support to keep the resort support commercial as a conditional use so that it comes to the Commission, it would allow for additional commercial uses to come into an MPD boundary.

Director Ward reported that Task Force members were present to share their thoughts and potentially open a public meeting at the discretion of the Commission. Staff could be directed to draft updates to the pending ordinance for a potential recommendation to the City Council on December 12. It was clarified that if the resort support activities were coming back in the CUP the Commission could eliminate the footnote altogether. It was

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noted that the footnote suggested that they open up the whole MPD, which was problematic.

A Task Force Member commented that previously there was discussion about the Commission feeling that they had a lot of control but they realized that perhaps they do not have as much control as they thought. He felt they do have enough control over abuse of net and gross square footage. It is a volume-based code so there are setbacks and heights. He noted that gross and net square footages are often listed as Findings of Fact in CUPs.

A Task Force Member/Liaison commented that upon review, the original amendment came forth before he began serving on April 13. He thought there was a reaction to something that came before you the Commission that made it seem that there was abuse of both the request for the resort accessory and the resort support square footage. The Commission reacted and it went to the City Council who was not in lockstep and suggested that the Task Force be formed. The Task Force met several times and addressed why it was formed and its purpose. They also looked in detail at the current Code and found that measures are in place to prohibit abuse. Ultimately, they want to build world-class resorts where warranted with amenities and not just a stripped-down hotel at the base of a ski area with minimal square footage for guest amenities. They have control over the process if they see abuse.

Commissioner Sigg agreed that there is a Form-Based Code that defines the parameters in terms of what can be done. He thanked Director Ward for guiding the liaisons through language in a way that we can navigate definitions. He noted that there are different kinds of hotels. He was pleased with the definitions they have created for condominium hotels as differentiated from hotel condominiums. It was acknowledged that there is a very distinct difference. There is a distinction between a hotel, a hotel condominium, and a residential condominium. He felt it was important to make that distinction and define who will operate that, what are the parameters of the operation, and who gets to use the spaces. He compared this to a residential condominium that provides accessory uses that are defined by the Form-Based Code.

The comment was made that there are a lot of condominium projects in the City and a residential condominium typically has more residences for sale and not as much support space. Examples were provided. When a buyer comes into the market, lenders differentiate hotels and residential condominiums as to whether it has a front desk and if someone can walk in off the street and rent a room. Even though Flagstaff, Silver Strike, Shooting Star, Arrow Leaf, and Grand Lodge have front desks you cannot walk in and rent a room. This is more of a property management front desk. Contrast that with a condo hotel like Waldorf or St. Regis.

Commissioner Sigg commented that there is a distinct difference between a residential condo project that is managed. Commissioner Suesser commented on issues they faced when trying to apply the Code to an MPD. If they were to apply support commercial or if

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applying accessory uses for a residential development project, defining them properly allows them to apply the Code to accessory uses whether they are residential or support commercial.

A question was raised as to whether the maximum square footages are to be eliminated. Director Ward commented that if they clarify the definitions, the cap will be eliminated in the footnote. It was thought that a lot of concerns can be addressed by better defining the projects, uses, and ownership structure upfront which makes some of the guardrails not necessary. Director Ward explained that they would be addressed through new application requirements and the Findings of Fact for projects and the Development Agreement requirements.

Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

Commissioner Johnson was frustrated by the process and focused on the example of the resort base area. While we want world-class resorts, currently the two base areas have existing Development Agreements with zero expiration, no sunset clause, with increased density beyond what the Code allows. He asked if they are striking the sections where they will try to limit some uses. He stated that it is bonus density and they have an extensive amount of unit equivalents already that they legally can construct. This was to address that additional bonus density and limit some of those in some way.

Commissioner Suesser stated that in the past they would ask for support commercial for a residential condo in a resort center. There was confusion about how the Code applied to that type of project and what to call it. Commissioner Johnson was frustrated with this item since they went through the process before the Task Force was created. No one came to meetings or gave feedback. He felt they were on the right track and was frustrated that they were still here. He felt they were being painted negatively by the public as well. The comment was made that little can be done regarding

Mitigate it. I think there's nothing that we can do about those who have already been granted rights but when looking at resort commercial development they are addressing the ski area. Director Ward stated that accessory uses are allowed and have been refined in the pending ordinance. A commercial use would fall under the commercial definition. If it is proposed to go to a location that is governed by an overarching MPD, the footnote would require an evaluation of the MPD to increase the commercial. If the footnote is removed and the resort support commercial is moved to a conditional use across all zones, it would be a CUP that would come through Planning Commission review and would not count toward their overall unit equivalents.

Commissioner VanDine shared Commissioner Johnson’s frustration with the process. They spent a great deal of time over four meetings and had a unanimous consensus. In the end, they did not get deference from the City Council. The Planning Commission has done a tremendous amount of work along with the Task Force. Her preference was to

PENDING APPROVAL

pass the matter on to the City Council as they have done what they asked. Ultimately, it is a policy decision by the City Council who last time outright rejected the Commission's unanimous recommendation. Commissioner Johnson was frustrated that the advisory committee was stacked deck in that the majority consisted of developers.

The comment was made that Planning Commission Members can attend City Council Meetings and voice their opinion. He reported that he has served at every level in the State and how he makes a living has nothing to do with his findings. He was not speaking from the standpoint of a developer.

MOTION: Commissioner Suesser moved to direct staff to draft an ordinance to amend the accessory uses for MPDs in the Land Management Code for review by Commissioner Sigg and Commissioner Suesser to submit to the City Council on December 8, 2024. Staff should take the draft pending ordinance and amend it as outlined in the Staff Report with a positive recommendation to the City Council. Commissioner Frontero seconded the motion. The motion passed unanimously.

6. ADJOURNMENT

MOTION: Commissioner Frontero moved to adjourn.

The meeting adjourned at approximately 10:00 PM.

PENDING APPROVAL

Planning Commission
Staff Report

Subject: **Bonanza Park Neighborhood**
Application: **PL-24-06024**
Author: **Planning Team**
Date: **December 11, 2024**
Type of Item: **Legislative**

Recommendation
(I) Review initial draft amendments related to site requirements, design guidelines, connectivity, environment, and chain businesses, (II) conduct a public hearing, (III) provide input, and (IV) continue to February 12, 2024.

Summary
Consultants Design Workshop are assisting with the new Zoning District to implement the recommendations of the adopted Bonanza Park Small Area Plan and will present updates for Commission discussion and public input. The Planning Commission's first work session was on October 23, 2024 (Packet, Item 4.A; Minutes, p. 2). Work on community benefits and vantage points to enhance the Frontage Protection Zone are in progress and will be discussed in the February meeting. Additionally, the proposed amendments are being reviewed for feasibility with different development scenarios.

Exhibit
A: Initial Draft Bonanza Park Mixed-Use Zoning District Code Amendments

15-1-6 ZONE DISTRICTS AND ZONE MAP

In order to carry out the purposes of the LMC, Zoning Districts have been established as set forth in LMC Chapters 15-2 and as identified on the Official Zoning Map. In interpreting the Official Zoning Map, the following standards shall apply:

1. The zoning boundary lines are intended to conform to existing Property boundary lines when not in a public Right-of-Way, or to follow the center line of public Rights-of-Way, including prescriptive Rights-of-Way, unless the lines are located by specific dimensions, in which case the dimensions shall control.
2. Where the Zoning District lines appear to have intentionally divided a Lot or Parcel between two (2) or more districts, the applicable zoning for each portion of the Lot or Parcel must be determined by using the scale shown on the map.
3. There is no minimum Area or diversity of ownership requirement for a zone designation. Neither the size of a Zoning District nor the number of landowners within the district may be used as evidence of the illegality of a Zoning District or of the invalidity of a municipal decision.
4. All property within the City limits is subject to the City's Zoning Districts, including State or Federal property which may be exempt from the City's land use ordinance and jurisdiction. If such zoning is subsequently invalidated, no building permit, subdivision or approval for any development activity may be applied for until the City establishes a valid zoning for the property.

DRAFT

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

15-2.27-1 PURPOSE
15-2.27-2 USES
15-2.27-3 LOT AND SITE REQUIREMENTS
15-2.27-4 BUILDING HEIGHT
15-2.27-5 ARCHITECTURAL REVIEW
15-2.27-6 DESIGN GUIDELINES
15-2.27-7 COMMUNITY BENEFITS
15-2.27-8 PARKING REQUIREMENTS
15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT
15-2.27-10 STREET SYSTEMS
15-2.27-11 OPEN SPACE AND TRAIL CONNECTIVITY
15-2.27-12 SUSTAINABILITY REQUIREMENTS
15-2.27-13 CONVENTIONAL CHAIN BUSINESSES
15-2.27-14 CRITERIA FOR DRIVE-UP WINDOWS
15-2.27-15 SEXUALLY ORIENTED BUSINESSES
15-2.27-16 CRITERIA FOR BED AND BREAKFAST INNS
15-2.27-17 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS
15-2.27-18 SIGNS
15-2.27-19 RELATED PROVISIONS

15-2.27-1 PURPOSE

The purpose of the Bonanza Park Mixed Use (BPMX) District is to:

1. ensure development in the Bonanza Park neighborhood implements the Bonanza Park Small Area Plan and provides opportunities for locally serving businesses and diverse housing options.
2. encourage development of Missing Middle Housing such as Townhomes, Duplexes, Triplexes and Multi-Unit Dwellings,
3. create a vibrant Mixed-Use pedestrian-oriented neighborhood, with safe comfortable access to parks, and publicly accessible green spaces and outdoor community spaces,
4. protect views along the Bonanza Parks' entry corridors and Frontage Protection Zone,
5. allow increased height and densities when development provides significant community benefits, including exceeding affordable/workforce housing requirements, integration of trail systems, promoting multi-modal transit, providing publicly accessible outdoor community spaces, provide underground parking, art/placemaking elements, community facilities, etc. See definitions in 15-15 Defined Terms,

6. establish a network of pedestrian and bicycle linkages throughout Bonanza Park, through the restriction of auto-centric uses,
7. ensure development implements Universal Design Principles and aspires to reach Park City's net zero goals, reduce vehicle trips and improve access to transit, and
8. incorporates public art and placemaking elements to inspire, delight, and enliven public spaces and streets in the Bonanza Park Neighborhood.

15-2.27-2 USES

[Section Under Development] Uses in the BPMX District are limited to the following:

15-2.27-3 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan. All Development activity must comply with the following minimum standards:

A. **LOT SIZE**: No minimum lot size.

B. **DENSITY**: The following densities and square footage limitations apply within the BMPX District.

   a. **Residential.** Minimum residential density 10 units per acre.

   b. **Commercial**. A single building is limited to no more than 15,000 to 29,000 square feet of commercial square footage. This limitation shall apply to commercial-only development and mixed-use development with a commercial component. A single commercial tenant shall not occupy more than 5,000 square feet of commercial square footage, unless it meets one of the following exemptions:
      1. Grocery Store,
      2. US Post Office, or
      3. The use has received conditional use approval pursuant to Section 15-1-10 Conditional Use Review Process.

C. **OPEN SPACE AND SITE COVERAGE**: The following Open Space and Site Coverage requirements apply within the BPMX District.

   a. **Residential.** Parcels with a residential component as a single use or as part of a mixed-use building shall have a minimum site coverage of 40% and a maximum of 80%. At least 20% of the total Site Area shall be transferred

Development Right (TDR) Open Space and may not be used for Streets, roads, driveways, or parking areas. This Transferred Development Right (TDR) Open Space must be Natural or Landscaped Open Space.

b. **Commercial**. Parcels with a commercial component or as part of a mixed-use building shall have a minimum site coverage of 40% and a maximum of 90%. At least 10% of the total Site Area shall be Transferred Development Right (TDR) Open Space and may not be used for Streets, roads, driveways, or parking areas. This Transferred Development Right (TDR) Open Space must be Natural or Landscaped Open Space.

c. **Industrial**. Parcels with an industrial component shall have a maximum site coverage of 70%. At least thirty percent (30%) of the total Site Area, shall be Transferred Development Right (TDR) Open Space and may not be used for Streets, roads, driveways, or Parking Areas.

D. **SETBACK REQUIREMENTS**: Table 15.2-27-3-D identifies the required setbacks in the BPMX District.

Table 15.2-27-3-D: MINIMUM SETBACK REQUIREMENTS

Use	Front Setback	Side Setback	Rear Setback
Recreation Open Space	Designated Recreation Open Space Lots within the Bonanza Park Neighborhood are subject to the requirements outlined in the Recreation and Open Space Zone District including 15-2.7-3 Lot and Site Requirements.		
Dwelling, 2 units or less	The minimum Front Setback is twenty feet (20').	The minimum Side Setback for any Main Structure is ten feet (10'). The minimum Side Setback for any Accessory Structure is five feet (5').	The minimum Rear Setback is ten feet (10').
Dwelling, 3 units or more	The minimum Front Setback is twenty feet (20'). (See Note 1, 2, 3)	The minimum Side Setback is five feet (5'). (See Note 4, 5)	The Rear Setback is fifteen feet (15').
Commercial	Minimum front setback is twenty feet (20') for all Main and Accessory Buildings and	The minimum Side Setback is ten feet (10'). (See Note 3, 4, 5, 6, 7)	The minimum Rear Setback is ten feet (10'). (See Note 3)

	Uses. (See Note 1, 2, 3)		
Flex / Light Industrial	The minimum Front Setback is thirty feet (30').	The minimum Side Setback is ten feet (10'). (See Note 7)	The minimum Rear Setback is ten feet (10').

Notes:

1. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided all on-Site parking is at the rear of the Property or underground.
2. The Frontage Protection Overlay Zone (FPZ) requires a minimum landscaped buffer of thirty-feet (30') in width abutting the Street. See Section 15-2.20.
3. The Prospector Overlay allows reduced site requirements for designated Affected Lots. See Section 15-2.18-3(I).
4. A Side Setback between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.
5. Exterior Side Setbacks shall be based on the required minimum Side Setback for each Lot; however the Planning Commission may consider increasing exterior Side Setbacks during Conditional Use Permit review to mitigate potential impacts on adjacent Property. Side Setback exceptions continue to apply.
6. The minimum Side Setback for a Detached Accessory Building not greater than eighteen feet (18') in height, located at least five feet (5') behind the front facade of the Main Building must be one foot (1'), except when an opening is proposed on an exterior wall adjacent to the Property Line, at which time the minimum Side Setback must be three feet (3'). See the following illustration:
7. On Corner Lots, the Side Yard that faces a Street is considered a Front Yard and the Setback must not be less than twenty feet (20').

E. **DWELLING, 2 UNITS OR LESS SETBACK EXCEPTIONS.** The setback exceptions identified in Chapter 15-2.12-3 (R-1 zone district) shall apply to development in the BPMX District.

F. **DWELLING, 3 UNITS OR MORE SETBACK EXCEPTIONS.** The setback exceptions identified in Chapter 15-2.15-3 (RM zone district) shall apply to development in the BPMX District. In addition, the following activities shall per permitted in setbacks.

1. Public Transit Area
2. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided the parcel is not located within the Frontage Protection Zone, and usable dedicated outdoor space is provided for all residential units. This space may be located at grade, as a balcony, as a rooftop amenity, or any combination thereof.

G. **COMMERCIAL SETBACK EXCEPTIONS.** The setback exceptions identified in Chapter 15-2.18-3 (GC District) shall apply to development in the BPMX District. In addition, the following activities shall per permitted in setbacks.

1. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided the parcel is not located within the Frontage Protection Zone, and usable dedicated outdoor space is provided for all residential units. This space may be located at grade, as a balcony, as a rooftop amenity, or any combination thereof.

H. **SNOW RELEASE.** The design of roofs shall address snow accumulation and ice/snow shedding. Entries, walkways and pedestrian areas shall be protected from ice/snow shedding. Site plans and Building design must resolve snow release issues to the satisfaction of the Chief Building Official.

I. **CLEAR VIEW OF INTERSECTION.** No visual obstruction in excess of two feet (2') in height above Road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

J. **PROSPECTOR OVERLAY ESTABLISHING A MAXIMUM FLOOR AREA FOR DEVELOPMENT.** The following requirements apply to specific Lots in the Prospector Square Subdivision:

1. **AFFECTED LOTS.** Lots 2A through Lot 49D, except Lots 40, 41, 42, 43, 44, 45, and 46, and parking Lots A through K as shown on the Amended Prospector Square Subdivision Plat.

2. **MAXIMUM FLOOR AREA RATIO (FAR).** The FAR must not exceed two (2.0) for all Affected Lots as specified above. All Uses within a Building, except enclosed Parking Areas, are subject to the Floor Area Ratio (FAR). Parking Lots A - K must have no Use other than parking and related Uses such as snow plowing, striping, repaving and landscaping.

3. **REDUCED SITE REQUIREMENTS.** In the Prospector Square Subdivision, Front, Side and Rear Setbacks may be reduced to zero feet (0') for all Affected Lots as specified above. Commercial Lots within the Frontage Protection Zone shall comply with FPZ Setbacks per LMC Section 15-2-20. This section is not intended to conflict with the exceptions listed above nor shall it be interpreted as taking precedence over the requirement of Section 15-2.18-3(H) Clear View of Intersection.

15-2.27-4 BUILDING HEIGHT

No Structure shall be erected to a height greater than thirty-five feet (35') from Existing Grade. This is the Zone Height.

A. **BUILDING HEIGHT EXCEPTIONS.** The following height exceptions apply:

1. One (1) additional story, or a maximum of forty-five feet (45) from Existing Grade per Section 15-2.27-8 may be granted if Community Benefits are provided, pursuant to Section 15.2-27-X.
2. Affordable Master Planned Developments may be granted additional height up to forty-five feet (45) from Existing Grade per Section 15-6.1.
3. Gable, hip, Barrel, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 of greater.
4. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with the International Building Code (IBC).
5. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building.
6. Church spires, bell towers, and like architectural features, subject to LMC Chapter 15-5 Architectural Guidelines, may extend up to fifty percent (50%) above the Zone Height, but may not contain Habitable Space above the Zone Height. Such exception requires approval by the Planning Director.
7. An Elevator Penthouse may extend up to eight feet (8') above the Zone Height.
8. Ski lift and tramway towers may extend above the Zone Height subject to a visual analysis and approval by the Planning Commission

15-2.27-5 ARCHITECTURAL REVIEW

Prior to the issuance of a Building permit for any Conditional or Allowed Use, the Planning Department must review the proposed plans for compliance with Architectural Review, Chapter 15-5. In addition to the requirements identified in Chapter 15-5, the Design Guidelines identified in Section 15.2-27-6 shall apply.

15-2.27-6 DESIGN GUIDELINES

In order to implement the Bonanza Park Small Area Plan, specific design guidelines for the BPMX District are adopted. These are intended to ensure development is consistent with the neighborhood character while improving overall connectivity with greater Park City.

A. **APPLICABILITY.** These Design Guidelines shall apply to all development in the BPMX District, with the exception of single-family or two-dwelling unit development. Where there is a conflict between the standards in this Chapter and Chapter 15-5, the requirements of this Chapter shall apply.

B. **BUILDING PLACEMENT AND ORIENTATION.**

1. Incorporate open space into building placement. Open spaces provide opportunities for additional landscaping, while also providing opportunities for commercial businesses to utilize space as outdoor seating or for outdoor merchandising.
2. On parcels greater than 30,000 square feet, the massing of the building should be broken into smaller volumes. Creative approaches to break up building mass and scale is encouraged. This could include separate buildings above grade or linked exterior walkways.
3. Buildings should be oriented to the street to create a positive pedestrian experience. To the extent practicable, building facades should be parallel to the adjacent street to orient access to public and private streets, pedestrian circulation, and gathering areas.
4. Development should preserve or enhance views of significant community features from prominent public vantage points as listed below:
   a. PLACEHOLDER FOR VANTAGEPOINTS
5. Maximizing solar exposure during winter months should be a consideration in designing public spaces and gathering areas. Development adjacent to major open spaces, such as parks or designated public amenities, shall perform a sun/shadow study of the effects of development on such spaces from autumn through spring.

C. **BUILDING SCALE, VARIATION, AND FENESTRATION.** Buildings in Bonanza Park should reflect the scale of uses and reinforce a pedestrian environment.

1. **BUILDING SCALE**
   a. The perceived mass and scale of Development in the BPMX District shall be reduced by incorporating design elements that emphasize three or more of the following:
      i. Variation in roof forms or parapet heights, or
      ii. Insets, projections or other relief in the wall plane, or
      iii. Architectural emphasis on building entries, or
      iv. Arcades, porticos, or other forms of covered exterior circulation, or
      v. Variations to window size or proportions, or
      vi. Balconies, or
      vii. Variation in color, texture, or materials as allowed in Section 15-5.
   b. Building design should avoid blank walls and large undifferentiated expanses of wall surface exposed to public pedestrian rights of way, plazas, or parks.
   c. Roof overhangs, projections, awnings or canopies should contribute to the character of the building and create shadow patterns while aiding in protection of the structure and pedestrians.
   d. Exceptions from the guidelines may be allowed for those areas of the building envelope that are not visible from adjacent development and public spaces.

2. **VERTICAL BUILDING ARTICULATION**
    a. All buildings that are approved above thirty five feet (35') in height shall include vertical articulation to help break up the mass of the building. This articulation shall occur every thirty feet (30') and shall be achieved through a façade change of at least eight inches (8") in depth, or through a material change.
    b. This shall apply to all building facades.

3. **VERTICAL STEPBACKS**
    a. A vertical stepback is required for any building developed within fifty feet (50') of the Frontage Protection Zone. These upper story setbacks shall be a minimum of ten feet (10') in depth.
    b. A vertical stepback for portions of a building over thirty five feet (35') should be considered.

4. **HORIZONTAL BUILDING ARTICULATION**
    a. Structures greater than sixty feet (60'), but less than 120 feet in length must exhibit a prominent shift in the facade of the Structure so that no greater than seventy five percent (75%) of the length of the Building Facade appears unbroken. Each shift shall be in the form of either a ten foot (10') change in Building Facade alignment or a ten foot (10') change in the Building Height, or a combined change in Building Facade and Building Height totaling ten feet (10').
    b. Structures that exceed 120 feet in length on any facade shall provide a prominent shift in the mass of the Structure at each 120 foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Facade alignment or a fifteen foot (15') change in the Building Height. A combination of both the Building Height and Building Facade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.
    c. This shall apply to all building facades.

5. **FENESTRATION**
    a. Windows for non-residential and mixed-use buildings should be provided to create a direct relationship to the street.
        i. A minimum of 50% glazing is required on the ground level of all street-facing facades to create a strong relationship to the street.
        ii. A minimum of 40% is required for second levels.
    b. Transparent glazing shall be rated at a minimum 60 percent light transmittance factor.

c. Reflective glass is prohibited on ground floors and discouraged on upper levels.

6. Balconies are permitted for all residential uses. These may be integrated into a vertical step-back. Railings for balconies should have a minimum of 30% transparency. Balconies may count as outdoor space for residential units if they are a minimum of six (6) feet by eight (8) feet.

D. **SITE ACCESS AND ON-SITE PARKING.** Site access should be consolidated to the greatest extent practicable.

1. For sites that are larger than two (2) acres in size, integration of an alleyway or mid-block walkway is encouraged to support a pedestrian oriented street design.
2. Access between the on-site Use and Parking Area must be provided through pedestrian, bicycle, and/or transit facility connections (e.g. sidewalks, multi-use paths, bicycle lanes, transit stops, etc.).
3. On-site parking should be accessed from a street other than Park and Kearns. If there is no access from an internal street, the main vehicular access point shall be from the shortest block length.
4. Additional vehicular access points on Park and Kearns are discouraged and shall be minimized.
    a. Where parking is accessed from Park or Kearns, the parking area, inclusive of drive aisles, shall be no more than 35% of the parcel width. Screening of parking areas is required, which may include low walls, landscaping, public art, public seating, multi-modal transportation infrastructure, and the like.
5. All onsite parking shall be located behind the front-most wall of the Main Building.
6. When a parking garage is provided, underground parking is preferred. Where an above-grade garage is provided, it shall be located behind the Main Building and shall include architectural screening or artistic screening to minimize views of vehicles.
7. Any street-facing entry to a parking garage should be designed to reduce visibility. All ramps shall be integrated into the building's architecture.
8. Parking areas and loading zones should be located to minimize visual impacts from the a public Street or pedestrian way.
9. Consider paving material change to define surface parking areas from the main vehicular travel lane.

E. **STREET LEVEL DESIGN.** Thought shall be given to the street level design to encourage the overall walkability and vitality of the area.

1. Buildings should have an active use on the ground level. Active uses support the vibrancy and usability of the public realm adjacent to a building, and include retail establishments, retail services, civic spaces (theaters, museums, etc), restaurants, bars, art and craft studios, and other uses determined to be

substantially similar by the Planning Director and/or Planning Commission. For buildings that are 100% residential, a lobby or other common space shall meet this requirement. The active use should extend at least 25 feet inside the building.

2. All buildings shall have at least one main entry on all street-facing facades. This entry should be easily seen from the street and adjacent pedestrian way.
3. On corner lots, two (2) entrances should be provided. At least one (1) of these entries should be located within twenty (20) feet of the corner.
4. An internal airlock should be incorporated into all commercial, lodging, public, and mixed-use buildings.

F. **ARCHITECTURAL STYLES AND MATERIALS.** The limitations identified in Chapter 15-5 shall apply. In addition, the following standards should be met:

1. Building materials should convey a pedestrian scale and have proven durability in Park City's climate.
2. Building materials shall be of a high quality and reflect the range of materials found in the Bonanza Park Area. The use of wood, metal, glass, and XX is appropriate in this zone district.
3. Architecture that reflects corporate branding is not permitted. This shall not be construed to limit the ability to place signage on the property in accordance with the allowances and limitations of the Land Management Code.

G. **ROOFS.**

1. Flat roofs and low sloping roofs are preferred.
2. Snow shedding shall be considered in all roof design. Roofs shall be designed and insulated to ensure valleys, areas over wall top plates and other similar building spaces do not form ice dams and to minimize the need for heat tape.
3. Where roofs will drip onto pedestrian or other public areas, buildings shall provide a system of gutters, downspouts and permitted heat-tape to direct and channel roof run-off into the project's landscape areas and to prevent ice build-up in pedestrian areas. In non-pedestrian or public areas, roofs may drip to swales that direct water to the natural or proposed landscape.
4. Eaves and fascia shall generally be responsive and proportional to the design of the building.
5. The limitations identified in Chapter 15-5 shall apply.

H. **LANDSCAPING.**

1. Landscaping should complement the context and enhance the architecture of the building.
2. Stormwater best management practices should be considered in the landscape design.
3. Landscape materials should reflect the Park City climate.
4. For parcels located in the Frontage Protection Zone, the first thirty feet (30') should include landscaping and pedestrian-focused infrastructure.

a. Sidewalks, trails, bike paths, and the like are permitted in this area. These shall have a vegetative buffer from the edge of road pavement of at leave three feet (3')
b. Multi-modal infrastructure is permitted in this area, including bike racks, transit stops and shelters, wayfinding signage, seating, and the like. Mobility Hubs and Transit Hubs are also permitted in these areas, provided they do not exceed XX feet in height.

I. **SERVICE AND MECHANICAL AREAS.**

1. Trash, recycling, and service areas should be designed as integrated components of the building and should be sited to minimize impacts to pedestrians.
2. All exterior mechanical equipment must be Screened to minimize noise infiltration to adjoining Properties and to mitigate visual impacts on nearby Properties and general public view. All mechanical equipment must be shown on the plans prepared for city review.
3. Delivery areas should be located at the rear of a property.
4. The loading and unloading of goods must take place entirely on the Site. Loading and delivery areas must be Screened from general public view. All loading areas shall be shown on the plans prepared for city review.
5. Shared delivery, service, trash, and recycling areas are encouraged.
6. All Structure must provide a means of storing refuse generated by the Structure's occupants. All refuse storage facilities must be shown on the plans prepared for city review. Refuse storage must be Screened, enclosed, and properly ventilated.
7. When possible, transformers and other utility boxes, should be located at the rear of the property.
    a. Location along Park and Kearns is highly discouraged.
    b. All transformers and other utility infrastructure should be screened through fencing, landscaping, low walls, art, and the like, as permitted by the relevant utility provider.
8. The undergrounding of utilities is preferred.
9. Mechanical equipment, ducts, and vents should be accommodated internally within the building and / or co-located on the roof. Screening of equipment on the roof is encouraged.

J. **ART INSTALLATIONS.**

1. Integration of public art is encouraged in all development in the BPMX zone district, including murals, sculptures, enhanced trails, gateways, crosswalks, wayfinding, interactive exhibits, and the like.
2. It shall be the responsibility of the property owner to maintain all art located on private property.
3. Art is specifically allowed in the Frontage Protection Zone.
4. [should there be a required review with the arts board?]

K. **LARGE LOT DEVELOPMENT.** For parcels that are five (5) acres or more in size, the entire site should be developed. However, if a property owner is not prepared to develop the entire parcel at one time, the development shall be clustered to enable phasing of development.

15-2.27-7 COMMUNITY BENEFITS

Additional height may be granted to allow for additional housing units, or more residential floor space than allowed through underlying zoning in exchange for providing defined public or community benefits. In the BPMX District, Density Bonuses allow for up to one (1) additional story, or a maximum of forty-five feet (45) from Existing Grade if the provision of Community Benefits exceeds the minimum thresholds outlined herein

1. **APPLICABILITY.** The Community Benefit process shall be required in the BPMX District for the following:
    a. Any Multi-Unit Residential project with market-rate units exceeding 20% of the total Residential Units.
    b. Any Mixed-Use Residential project with more than 10,000 square feet of Commercial, Retail, Office, Public, or Quasi-public Gross Floor Area.
    c. Any Commercial or Industrial project exceeding 20,000 square feet.
    d. Allowed but not required. The Community Benefit process is allowed but not required in the BPMX Districts for:
        i. Any Multi-Unit Residential project proposing Affordable Units.
        ii. Any Mixed-Used Residential project proposing Affordable Units.
        iii. Any Commercial project in or outside the FPZ proposing Affordable Units.
        iv. Any Hotel or Lodging project proposing Affordable Units.
    e. Not Allowed. The Community Benefit process is not allowed or permitted, except as provided in Sections A and B above or as specifically required by the City Council as part of a Master Planned Development or Affordable Master Planned Development. Additional height is not permitted in the FPZ.
2. **STANDARDS.**
    1. (Section is reserved)

15-2.27-8 PARKING REQUIREMENTS

A. APPLICABILITY. All development within the BMPX District is subject to the following parking requirements in addition to requirements outlined in Section 15-3 Off Street Parking.

B. REQUIREMENT. Off-Street parking within the BPMX District shall be provided for each land Use as listed in this section, where parking ratio requirements supersede those in Section 15-3 Off Street Parking.

1. **RESIDENTIAL USES**. Off-Street parking shall be provided for each land Use as listed in this section, in the Parking Ratio Requirements tables. When applying the tables, the parking requirements stated for each Use, or combination of Uses, applies to each Dwelling Unit within the Structure. Specific Uses, and the related parking ratio requirements are also shown below: Also refer to 15-15 Definitions for clarification of Uses.

Table 15-2.27-8-B-1 RESIDENTIAL PARKING RATIO REQUIREMENTS	
USE	**PARKING RATIO (NUMBER SPACES)**
Accessory Apartment	1 space per dwelling unit
Lockout Unit in Single Family and Duplex Dwellings	1 space per dwelling unit
Single Family Dwelling	2 per Dwelling Unit
Duplex Dwelling	1.5 per Dwelling Unit (3 total)
Triplex Dwelling	1.5 per Dwelling Unit (5 total)
Multi-Unit Dwelling, Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit
Dormitory	75% of the number of people housed or 1 per 200 sf floor Area devoted to accommodations, whichever is less
Boarding House, Hostel	1 per 2 beds; and 1 per manager's unit
Secondary Living Quarters	1 per bedroom in addition to requirements for primary residence
Guest House	1 per Unit
Nightly Rental	Parking for the first six (6) bedrooms is based on

	the parking requirement for the dwelling. An additional space is required for every additional two (2) bedrooms utilized by the Nightly Rental Use. Parking for Historic Structures may be allowed on the Street adjacent to the Property, if approved by the Planning, Engineering, and Building Department

2. **NON-RESIDENTIAL USES**. In non-residential projects, or for non-residential space associated with primarily residential Structures, the following parking requirements shall apply: Also refer to LMC Chapter 15-15, Definitions, for clarification of Uses. Uses may also qualify for additional parking via underground parking if proven community benefits are provided.

Table 15-2.27-8-B -2 NON-RESIDENTIAL PARKING RATIO REQUIREMENTS	
USES	**PARKING RATIO REQUIREMENTS (NUMBER SPACES)**
Group Care Facility	1 per 2 bedrooms plus 1 per employee per shift, or 2 per 3 employees per shift, whichever is greater
Child Care Center	1 per on-duty staff per shift and 1 per 6 children
Public and Quasi-Public Institution, church and school; Public Utility Uses; and Cemetery	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Auditorium and Assembly Hall	1 space per every 5 seats
Bed and Breakfast Inn	1 space per bedroom and 1 space per on-duty manager
Hotel, Minor and Major	1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space
Offices, General	2 spaces per 1,000 sf of leasable floor Area
Offices, Intensive	4 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical	5 spaces per 1,000 sf of leasable floor Area
Hospital, Limited Care	1 space per 2 beds

Hospital, General	1.5 spaces per bed
Automobile Sales/Rental	1 space per vehicle plus one space per employee
Financial Institution, with and without drive-up	2 spaces per 1,000 sf of net leasable floor Area
Retail & Service Commercial, Minor, Personal Service	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area Above 3,000 net leasable floor area is 3 spaces for each 1,000 sf of net leasable floor area
Retail & Service Commercial, Major	5 spaces for each 1,000 sf of net leasable floor Area
Retail & Service, outdoor storge	3 spaces per 1,000 sf of inside net leasable floor Area
Retail & Service, Auto Related and Gas Stations	5 spaces per 1,000 sf of net leasable floor Area
Shopping centers or complexes of multi-tenant retail spaces	3.5 spaces per 1,000 sf of leasable floor Area, excluding corridors and service Areas not related to individual tenant retail spaces
Convenience Store, Support Commercial Uses	4 spaces per 1,000 sf of net leasable floor Area
Cafe/Deli	2 spaces per 1,000 sf of net leasable floor Area
Restaurant, Standard and Bar	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area Above 3,000 net leasable floor area is 3 spaces for each 1,000 sf of net leasable floor area
Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Restaurant, With Drive-up	7 per 1,000 sf of net leasable floor Area
Light Industrial and Wholesale establishments	1 space per 1,000 square feet of floor area and 1 for every 2 employees in the largest shift
Temporary Improvement	1 per employee plus 1 guest spaces

Tramway Station/Ski Base Facility	See Chapter 8.20
Recreation Facility, Private or HOA	Minimum of 1 space per 4 persons maximum rated capacity
Recreation Facility, Public	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area, or 1 per 3 persons rated capacity depending on type of facility
Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area depending on type of facility
Commercial Outdoor Recreation and Stables, Riding Academy	1 space per 3 persons maximum rated capacity
Master Planned Developments	As determined by Planning Commission based on proposed Uses
Mining Operations	2 spaces per 3 employees
Airports/Heliports	As determined by the Planning Commission based on traffic generation study

C. **CALCULATION OF SPACES**. If a project incorporates two Uses, the Use requiring higher number of Parking Spaces shall govern. Whenever the calculation results in a fractional number, the number of spaces required must be rounded up to the next whole number.

D. **PARKING MAXIMUMS.** No more than one hundred and twenty five percent (125%) of the minimum required parking may be provided for newly constructed non-residential, mixed-use, or Multi-Unit Dwelling developments of ten (10) or more units when the new development is within a one-quarter (¼) mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five (5) Parking Spaces may be provided. The maximum parking limit does not apply to public parking facilities, park-and-ride lots, shared parking areas, or any City facilities. Exceptions to the maximum parking limit may be approved by the Planning Commission if found to be consistent with Section 15-3-1 and to further the City's goals for reducing single-occupancy vehicle trips.

E. **SHARED PARKING.** For both on-site parking and off-site parking, Shared Parking Spaces may be provided contingent upon a shared parking analysis being completed and a Shared Parking Agreement being executed, as approved by the Community Development Director.

1. The parking requirement for projects with multiple, distinct land uses (residential, commercial, lodging, or other) may be lowered, if the applicant submits a shared-parking analysis, approved by the Community Development Director, which results in a peak-parking-demand measure that is less than the Parking Requirement established by Section 15-3-6 for Residential and Non-Residential Uses.

F. PARKING REQUIREMENT ADJUSTMENT. A ten percent (10%) reduction in the number of required Parking Spaces is allowed to reduce or eliminate a public safety hazard or to bring substandard Parking Spaces into compliance with current City design standards subject to approval by the City Engineer.

G. UNDERGROUND PARKING. All development within the BMPX District is encouraged to provide underground parking in order to promote a vibrant pedestrian friendly environment that reduces car-pedestrian conflict. If 100% of required parking is provided on-site and underground, Front and Rear Setbacks may be reduced by 50% outside of the Frontage Protection Zone Overlay.

H. ALTERNATIVE PARKING STRATEGIES. The following alternative parking strategies may be used to comply with the minimum Off-Street parking standards required by this Chapter.

1. **OFF-SITE PARKING.** Required Off-Street Parking Spaces may be provided Off-Site in compliance with the following:

    a. Required parking must be located within the City limits.

    b. Access between the on-Site Use(s) or the subject site and the Off-Site Parking Area must be provided through pedestrian, bicycle, and/or transit facility connections (e.g., sidewalks, multi-use paths, bicycle lanes, transit stops, etc.).

    c. A parking agreement shall be provided in a form acceptable to the City Attorney which identifies the location of the Off-Site parking spaces, guarantees the continued availability of the Off-Site Parking Spaces, and sets forth the ongoing responsibilities of the parties involved. The parties to the agreement shall include the owners and lessees of the Off-Site Parking Spaces and the Owners and lessees of the subject Site, and a copy of any such agreement shall be provided to the City. The City shall not be required to be a party to any such agreement, but each agreement shall grant the City the right (but not the obligation) to enforce the agreement's terms and shall include a provision requiring that the City be notified immediately of any termination or default of the agreement. Any termination or default of the agreement between parties shall result in revocation of the on-Site parking reduction approval by the City unless a new alternative parking arrangement is approved by the City within a reasonable timeframe, as determined by the Planning Director.

2. **PARKING REDUCTIONS FOR SITES WITH MULTIPLE USES**. For buildings or sites with multiple Uses, parking may be reduced. To calculate the parking requirement, calculate the sum of the minimum Off-Street parking requirements for the two Uses with the highest Off-Street parking requirement, and then multiply that sum by the number shown below for that combination of Uses.

Table 15-2.27-8-H-2 PARKING REDUCTIONS FOR SITES WITH MULTIPLE USES

FIRST USE	SECOND USE				
	MULTI-UNIT RESIDENTIAL	PUBLIC INTSITUTIONAL OR CIVIC	FOOD, BEVERAGE, LODGING, RECREATION, OR ENTERTAINMENT	RETAIL	OTHER COMMERCIAL
Multi-Unit Dwelling[1]	NA				
Public Institutional, or Civic	10%	NA			
Food, Beverage, Lodging, Recreation or Entertainment[2]	15%	20%	NA		
Retail	15%	255	25%	NA	
Other Commercial	20%	25%	25%	20%	NA

3. **ADDITIONAL ALTERNATIVE STRATEGIES**. After any reduction in the required number of Off-Street Parking Spaces under Section 15-3-6.1(C) is applied,

[1] The parking reduction for developments with multi-unit residential shall apply only to the non-residential Use parking requirement.

[2] For mixed-use projects, 0 spaces shall be required for the first 3,000 sf of net leasable floor Area of "Retail & Service Commercial, Minor, Personal Service" and/or "Restaurants, Standard and Bar" Uses.

the alternative strategies described below may be combined for an additional non-residential Use parking reduction of up to ten percent (10%).

a. **DESIGNATED CAR SHARING PARKING.** Designated car sharing spaces (i.e., spaces marked and reserved for car sharing vehicles) shall count as an average of 1.5 Parking Spaces, for up to a maximum of three (3) designated car sharing spaces (i.e., one designated car sharing space = 2 Parking Spaces; two designated car sharing spaces = 3 Parking Spaces; and three designated car sharing spaces = 5 Parking Spaces).

b. **ELECTRIC VEHICLE (EV) CHARGING PARKING SPACES**. Electric Vehicle (EV) Parking Spaces (i.e., spaces with approved charging infrastructure for Electric Vehicles consistent with Section 15-3-11) that are in addition to the EV Parking Spaces required to be provided pursuant to Section 15-3-11 shall count as two Parking Spaces, for up to a maximum of five (5) additional EV Parking Spaces.

c. **UNDERGROUND PARKING.** When underground parking is provided, each two (2) underground Parking Spaces shall count as three (3) Parking Spaces toward satisfying the minimum required parking. This may allow for a reduction of up to five percent (5%) in the number of required Parking Spaces.

4. **PROXIMITY TO TRANSIT.** A fifteen percent (15%) reduction in the total number of required Parking Spaces for any development may be approved when the Site is within one thousand feet (1,000') unobstructed year-round walking distance of a Major Transit Stop.

5. **CUMULATIVE PARKING REDUCTION**. No development may be granted a cumulative parking reduction greater than fifty percent (50%) for non-residential Uses or greater than fifteen percent (15%) for residential Uses as provided in Sections 15-3-6.1(C), (D), and (E).

15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT

A. **APPLICABILITY.** A Transportation Demand Management (TDM) Plan is required for all development projects as provided in Section 15-3-12(B). Two (2) TDM Plan levels shall apply as described below.

1. **LEVEL 1 TDM PLAN.** A Level 1 TDM Plan is required for all development described below:

a. Single Family Dwellings: 10 - 24 Dwelling Units

b. Single Family Attached Dwellings or Multi-Unit Dwellings: 10 - 44 Dwelling Units

c. Hotel or Lodging Project: 10 - 39 rooms

2. **LEVEL 2 TDM PLAN.** A Level 2 TDM Plan is required for all projects that require a Traffic Impact Study (TIS) (i.e., development adds twenty-five (25) or more peak hour vehicle trips) as described below:
    a. Single Family Detached Dwellings: 25 Dwelling Units and greater
    b. Single Family Attached Dwellings or Multi-Unit Dwellings: 45 Dwelling Units and greater
    c. Hotel: 40 rooms or more
    d. Retail: 3,000 square feet or greater
    e. Office: 3,000 square feet or greater
    f. Sit-Down Restaurant: 2,500 square feet or greater
    g. Fast Food/Fast Casual Restaurant: 800 square feet or greater

B. **EXEMPT PROJECTS.** Projects exempt from TDM Plan requirements are:
    1. Developments of Single-Family or Duplex Dwelling Units with fewer than ten (10) Dwelling Units;
    2. Remodels or expansions of existing residential units that do not increase the total number of residential units;
    3. Remodels or expansions of Commercial, Retail, Office, Hotel or lodging projects, or mixed-use projects involving no more than five hundred square feet (500 square feet) of commercial net leasable space or two (2) lodging rooms or units;
    4. Any Hotel or lodging project with fewer than ten (10) rooms;
    5. Retail less than 3,000 square feet;
    6. Office less than 3,000 square feet;
    7. Sit-Down Restaurant less than 2,500 square feet; and
    8. Fast Food/Fast Casual Restaurant less than 800 square feet.

C. **TDM PLAN.** The Applicant shall submit a TDM Plan for review and approval by the Planning Commission. The TDM Plan shall document and demonstrate consistency with the requirements in this Section. The TDM Plan shall include, but is not limited to, the following:
    1. Identification of the applicable TDM strategies to be implemented based on the size of the project and estimated number of trips generated.
    2. Implementation plan for each TDM strategy, including timelines, responsibilities, and budget allocations.

3. Monitoring and evaluation plan, submitted annually to the Planning Department, to track the effectiveness of TDM strategies and adjust them as needed. At their discretion, the Planning Director may require additional Planning Commission review and modifications as needed.

D. **LEVEL 1 TDM PLAN REQUIRED COMPONENTS.** The following TDM trip reduction strategies are required for Level 1 TDM Plans:

1. Participation in an annual travel survey of residents and employees for the first four(4)years of building occupancy. Employers on Sites subject to an approved TDM Plan shall submit the survey results to the City.
2. Provide the following information to employees and/or residents on an annual basis:
    a. Carpooling/vanpooling information;
    b. Transit schedules and route information;
    c. Information on air pollution and alternatives to single-occupancy vehicle trips;
    d. Bicycle route and facility information, including local bicycle maps, locations of nearest outdoor bicycle parking or enclosed bicycle storage, and bicycle safety information; and
    e. Information on walking and biking to work, pedestrian and bicycling safety, and all-weather walking shoes and traction devices for shoes and bicycle tires in winter/ice conditions.
3. One strategy from the Supplemental TDM Menu (see Section 15-3-12(F).)

E. **LEVEL 2 TDM PLAN REQUIRED COMPENENTS.** The following TDM trip reduction strategies are required for Level 2 TDM Plans:

1. All Level 1 required components.
2. Establishment of a TDM Coordinator to directly support commute programs, implement mobility programs, and develop transportation policies and initiatives.
3. Employee parking cash-out program.
4. Unbundle parking for residential Dwelling Units at minimum.
5. Two strategies from the Supplemental TDM Menu (see Section 15-3-12(F).)

F. **SUPPLEMENTAL TDM MENU.** Supplemental TDM strategies over and above the applicable Level 1 or Level 2 TDM Plan requirements may be implemented to reduce the amount of required Parking for non-residential Uses. When three (3) or more of the following strategies are provided in addition to the applicable Level 1 or Level 2 TDM Plan requirements, the Planning Commission may approve up to a fifteen percent (15%) reduction in the required parking for non-residential Uses.

1. Alternative work schedules/flex-time.
2. Preferential Parking for carpool or vanpool vehicles.
3. Employee shower facilities.
4. Provision of on-Site or Off-Site multimodal transportation improvements at the discretion of the Planning Commission, such as:
5. Pedestrian network improvements (e.g., providing sidewalks that are wider than the required minimum width),
6. Construct or improve a bike facility (e.g., providing improved safety of bicycle facilities serving key transit nodes), or
7. Construct transit-supportive treatments (e.g., traffic calming near transit stop, transit stop enhancements and amenities, etc.).
8. On-site child care facilities.
9. Facilities and equipment to encourage telecommuting (e.g., video-conferencing facilities and equipment).
10. Contributions to funds for local and regional facilities such as park-and-ride lots, multimodal transportation centers, satellite work centers, etc. as approved by the City Council.
11. On-Site amenities such as cafeterias, restaurants, automated teller machines, and other services that would eliminate the need for additional trips.
12. Transit incentives for employees such as additional pay for carpoolers, etc.
13. Plans for delivery of goods at off-peak times and/or plans and facilities for centralized deliveries of goods for multi-tenant facilities.

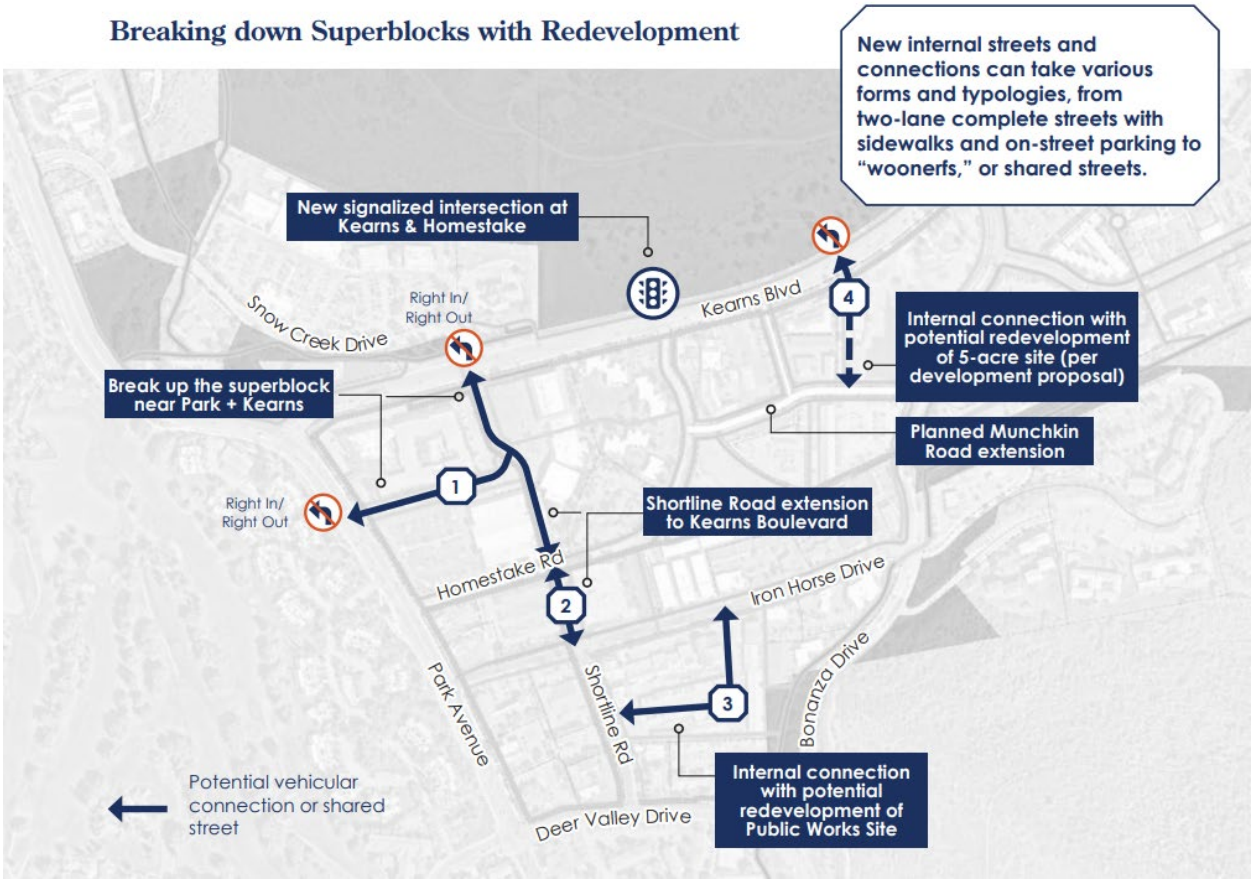
G. **TDM PLAN AGREEMENT.** A TDM Plan agreement shall be provided in a form acceptable to the City Attorney and shall include the TDM Plan. The parties to the agreement shall include the Owners and lessees of the project Site. A copy of the agreement shall be provided to the City. The City shall not be required to be a party to any such agreement, but each agreement shall grant the City the right (but not the obligation) to enforce the agreement's terms and shall include a provision requiring that the City be notified immediately of any termination or default of the agreement. Any termination or default of the agreement between parties shall result in enforcement action by the City unless a new TDM Plan is approved by the City within a reasonable timeframe, as determined by the Planning Director.

15-2.27-10 STREET SYSTEMS.

The street network has a significant influence on the overall connectivity of a place. In Bonanza Park, additional street connections are required to promote walkability and to create an interconnected system of blocks.

A. **ADDITIONAL CONNECTIONS.** New street connections**.** are required to ensure Bonanza Park is a walkable and safe neighborhood. Development located adjacent to one of the following areas shall incorporate new street connections.

1. Superblock between Park Ave, Kearns Boulevard, and Homestake Road. New east-west connections should be established.
2. Shortline Road. Shortline Road should be extended to connect from Deer Valley Drive to Homestake Road.
3. Shortline Road and Iron Horse Drive. A new connection to these roads should be integrated into redevelopment.
4. Park Avenue and Bonanza Drive. A new connection should be implemented to connect Munchkin Road and Kearns Boulevard.
5. Where required to improve pedestrian safety, a tunnel or bridge on Park Avenue or Kearns Boulevard is appropriate and shall meet requirements from the City Engineer, Pubic Works, and applicable state review agencies.



B. **STREET DESIGN.**

1. All new Streets shall meet Park City standards.
2. All new Streets shall integrate best management practices for stormwater runoff.
3. To the greatest extent practicable, development that is impacting an existing street shall upgrade the street design to meet code standards in place at the time of application.
4. Traffic calming measures, including intersection bump-outs, street trees, parklets, and on-street parking should be integrated into new or updated City streets.
5. Pedestrian infrastructure, including sidewalks and crosswalks shall be integrated into new or updated City streets.

15-2.27-11 OPEN SPACE AND TRAIL CONNECTIVITY

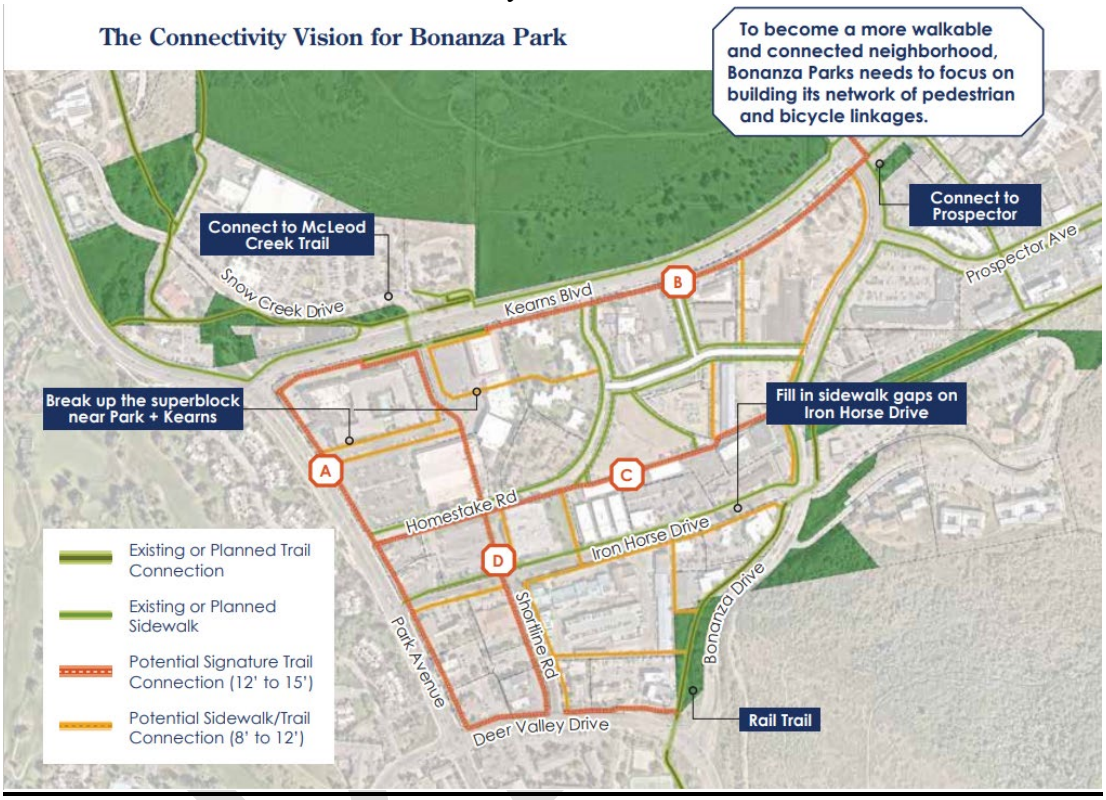
Establishing a network of pedestrian and bicycle linkages is critical to improve the overall connectivity of the Bonanza Park neighborhood. Similarly, additions of open space and green areas will improve the overall sense of community and opportunities for gathering in the neighborhood. All development within BPMX must have multi-modal connections and open space to improve the Bonanza Park's connectivity.

A. **OPEN SPACE AND PARKS.** Each development is required to have a minimum amount of open space. This space should be designed to integrate with the building design, as well as reinforce the ideas of community connection and openness in the Bonanza Park Small Area Plan.

1. The following open space typologies (also known as Green Community Space) are permitted in the BPMX District, and may be located in a Frontage Protection Zone, unless prohibited by this section.
    a. Pocket Park
    b. Linear greenspace with pedestrian and/or bicycle path.
    c. Public Courtyard.
    d. Plaza areas.
    e. Flexible Space.
    f. Community Garden.
    g. Green Roofs with publicly accessible amenity terrace. If this option is chosen, a deed restriction granting permanent public accessibility shall be required. This option cannot be located within the Frontage Protection Zone.

B. **TRAIL CONNECTIONS.** Integrating multi-modal transportation opportunities is critical in the Bonanza Park neighborhood. Development should support the goals

articulated in the Bonanza Park Small Area Plan, including the creation of new sidewalk and bicycle facilities. Development located adjacent to key roadways in Bonanza Park should integrate the following key trail connections. Key connections are at Park Ave, Kearns Blvd, Rail Trail, and Deer Valley Drive.



C. **VEGETATION PROTECTION.** The Property Owner must protect Significant Vegetation during any Development activity.

1. Significant Vegetation includes large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.
2. Development plans must show all Significant Vegetation within twenty feet (20') of a proposed Development. The Property Owner must demonstrate the health and viability of all large trees through a certified arborist.
3. The Planning Director shall determine the Limits of Disturbance and may require mitigation for loss of Significant Vegetation consistent with Landscape Criteria in Sections 15-3-3 and 15-5-5(N), and Title 14.

15-2.27-12 SUSTAINABILITY REQUIREMENTS

A. **APPLICABILITY.** All Development within the BMPX District should strive to support the City's Net Zero goals through the implementation of sustainable design, materials, and technologies in order to reduce short and long-term impacts on the environment.

B. **REQUIREMENTS.** All projects within the BPMX shall implement energy reducing measures including fixtures and appliances, energy efficient lighting, low-flow plumbing fixtures, sensors and timers that control water flow, lighting and temperature, and on-site Solar Energy Systems.

New buildings shall strive to obtain third party certification of the use of sustainable construction techniques and building materials. The following programs should be considered:

1. US Green Building Counsil's LEED program (includes commercial, lodging, multi-family, and existing buildings); or
2. Green Globes; or
3. Any nationally recognized and accepted program that offers accreditation equal to or great to the above options.

15-2.27-13 CONVENTIONAL CHAIN BUSINESSES

A. **APPLICABILITY.** This Section provides guidance on Conventional Chain Businesses in the BPMX District. New Development and major redevelopments inclusive of a business that meets the thresholds outlined in the Conventional Chain Business Definition in Section 15-15-1 must acquire an Administrative Conditional Use Permit, in addition to meeting the requirements outlined below. This section shall not apply to grocery stores.

B. **REQUIREMENTS.**

1. No Conditional Use Permit shall be issued in the BPMX District, unless approved by the Planning Department and Planning Commission, pursuant to Section 15-1-10.
2. In addition to the requirements listed in Section 15-1-10, the Planning Director and Planning Commission shall also consider whether the proposed Use meets the goals outlined in the Bonanza Park Small Area Plan, as defined below:
    a. The Conventional Chain Business will not create an oversaturation of similar uses within the BPMX District.
    b. The proposed business will diversify either retail and community services provision within the BPMX District and Park City, providing either basic necessities that provide for the daily needs of residents.
    c. The proposed business encourages innovation or a creative business idea.

d. The proposed business provides local entrepreneurs with an opportunity to offer distinct services or sell locally made products.

e. The proposed business offers affordable and needed services, meals, or products to the BPMX District or Park City community.

f. The proposed business creates unique recreational, entertainment, or cultural opportunities.

g. The proposed business offers services not currently found within Park City's municipal boundary.

h. The proposed business will be aesthetically compatible with the BPMX District character and adhere to the design guidelines within this Chapter, in addition to those outlined in Section 15-4 Supplemental Regulations and Section 15-5 Architectural Review.

i. The proposed business will be compatible with existing businesses.

15-2.27-14 CRITERIA FOR DRIVE-UP WINDOWS

Drive-up windows require special Conditional Use permit (CUP) to consider traffic impacts on surrounding Streets. The Applicant must demonstrate that at periods of peak operation of the drive-up window, the Business patrons will not obstruct driveways or Streets and will not interfere with the intended traffic circulation on the Site or in the Area.

15-2.27-15 SEXUALLY ORIENTED BUSINESSES

The purpose and objective of this Section is to establish reasonable and uniform regulations to prevent the concentration of Sexually Oriented Businesses or their location in Areas deleterious to the City, and to prevent inappropriate exposure of such Businesses to the community. This Section is to be construed as a regulation of time, place, and manner of the operation of these Businesses, consistent with the United States and Utah State Constitutions.

A. **LOCATION OF BUSINESSES, RESTRICTIONS.** Sexually Oriented Businesses, are Conditional Uses. No Sexually Oriented Business may be located:

1. within three hundred feet (300') of any school, day care facility, cemetery, public park, library, or religious institution;
2. within three hundred feet (300') of any residential zoning boundary; or
3. within three hundred feet (300') of any liquor store or other Sexually Oriented Business.

B. **MEASUREMENT OF DISTANCES.** For the purposes of this Section, distances are measured as follows:

1. The distance between any two (2) Sexually Oriented Businesses is measured in a straight line, without regard to intervening Structures or objects, from the closest exterior wall of the Structure in which each Business is located.

2. The distance between Sexually Oriented Businesses and any school, day care facility, public park, library, cemetery or religious institution is measured in a straight line, without regard to intervening Structures or objects, from the closest exterior wall of the Structure in which the Sexually Oriented Business is located, to the nearest Property Line of the premises of the school, day care facility, public park, library, cemetery, or religious institution.

3. The distance between Sexually Oriented Businesses and any residential zoning boundary is measured in a straight line, without regard to intervening Structures or objects, from the closest exterior wall of the Structure in which the Sexually Oriented Business is located, to the nearest Property Line of the residential zone.

C. **DEFINITIONS.** Terms involving Sexually Oriented Businesses which are not defined in this Chapter have the meanings set forth in the Municipal Code of Park City, Section 4-9-4.

15-2.27-16 CRITERIA FOR BED AND BREAKFAST INNS

A Bed and Breakfast Inn is an Allowed Use subject to an Administrative Permit. No permit may be issued unless the following criteria are met:

A. If the Use is in an Historic Structure, the Applicant will make every attempt to rehabilitate the Historic portion of the Structure.
B. The Structure has at least two (2) rentable rooms. The maximum number of rooms will be determined by the Applicant's ability to mitigate neighborhood impacts.
C. In Historic Structures, the size and configuration of the rooms are Compatible with the Historic character of the Building and neighborhood.
D. The rooms are available for Nightly Rental only.
E. An Owner/manager is living on-Site, or in Historic Structures there must be twenty-four (24) hour on-Site management and check-in.
F. Food service is for the benefit of overnight guests only.
G. No Kitchen is permitted within rental rooms.
H. Parking is on-Site at a rate of one (1) space per rentable room. The Planning Commission may waive the parking requirement for Historic Structures if the Applicant proves that:

   1. No on-Site parking is possible without compromising the Historic Structure or Site, including removal of existing Significant Vegetation, and all alternatives for proximate parking have been explored and exhausted; and

   2. She Structure is not economically feasible to restore or maintain without the adaptive Use.

   3. The Use complies with Section 15-1-10, Conditional Use review.

15-2.27-17 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

A. **OUTDOOR DISPLAY OF GOODS PROHIBITED.** Unless expressly allowed as an Allowed or Conditional Use, all goods including food, beverage and cigarette vending machines must be within a completely enclosed Structure. New construction of enclosures for the storage of goods shall not have windows and/or other fenestration that exceeds a wall-to-window ratio of thirty percent (30%). This section does not preclude temporary sales in conjunction with a Master Festival License, sidewalk sale, or seasonal plant sale. See Section 15-2.18-9(B)(3) for outdoor display of bicycles, kayaks, and canoes.

B. **OUTDOOR USES PROHIBITED/EXCEPTIONS.** The following outdoor Uses may be allowed by the Planning Department upon the issuance of an Administrative Permit. The Applicant must submit the required application, pay all applicable fees, and provide all required materials and plans. Appeals of departmental actions are heard by the Planning Commission.

1. **OUTDOOR DINING**. Outdoor dining is subject to the following criteria:
    a. The proposed seating Area is located on private Property or leased public Property and does not diminish parking or landscaping.
    b. The proposed seating Area does not impede pedestrian circulation.
    c. The proposed seating Area does not impede emergency Access or circulation.
    d. The proposed furniture is Compatible with the Streetscape.
    e. No music or noise is in excess of the City Noise Ordinance, Title 6.
    f. No Use after 10:00 p.m.
    g. No net increases in the Restaurant's seating capacity without adequate mitigation of the increased parking demand.
2. **OUTDOOR GRILLS/BEVERAGE SERVICE STATIONS**. Outdoor grills and/or beverage service stations are subject to the following criteria:
    a. The Use is on private Property or leased public Property, and does not diminish parking or landscaping.
    b. The Use is only for the sale of food or beverages in a form suited for immediate consumption.
    c. The Use is Compatible with the neighborhood.
    d. The proposed service station does not impede pedestrian circulation.
    e. The proposed service station does not impede emergency Access or circulation.

f. Design of the service station is Compatible with the adjacent Buildings and Streetscape.

g. No violation of the City Noise Ordinance, Title 6.

h. Compliance with the City Sign Code, Title 12.

3. **OUTDOOR STORAGE AND DISPLAY OF BICYCLES, KAYAKS, MOTORIZED SCOOTERS, AND CANOES.** Outdoor storage and display of bicycles, kayaks, motorized scooters, and canoes is subject to the following criteria:

   a. The Area of the proposed bicycle, kayak, motorized scooter, and canoe storage or display is on private Property and not in Areas of required parking or landscaped planting beds.
   b. Bicycles, kayaks, and canoes may be hung on Buildings if sufficient Site Area is not available, provided the display does not impact or alter the architectural integrity or character of the Structure.
   c. No more than a total of fifteen (15) pieces of equipment may be displayed.
   d. Outdoor display is only allowed during Business hours.
   e. Additional outdoor bicycle storage Areas may be considered for rental bicycles, provided there are no or only minimal impacts on landscaped Areas, parking spaces, and pedestrian and emergency circulation.

4. **OUTDOOR EVENTS AND MUSIC.** Outdoor events and music requires an Administrative Conditional Use permit. The Use must also comply with Section 15-1-10, Conditional Use review. The Applicant must submit a Site plan and written description of the event, addressing the following:

   a. Notification of adjacent Property Owners.

   b. No violation of the City Noise Ordinance, Title 6.

   c. Impacts on adjacent Residential Uses.

   d. Proposed plans for music, lighting, Structures, electrical signs, etc.

   e. Parking demand and impacts on neighboring Properties.

   f. Duration and hours of operation.

   g. Impacts on emergency Access and circulation.

5. **DISPLAY OF MERCHANDISE**. Display of outdoor merchandise is subject to the following criteria:

   a. The display is immediately available for purchase at the Business displaying the item.

   b. The merchandise is displayed on private Property directly in front of or appurtenant to the Business which displays it, so long as the private Area is in

an alcove, recess, patio, or similar location that provides a physical separation from the public sidewalk. No item of merchandise may be displayed on publicly owned Property including any sidewalk or prescriptive Right-of-Way regardless if the Property Line extends into the public sidewalk. An item of merchandise may be displayed on commonly owned Property; however, written permission for the display of the merchandise must be obtained from the Owner's association.

c. The display is prohibited from being permanently affixed to any Building. Temporary fixtures may not be affixed to any Historic Building in a manner that compromises the Historic integrity or Façade Easement of the Building as determined by the Planning Director.

d. The display does not diminish parking or landscaping.

e. The Use does not violate the Summit County Health Code, the Fire Code, or International Building Code. The display does not impede pedestrian circulation, sidewalks, emergency Access, or circulation. At minimum, forty-four inches (44") of clear and unobstructed Access to all fire hydrants, egress and Access points must be maintained. Merchandise may not be placed so as to block visibility of or Access to any adjacent Property.

f. The merchandise must be removed if it becomes a hazard due to wind or weather conditions, or if it is in a state of disrepair, as determined by either the Planning Director or Building Official.

15-2.27-18 SIGNS

Signs are allowed in the BPMX District as provided in the Park City Sign Code, Title 12.

15-2.27-20 RELATED PROVISIONS

A. Fences and Walls. Section 15-4-2.
B. Accessory Apartments. Section 15-4.
C. Satellite Receiving Antenna. Section 15-4-13.
D. Telecommunication Facility. Section 15-4-14.
E. Parking. Chapter 15-3.
F. Landscaping. Title 14; Sections 15-3-3 and 15-5-5(N).
G. Lighting. Sections 15-3-3 and 15-5-5(J).
H. Historic Preservation. Chapters 15-11 and 15-13.
I. Park City Sign Code. Title 12.
J. Architectural Review. Chapter 15-5.
K. Snow Storage. Section 15-3-3.
L. Parking Ratio Requirements. Section 15-3-6.

DRAFT

15-6.1-3 ZONING DISTRICTS AND USES

1. **ZONING DISTRICTS**. Affordable Master Planned Developments are Allowed in the following Zoning Districts:
    1. Residential Development
    2. Residential Development Medium
    3. Residential Medium
    4. Recreation Commercial
    5. General Commercial
    6. Bonanza Park Mixed Use District
    7. Light Industrial
    8. Community Transition
    9. Historic Commercial Business
    10. Historic Recreation Commercial, east of Park Avenue

2. **USES**. An Affordable Master Planned Development can only contain Uses that are Allowed or Conditional in the Zoning District in which it is located.

3. **COMMERCIAL USES**. An Affordable Master Planned Development may include up to 10,000 square feet of Commercial, Retail, Office, Public, and Quasi-public Uses.

DRAFT

15-4-4 SECONDARY LIVING QUARTERS

Secondary living quarters are a permitted Accessory Use in all districts except the HRL, HR-1, HR-2, and ROS, unless previously approved by a Master Planned Development. Any request for secondary living quarters within residential dwellings shall be reviewed and approved by the Planning Department. The following criteria must be established prior to issuance of Building Permit or Certificate of Occupancy issuance:

1. **SIZE.** The maximum size for secondary living quarters shall be 1,000 square feet. This amount shall be included in the total Building Floor Area square footage calculations for all Structures.
2. **UNIVERSAL DESIGN PRINCIPLES.** Must follow universal design principles to allow equal access by people of all ages and abilities. This including those aging-in-place and the American Disabilities Act. Methods include no-step entries, appropriate widths for hallways and doors, non-slip surfaces, etc.
3. **PARKING.** One (1) on-Site Parking Space for each Secondary Living Quarter shall be provided in addition to the underlying parking requirement. Tandem Parking is allowed.
4. **SINGLE UTILITY METERS.** The main dwelling and the Secondary Living Quarters shall be on the same utility meters.
5. **KITCHENS.** Secondary Living Quarters shall not contain full Kitchens, as defined in this Code.
6. **ACCESS.** The secondary quarters shall be designed to have direct Access into the main dwelling.
7. **NO SEPARATE LEASES.** The secondary quarters shall not be rented or leased separately from the main dwelling. Nightly Rentals and other seasonal rentals are prohibited to help residential bases grow for locals. Secondary living quarters are for the Use of the Owner of the main dwelling for guests, household help, relatives, and other similar Persons.

15-15-1 DEFINITIONS

For the purpose of the LMC, certain numbers, abbreviations, terms, and words shall be used, interpreted, and defined as set forth herein. Defined terms will appear as proper nouns throughout this Title. Words not defined herein shall have a meaning consistent with Webster's New Collegiate Dictionary, latest edition.

Unless the context clearly indicates to the contrary, words used in the present tense include the future tense; words used in the plural number include the singular; the word "herein" means "in these regulations"; the word "regulations" means "these regulations"; "used" or "occupied" as applied to any land or Building shall be construed to include the words "intended, arranged, or designed to be used or occupied".

AFFORDABLE HOUSING. Housing units that include a deed restriction and meet the requirements of the Park City Moderate Income Housing Plan.

ART/PLACEMAKING ELEMENTS. Elements that reflects the identity and character of an area, such as murals, lighting, and signage.

BIG-BOX STORE. Large retail establishment, usually part of a chain store. Can also be referred to as a hyperstore, supercenter, superstore, or megastore.

COMMUNITY BENEFIT. Specific programmatic or infrastructure improvements a development provides in exchange for additional height and/or density. Subject to the requirements of Section 15-2.27-7.

CONNECTIVITY IMPROVEMENTS. Such as new pedestrian paths or streets that create walkable and connected development patterns and break up existing superblocks or major improvements.

COTTAGE COURTS. Small clusters of detached homes arranged about a shared open space.

DENSITY BONUS. Zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined Community Benefit.

GREEN COMMUNITY SPACE. Public spaces outdoors for public access.

1. **AMENITY TERRACE.** Rooftop that includes communal recreation or aesthetic uses, such as patios, balconies, lounges, etc.
2. **COMMUNITY GARDEN.** Publicly accessible garden space.
3. **FLEXIBLE SPACE.** Multi-use open space, utilized by the public. Can be used for individual enjoyment or for events.
4. **PLAZA AREA.** An open space for public use defined by surrounding buildings or streets.
5. **POCKET PARK.** Small park accessible to the general public.

6. **PUBLIC COURTYARD.** Publicly accessible open area between buildings and walls.

MIXED USE. A parcel, structure, or both that combined two (2) or more land uses, such as commercial, residential, hotel, or recreational spaces.

MOBILITY HUB. Resources utilized for multi-modal transit, often in the form of bus shelters (with light, seating, cover, and signage), bus pullouts, and access to last-mile connectivity, such as bike share or micro-mobility.

PARKING.

1. **Parking, Public**. A Parking Area or parking facility to be used by the public for fee or otherwise.
2. **Parking, Residential**. A Parking Area or Structure used exclusively for residential, non-commercial Uses.
3. **Parking, Shared**. The Development and Use of Parking Areas on two (2) or more separate Properties for joint Use by the businesses or residents on those Properties.
4. **Parking, Underground.** A Parking Area or Structure below grade, utilized by all land uses.

PEDESTRIAN CONNECTION. A pathway, sidewalk, or network of sidewalks and pathways designed to facilitate safe and accessible movement of people traveling by foot, including at-grade improvements as well as tunnels or bridges.

PUBLICLY ACCESSIBLE OUTDOOR COMMUNITY SPACE. Spaces suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and public art.

SUSTAINABLE DEVELOPMENT. Development that incorporates best practices to minimize energy use. Park City has adopted net-zero goals, and sustainable development can help the community reach these goals.

TOWNHOME. A multi-story residential unit that shares one or more walls with a neighboring unit, but with a private entrance.

TRAFFIC CALMING. Transit planning to deliberately slow traffic in residential areas through methods speed bumps, bump-outs at intersections, on-street parking as part of a complete street design. Other methods include parklets, sidewalks, signage, and street trees.

TRANSIT HUB. A property utilized as a mass transit station or an interchange of multiple modes of transportation.

UNIVERSAL DESIGN PRINCIPLES. Principles through public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design.

USE. The purpose or purposes for which land or Structures are occupied, maintained, arranged, designed, or intended.

1. **USE, INTENSITY OF**. The maximum number of residential units, or commercial, or industrial space within a specified land Area designated for that purpose.

WAYFINDING. Ways in which people orient themselves in physical space and navigate from place to place. Examples can include signs, symbols, landmarks, or pathways.

DRAFT

Planning Commission
Staff Report

Subject:	**1400 Sullivan Road**
Applications:	**PL-24-06244 Conditional Use Permits** **PL-24-06246 Master Planned Development**
Authors:	**Virgil Lund, Planner II** **Jacob Klopfenstein, Planner I**
Date:	**December 11, 2024**
Type of Item:	**Master Planned Development and Conditional Use Permits**

Recommendation

(I) Review the proposed:

- Master Planned Development (MPD) and Conditional Use Permit (CUP) for a 15,000-square-foot Community Center at City Park to replace the existing 5,000-square-foot Recreation Building.
- CUP for Fences over six feet in Height from Final Grade for outdoor recreation areas and courts.

(II) Conduct a public hearing.

(III) Consider forwarding a positive recommendation for the Housing Authority's review of the Housing Mitigation Plan.

(IV) Consider approving the MPD and CUPs based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Park City Municipal Corporation: Ken Fischer Applicant Representatives: Seth Striefel, Sparano + Mooney Architecture
Location:	1400 Sullivan Road
Zoning District:	Urban Park Zone
Adjacent Land Uses:	Single-Family and Multi-Dwelling Units, City Park, Miner's Hospital
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Master Planned Developments and Conditional Use Permits.[1]

[1] LMC § 15-1-8

CUP	Conditional Use Permit
EV	Electric Vehicle
LMC	Land Management Code
MPD	Master Planned Development
UPZ	Urban Park Zone

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Summary

The Applicant proposes demolishing the existing 5,000-square-foot Recreation Building at City Park (1400 Sullivan Road) to construct a 15,000-square-foot single-story Community Center and outdoor patio area, and to relocate the existing outdoor recreation amenities, including two volleyball courts, a basketball court, and a playground area, in the Urban Park Zone (UPZ) (Exhibit C, Applicant's Narrative).

The site is comprised of several parcels, owned by Park City Municipal Corporation, and is surrounded by residential neighborhoods to the west and north and Deer Valley Drive to the east. Miner's Hospital is to the south and is a Landmark Historic Site on Park City's Historic Sites Inventory.

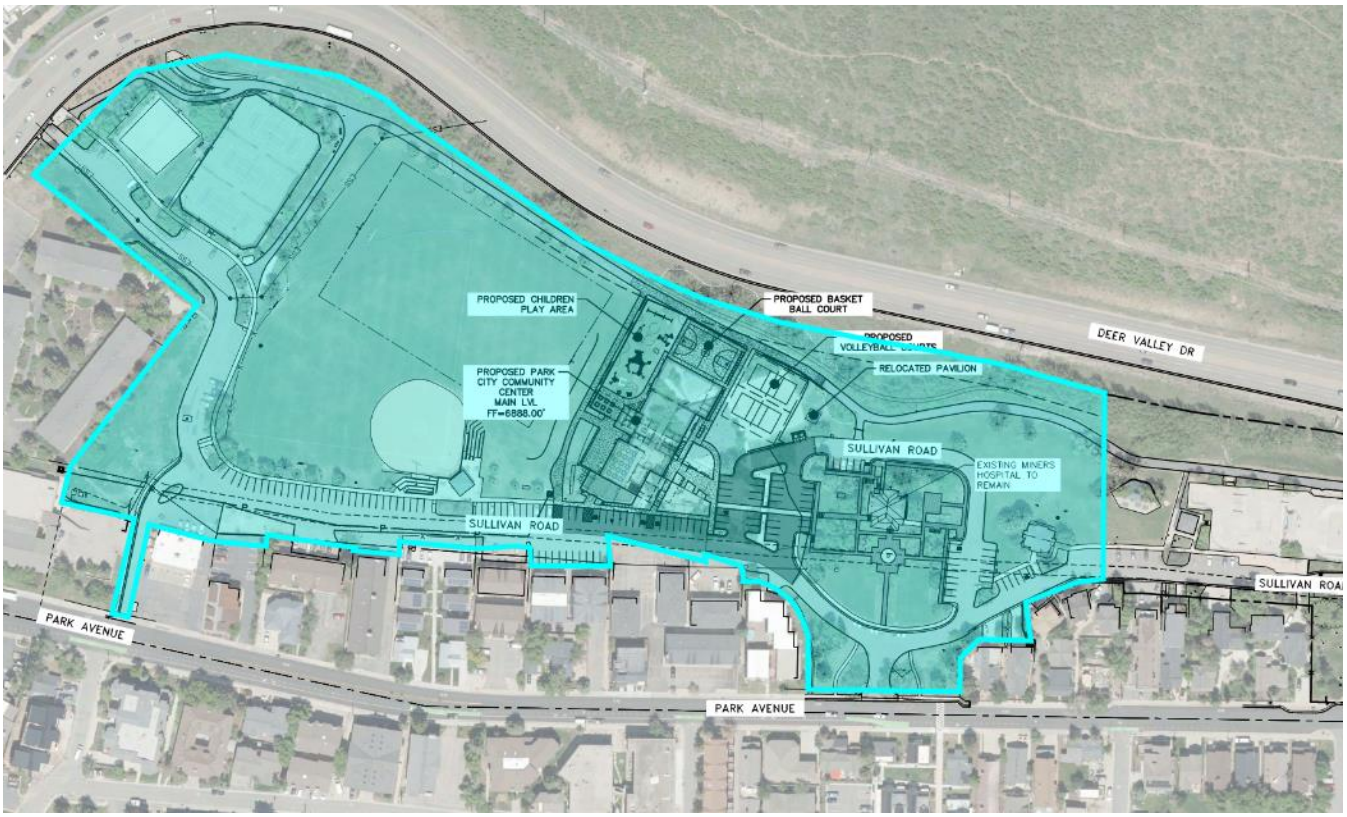


Figure 1: Community Center project site.

Land Management Code (LMC) § 15-6-2(A) requires an MPD for public projects with 10,000 square feet or more. LMC § 15-2.26-2(C)(5) requires a CUP for a Public Recreation Facility within the UPZ and § 15-2.26-2(C)(14) requires a CUP for Fences

over six feet in height from Final Grade within the UPZ. On August 19, 2024, the Applicant submitted CUP and MPD applications for Planning Commission review.

The proposed Community Center crosses two metes-and-bounds parcels: SA-265-A-X and SA-235-1-X. As a result, the Applicant will be required to complete a subdivision to create a Lot. On August 19, 2024, the Applicant submitted a subdivision application to create a 619,423-square-foot Lot for the Community Center. The subdivision must be reviewed and approved by the Planning Commission and recorded with Summit County prior to the Applicant submitting a building permit. The Applicant is still working through the details of the subdivision because the metes-and-bounds parcels encompass many acres and City properties, shown with Parcel SA-265-A-X highlighted in the image below. As a result, the Applicant requests additional time to finalize the proposed subdivision. The subdivision will be scheduled for the Planning Commission's review in early 2025. The Applicant requests Planning Commission Final Action on the MPD and CUPs so they can begin the next steps in the process to prepare for building permit submittal in spring.

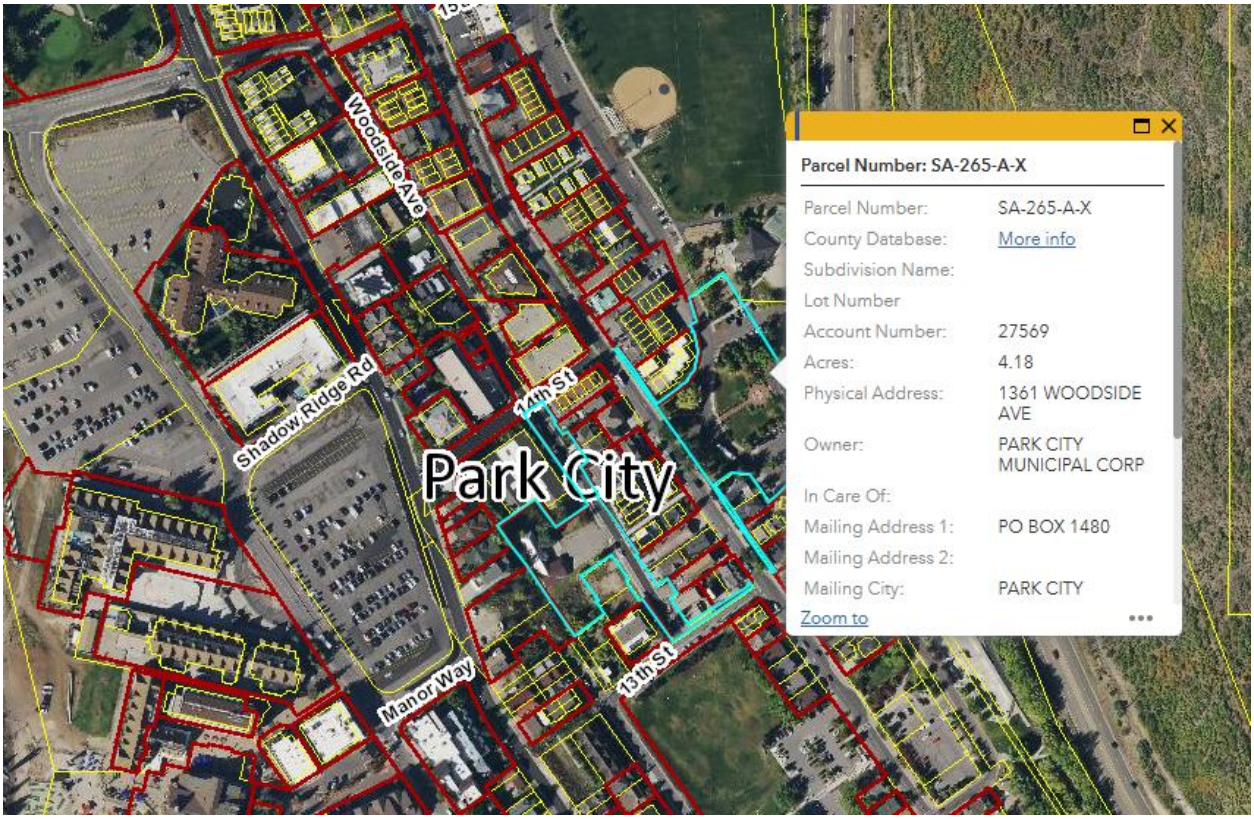


Figure 2: Summit County GIS Parcel Viewer with Parcel SA-265-A-X Highlighted

Background

City Park includes a basketball court, two volleyball courts, sports fields, a playground, and a 5,000-square-foot Recreation Building constructed prior to 1987. The Recreation Building has undergone minor remodels and improvements over the years; for the site to continue to function as built, the facilities would need comprehensive updates.



Figure 3: Applicant's submittal showing existing facilities overlaid with proposed new Community Center in gray.

On February 15, 2024, the City Council provided input on a conceptual design for the proposed Community Center (Staff Report, Minutes). On June 20, 2024, the City Council reviewed the proposed plans for the Community Center and approved a Professional Services Agreement for Sparano + Mooney Architecture (Staff Report, Minutes).

On September 25, 2024, the Planning Commission reviewed the Community Center proposal during a work session (Meeting Packet, Item 5B; Minutes, p. 8-10). The Planning Commission provided feedback and requested the Applicant increase outdoor bike parking and enclosed storage for bikes. On November 15, 2024, the Applicant submitted revised plans to address the Planning Commission's feedback (Exhibit B).



Figure 4: Proposed site plan for new Community Center.

Analysis

To approve an MPD, the Planning Commission must make 15 findings in LMC § 15-6-6. Staff outlined each finding below in bold, followed by analysis:

1. **Complies with all requirements of the Land Management Code**
    a. See Analysis sections I – V.
2. **Meets the minimum requirements of Section 15-6-5**
    a. See Analysis section II.
3. **Provides the highest value of Open Space, as determined by the Planning Commission.** MPDs shall contain a minimum of sixty percent (60%) Open Space.[2]
    a. The project site is 619,243 square feet in area. The *existing* City Park contains 504,397 square feet of Open Space, which is 81% of the total project area. The *new* Community Center will maintain 489,951 square feet of Open Space, or 79% of the project area (see Exhibit E, Applicant's Proposed Open Space and Snow Storage Plans). The Open Space that will be maintained is a mix between Landscaped Open Space with recreational courts and fields, and a small amount of Natural Open Space that contains undisturbed natural vegetation along the Poison Creek Trail. See Analysis section II below for additional information.

[2] LMC § 15-6-5(D)(1)

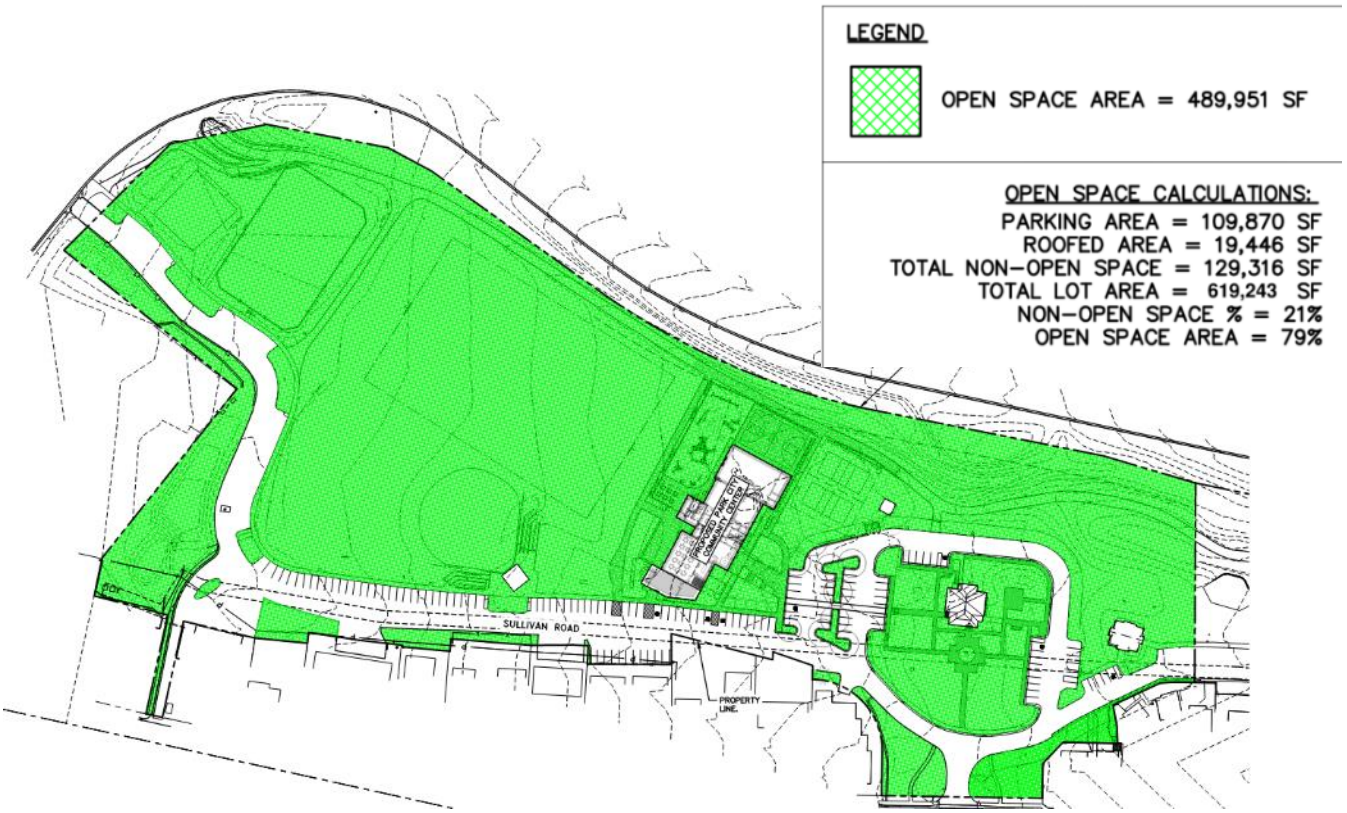


Figure 5: Applicant's Open Space Map and Calculations

4. **Strengthens and enhances the resort character of Park City**
    a. The proposed Community Center will provide updated recreational facilities, courts, and a playground for residents and visitors and additional gathering spaces for community events.
5. **Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible**
    a. Poison Creek runs along the east side of the proposed project with surrounding Significant Vegetation. The proposed Community Center is set back 80 feet from Poison Creek. The creek and Significant Vegetation will be preserved, and access will be enhanced with new trail connections proposed from the Community Center to Poison Creek Trail.

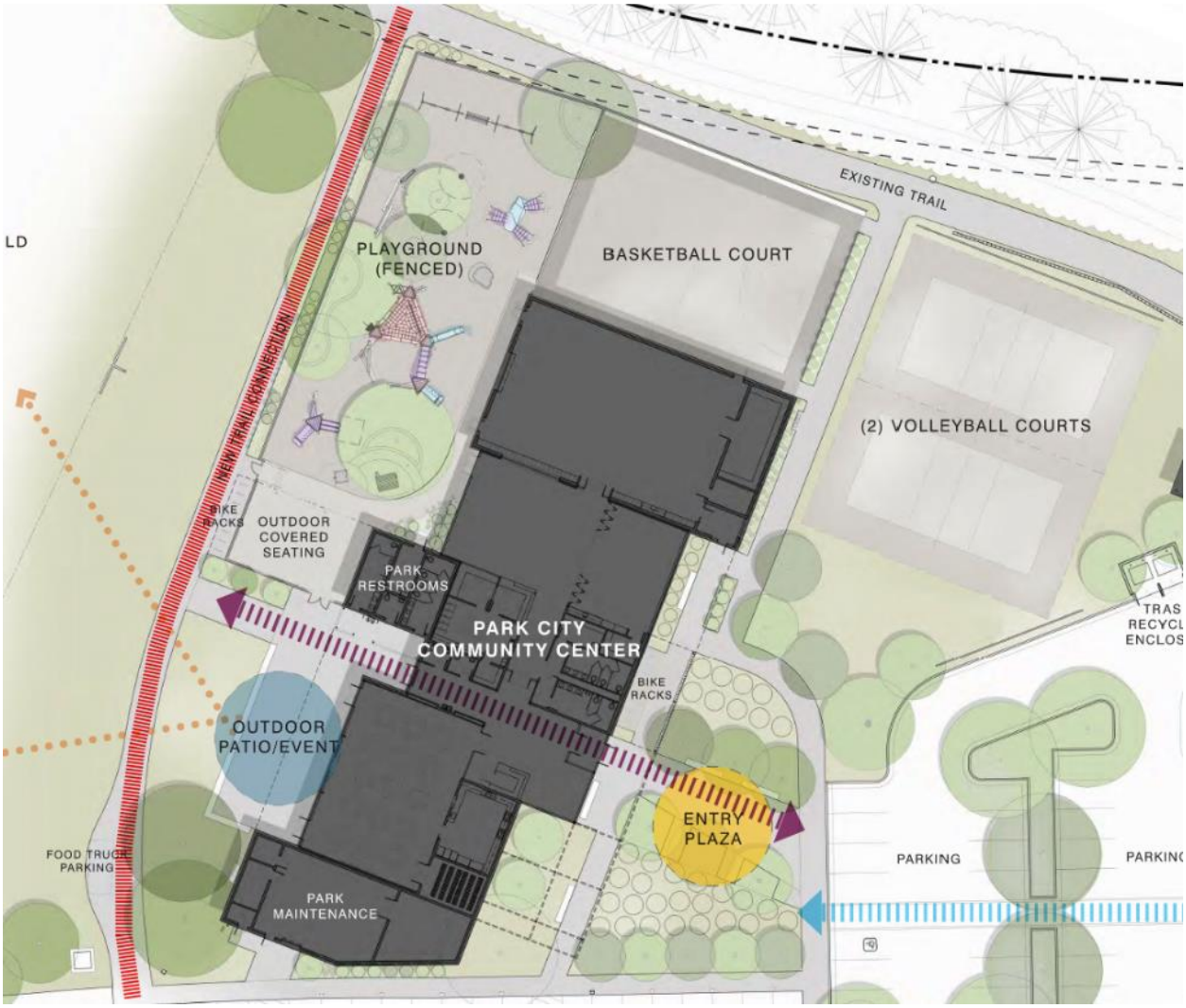


Figure 6: Applicant's Site Plan with Trail Connection Shown in Dashed-Red.

b. The proposed Community Center's new building and recreation amenities, such as sports courts and playground, will require the removal of 48 trees. On September 5, 2024, the Forestry Board reviewed the proposed project. The Applicant will be required to replace 44 of the 48 trees proposed to be removed, including six flowering crab apple trees required to be replaced with new trees of the same species and 18 inches in diameter. See Condition of Approval 3.
c. The Applicant's Landscape Plan details the planting of hundreds of waterwise shrubs, herbaceous and ground cover plants, as well as 49 new trees to replace the removal of significant vegetation (Exhibit D).

Analysis section II below describes additional landscaping requirements; see Exhibit D for the Applicant's Landscape Plan.

6. Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where

appropriate, and protects residential neighborhoods and Uses.

a. The *existing* Recreation Building is approximately 5,000 square feet. The Applicant proposes a *new* Building with 15,000 square feet of interior space and approximately 4,446 square feet of covered outdoor Area. The total project site for the proposed Community Center is 619,423 square feet. The total roof area of the Structure, including all covered bike storage areas and covered patios will be approximately 19,446 square feet, or about 3 percent of the total Site. The Community Center is proposed to be centrally situated for convenient pedestrian and vehicular access. The increase in square footage is appropriate for the Site and will provide additional and enhanced recreation opportunities for the public.
b. The proposed Structure complies with UPZ Setback and Building Height requirements and is oriented north-south along the park to encourage pedestrian circulation and easy access to City Park.
c. In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible in the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to be subordinate to the nearby Miner's Hospital. The Miner's Hospital is approximately 35-38 feet in height while the Community Center will be 28 feet. The Community Center will be set back 250 feet from Miner's Hospital.
d. The Applicant proposes a building design that is compatible with historic proportions and dimensions of Miner's Hospital (see Miner's Hospital proportional and architectural references in Exhibit B, p. 15). See below Analysis Section II for additional information on the compatibility with the Historic Landmark Site.

7. **Provides amenities to the community so that there is no net loss of community amenities**
    a. The proposed Community Center will increase community amenities.
8. **Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete**
    a. The Housing Department submitted a Housing Mitigation Plan (Exhibit F) outlining compliance with the affordable housing requirements and requests the Planning Commission consider forwarding a positive recommendation to the Housing Authority (City Council). Additional analysis is provided in section II.
9. **Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site**
    a. The Site is not within the Sensitive Land Overlay.
    b. The Site is within the Soils Ordinance. Condition of Approval 6: The Applicant shall be required to provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite.
10. **Promotes the Use of non-vehicular forms of transportation through design**

and by providing trail connections

a. The Applicant proposes bike parking that exceeds the requirements of the LMC.
b. The Applicant proposes enhanced trail connections to Poison Creek Trail.

11. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter

a. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on November 27, 2024. Staff mailed courtesy notice to property owners within 300 feet on November 27, 2024. The Park Record published courtesy notice on November 27, 2024.

12. Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application

a. The Applicant coordinated with the Sustainability Department on the Community Center. The Sustainability Department reviewed the plans and determined the proposed Community Center meets the definition for Zero Emissions Buildings. The Community Center incorporates passive elements to maximize solar gains and will be all electric, energy efficient, and powered by renewable energy. Please see Exhibit G to review the Sustainability Team's evaluation of the project.
b. The Applicant proposes meeting Net Zero objectives: "The Park City Community Center will be designed per best sustainability practices and will meet or exceed the requirements of the 2021 International Energy Conservation Code (IECC). Although LEED Certification will not be pursued, the requirements of LEED will be followed for indoor environmental air quality, and material selections. In terms of energy usage, the design team is utilizing energy modeling to define the projects Energy Use Intensity (EUI), and the model will be utilized to determine system selections that provide the highest level of efficiency within the budget parameters. Preliminary modeling at the Schematic Design level shows an EUI of between 34 and 37, and this will get lower as the project progresses and additional efficiency measures are implemented. The building enclosure will include a fluid applied air and water barrier to limit air/water infiltration; continuous exterior insulation at both roof and walls to minimize thermal bridging; and high-performance glazing systems with U values below code requirements. Mechanical systems will be efficient heat pump type and all electric, with no combustion used on the project. Water usage will be minimized using low flow plumbing fixtures, and a landscape of native drought tolerant plantings. Daylighting will be maximized in all regularly occupied spaces, thus minimizing the use of artificial lighting, and lowering energy consumption."

13. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies

a. According to the project Civil Engineer, there are no Physical Mine Hazards within the Community Center project area.

14. **Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance**
    a. The Applicant shall be required to comply with Park City Municipal Code Chapter 11-15. The Applicant shall provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite. See Condition of Approval 6. This must be completed subject to approval by the Environmental Regulatory Program Manager.
15. **Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan**
    a. The Applicant proposes a building design compatible with historic proportions and dimensions of the Miner's Hospital building (see Exhibit B, p. 15).
    b. The Applicant submitted a Historic District Design Review – Pre-Application and will require a staff review and a letter verifying compliance with Historic District Regulations.
16. **Addresses and mitigates traffic**
    a. The Traffic Impact Study guidelines outline when traffic impact studies are required for land use applications based on land use categories. The guidelines state a Traffic Impact Study (TIS) is required when a proposed development or redevelopment will generate 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City staff.
    b. The existing Uses for the Site include a 5,000-square-foot Recreation Building used for community events and programming with an outdoor playground, basketball court, and two volleyball courts. The existing Uses total approximately 30,000 square feet. The proposed Uses for the Site include two community/multi-purpose classrooms, a multi-purpose/community event room, and outdoor patio and outdoor playground, basketball court, and two volleyball courts. The proposed Uses total approximately 40,000 square feet.
    c. The TIS guidelines states: "Studies are only required to analyze the peak hours in which the proposed project would be anticipated to generate 25 or more vehicle trips. Proposed developments may take credit for the vehicle trips generated by existing land uses to be replaced on the project site." An increase of 10,000 square feet for the proposed Uses compared to the existing Uses at the Site does not generate 25 or more new vehicle trips since the proposed Uses are similar to what is existing, and no TIS is therefore required.

(I) The Application, as Conditioned, Complies with the UPZ Review Criteria Outlined in LMC Chapter 15-2.26.

The purpose of the UPZ, outlined in LMC § 15-2.26-1, is to:

1. promote the preservation of Historic Buildings, Structures, Sites, or Objects;
2. preserve the vegetation and habitat of natural Areas;
3. provide for careful review of low-intensity recreational Uses and environmentally-sensitive, non-motorized trails;
4. establish and preserve districts for land Uses requiring substantial Areas of Open Space covered with vegetation that are substantially free from Accessory Buildings, Streets, and Parking Lots;
5. permit recreational Uses and preserve recreation land;
6. encourage parks, golf courses, trails, and other compatible public or private recreational Uses, and preserve and enhance park amenities; and
7. encourage sustainability, conservation, and renewable energy.

The proposed Community Center preserves and enhances park amenities and promotes the preservation of Historic Sites through design elements compatible with the proportions and dimensions of Miner's Hospital.

Lot and Site Requirements

All Structures must be no less than 25 feet from the boundary line of the Lot.[3] The proposed Community Center maintains a 30-foot Setback on the West and East proposed Lot Lines, and a Setback greater than 100 feet on the North and South proposed Lot Lines (Exhibit B, Proposed Plans).

Building Height

No Structure may be erected to a height greater than 28 feet from Existing Grade.[4] Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet above the height of the Building.[5]

The Applicant's roof over topography plan (Exhibit B, p. 9) shows the proposed Community Center will reach a maximum height of 27.3 feet from Existing Grade. The Applicant proposes screened mechanical equipment located in the middle of the Building, set back five feet from the edge of the Building. The screened mechanical equipment is 30 feet from Existing Grade. The roof maintains a Building Height of 25 feet from Existing Grade where the screened mechanical equipment is located.

[3] LMC § 15-2.26-3
[4] LMC § 15-2.26-(4)
[5] LMC § 15-2.26-4(A)(3)

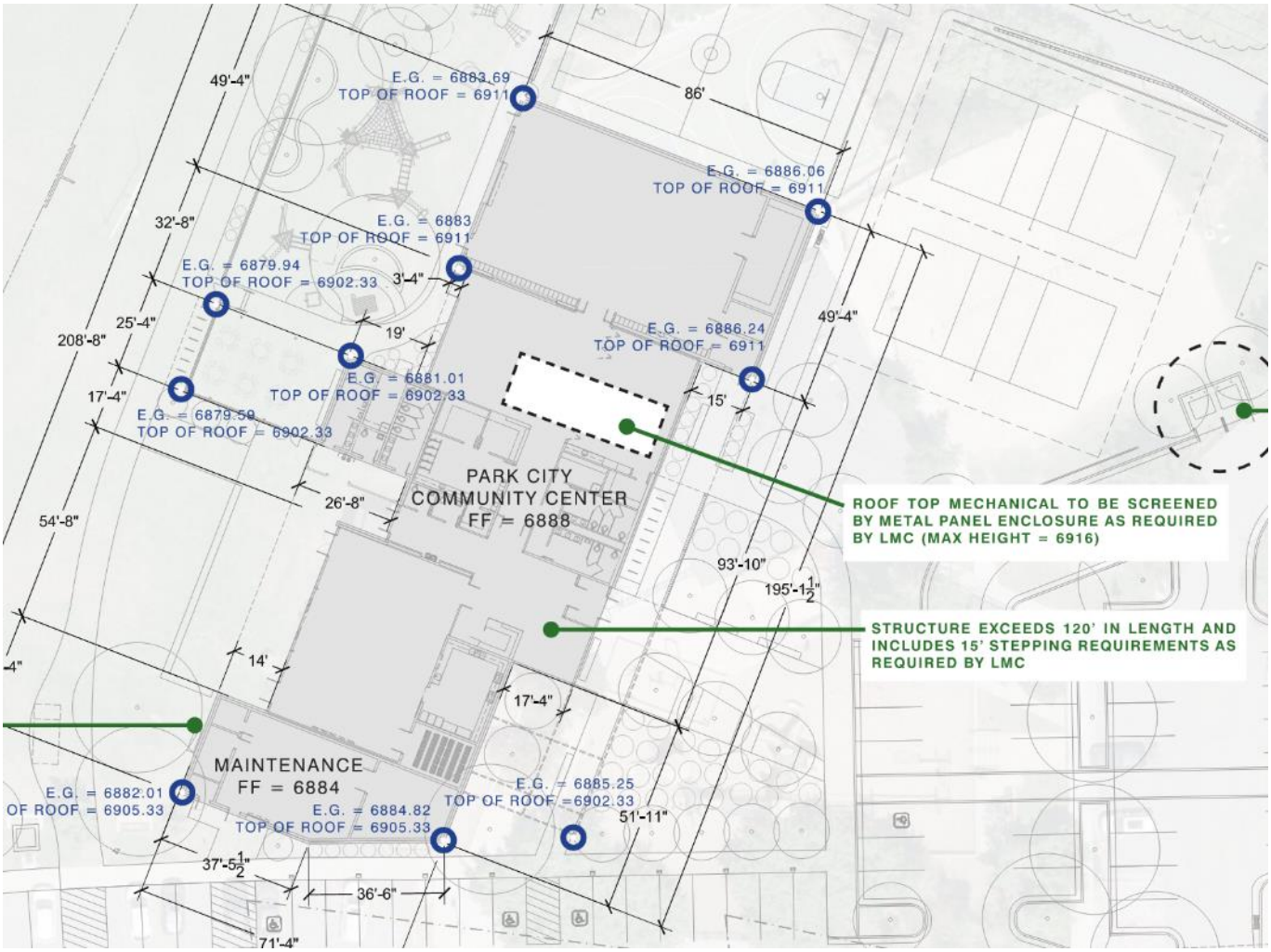


Figure 7: Applicant's Roof Over Topography Plan, also details of roof top mechanical.

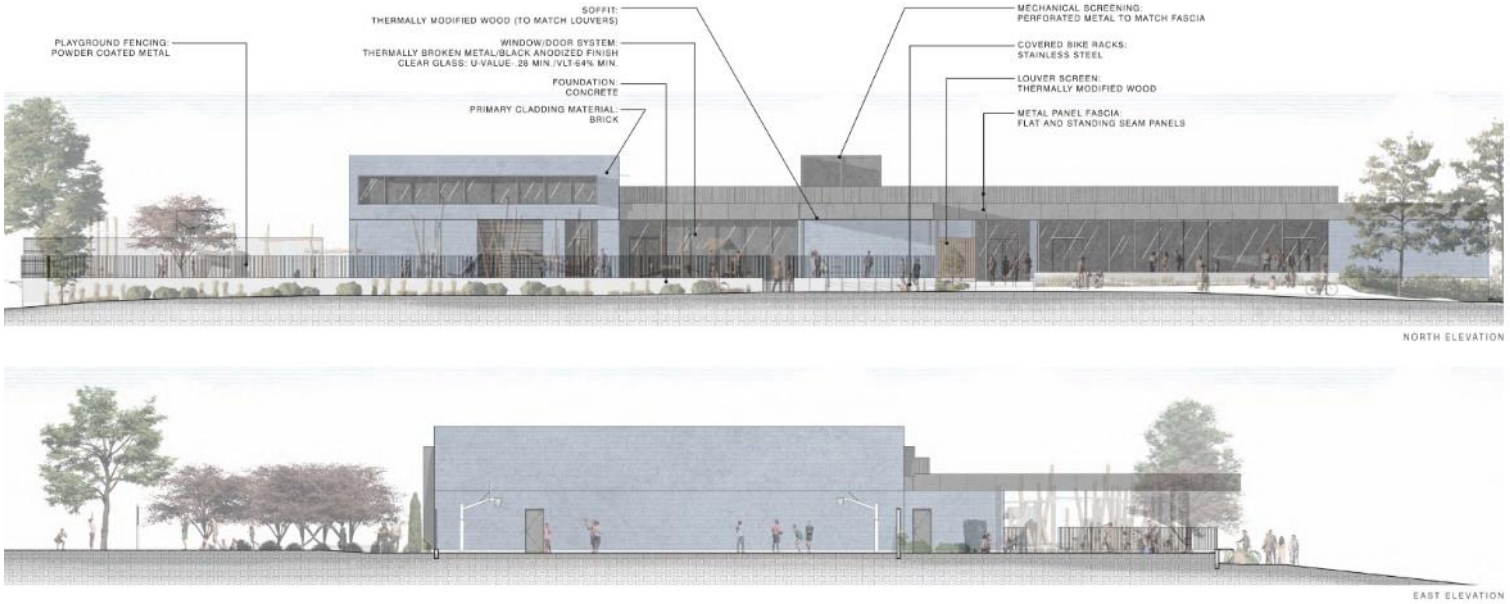


Figure 8: North and East Elevations



Figure 9: South and West Elevations

(II) The Application, as Conditioned, Complies with the Master Planned Development Review Criteria Outlined in LMC § 15-6-5.

All MPDs shall contain the following minimum requirements. Many of the requirements and standards will have to be increased for the Planning Commission to make the

necessary findings to approve the MPD.[6]

Density
Density in the UPZ is volume-based, determined by Building Height, Setbacks, and Open Space requirements.

The proposed Community Center complies with the Setbacks and Building Height requirements for the UPZ, and maintains 489,951 square feet, or 79% Open Space.

Setbacks
The minimum Setback around the exterior boundary of a MPD shall be twenty-five feet for Parcels greater than two acres.

The proposed Community Center maintains a 30-foot Setback on the West and East proposed Lot Lines, and a Setback greater than 100 feet on the North and South Lot Lines (Exhibit B, Proposed Plans).

Open Space
All MPDs shall contain a minimum of 60% Open Space, defined in LMC § 15-15-1 as follows:

- **Open Space, Landscaped**: Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures.
- **Open Space, Natural:** A natural, undisturbed Area with little or no improvements. Open space may include, but is not limited to, such Areas as Ridge Line Area, Slopes over thirty percent (30%), wetlands, Stream Corridors, trail linkages, Subdivision or Condominium Common Area, or view corridors.

LMC § 15-6-5(D)(3) states the Planning Commission shall designate the preferable type and mix of Open Space for each MPD, and the Commission's determination shall be based on the guidance given in the General Plan. LMC § 15-6-5(D)(3) also states that Landscaped Open Space may be used for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses.

Goal 4, Objective 4C of the General Plan states: “Prevent fragmentation of open space to support ecosystem health, wildlife corridors, and recreation opportunities.”

Goal 9 of the General Plan is to provide unparalleled parks and recreation opportunities for residents and visitors.

The proposed Community Center supports both goal 9 and objective 4C because it provides residents and visitors with modern, public recreation opportunities.

[6] LMC § 15-6-5

The Applicant proposes to maintain 489,951 square feet of Open Space, or 79% of the site (see Exhibit E, Applicant's Proposed Open Space and Snow Storage Plans). The Open Space is a mix between Landscaped Open Space with recreational courts and fields, and Natural Open Space that contains undisturbed natural vegetation running along the Poison Creek Trail.



Figure 10: Proposed Open Space

Off-Street Parking
The number of Off-Street Parking Spaces in each MPD shall not be less than the requirements of the LMC.

The proposed Structure has 15,000 square feet of floor Area, and 75 Parking Spaces are required, per LMC § 15-3-6(B). There are 47 existing Parking Spaces, and the Applicant proposes to construct an additional 28 Parking Spaces, for a total of 75 Parking Spaces. See Analysis Section III below for additional Off-Street Parking requirements from LMC Chapter 15-3.

Building Height
The Building Height requirements of the Zoning District in which an MPD is located shall apply. The UPZ establishes a maximum Building Height of 28 feet from Existing Grade with an additional five feet allowed for Screened Mechanical Equipment. The Applicant's roof over topography plan shows the proposed Community Center will reach a maximum Building Height of 27.3 feet from Existing Grade and includes varied roofs at different Building Heights. The Applicant proposes screened mechanical equipment located in the middle of the Building where the Building Height is 25 feet from Existing Grade. The mechanical equipment is set back five feet from the edge of the Building.

Site Planning
An MPD shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project. The Applicant must address the following in the Site planning for an MPD:[7]

See Staff analysis in italics.

- Projects shall be designed to minimize Grading and the need for large retaining Structures.
    - *The Applicant's proposed Site Plan shows minimal Grading for the new Community Center. Final Grade of the Site will be within four feet of Existing Grade. The Applicant proposes a rock stack retaining wall along the north side of the Site ranging in height from two feet to four feet from Final Grade.*
- Roads, utility lines, and Structures should be designed to work with the Existing Grade. Cuts and fills shall be minimized.
    - *No new roads are proposed. Final Grade of the Site will be within four feet of Existing Grade.*
- Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible.
    - *The existing Poison Creek Trail will not be affected. The Applicant proposes a trail connection to the Poison Creek Trail from the Site.*

[7] LMC § 15-6-5(G)

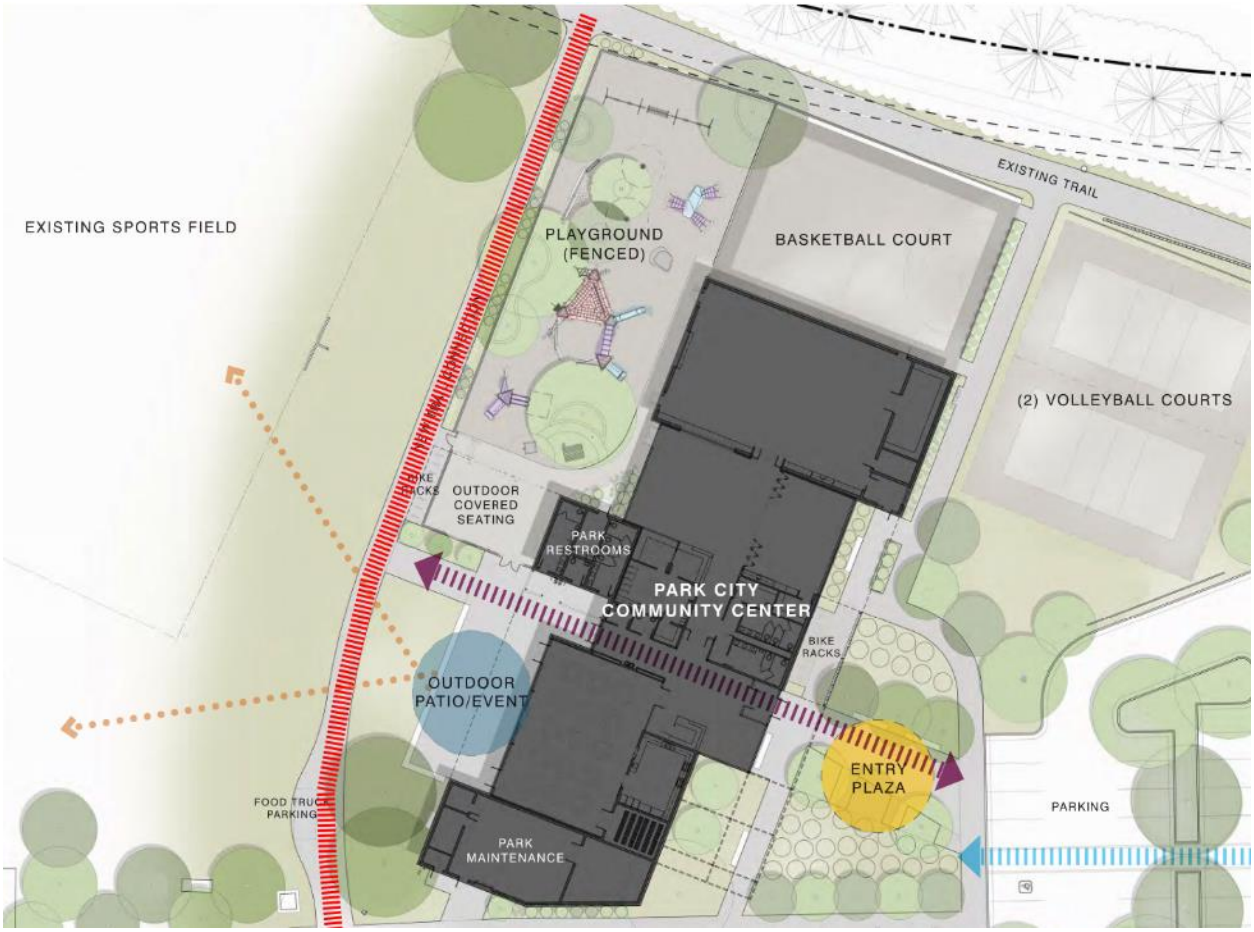


Figure 11: Proposed Trail Connection Shown in Red

- Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the MPD and safe travel to adjoining public sidewalks, trails, and Rights-of-Way.
    - *The Applicant proposes a bicycle and pedestrian connection to the Poison Creek Trail that is separate from the vehicular circulation system.*
- The Site plan shall include adequate Areas for snow removal and snow storage. The Landscape Plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. Snow shall be stored on-Site, unless otherwise approved by the Planning Commission.
    - *The proposed Snow Storage is 37,423 square feet, or approximately 34.1% of the Parking Area. The Figure below shows the Snow Storage areas.*

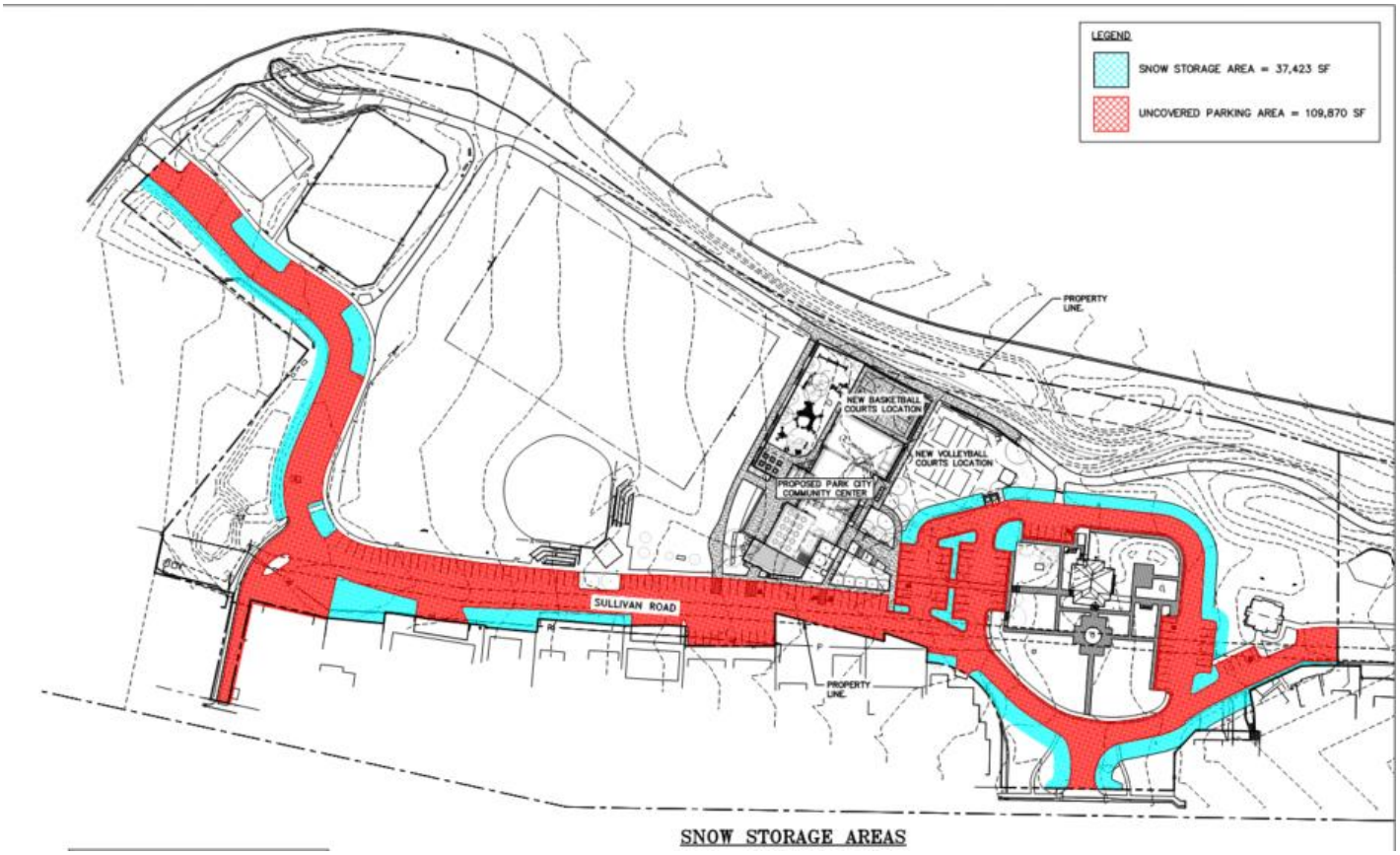


Figure 12: Proposed Snow Storage Areas

- The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the MPD to the trash and recycling containers
    - *The Site Plan shows a trash and recycling area in the Parking Area. The trash and recycling area is screened with a metal enclosure. The location of the trash and recycling enclosure is in a convenient location for pick-up vehicles and pedestrian access.*

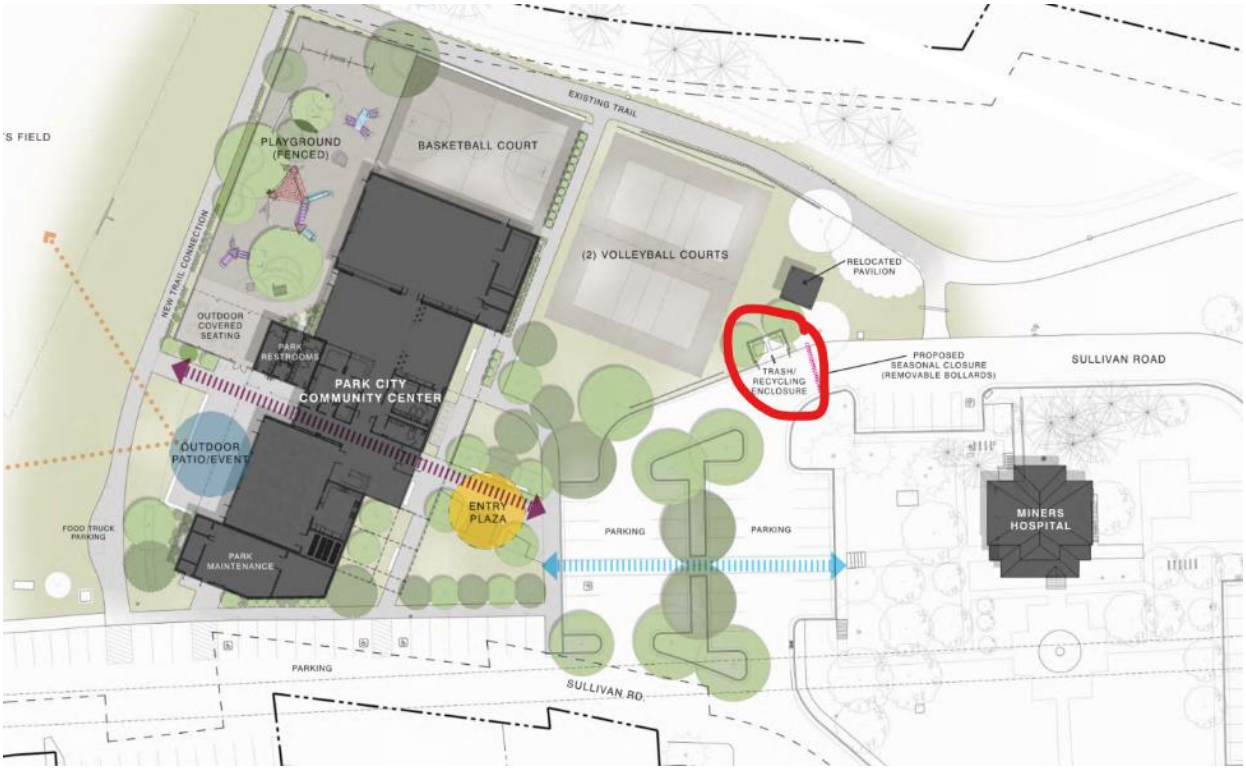


Figure 13: Trash and Recycling Enclosure In the Red Circle

- The Site plan for an MPD shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.
    - *No bus stop or shuttle area are proposed for the Community Center. The Applicant will provide a drop off loading/unloading zone for the day camp.*
    - *There is an existing bus stop on Park Avenue approximately 300 feet from the entrance to the proposed Community Center.*

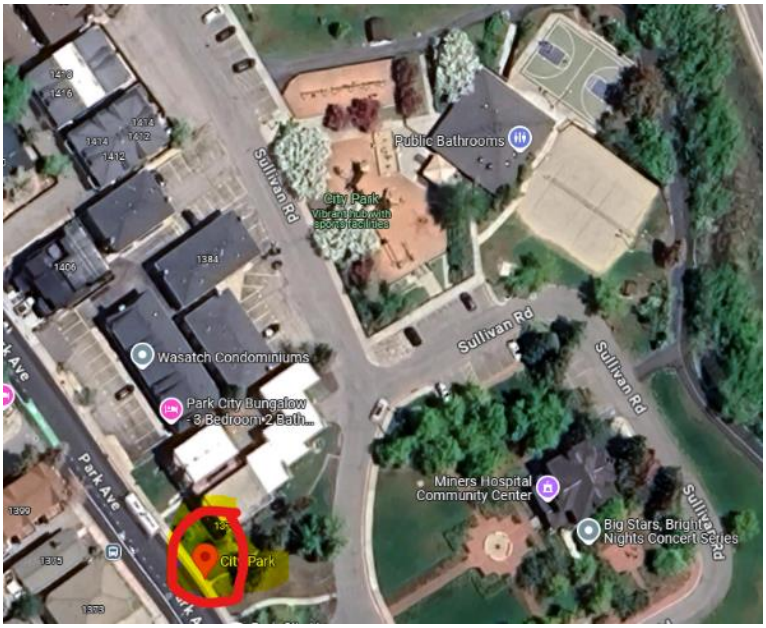


Figure 14: Location of Bus Stop, Circled in Red

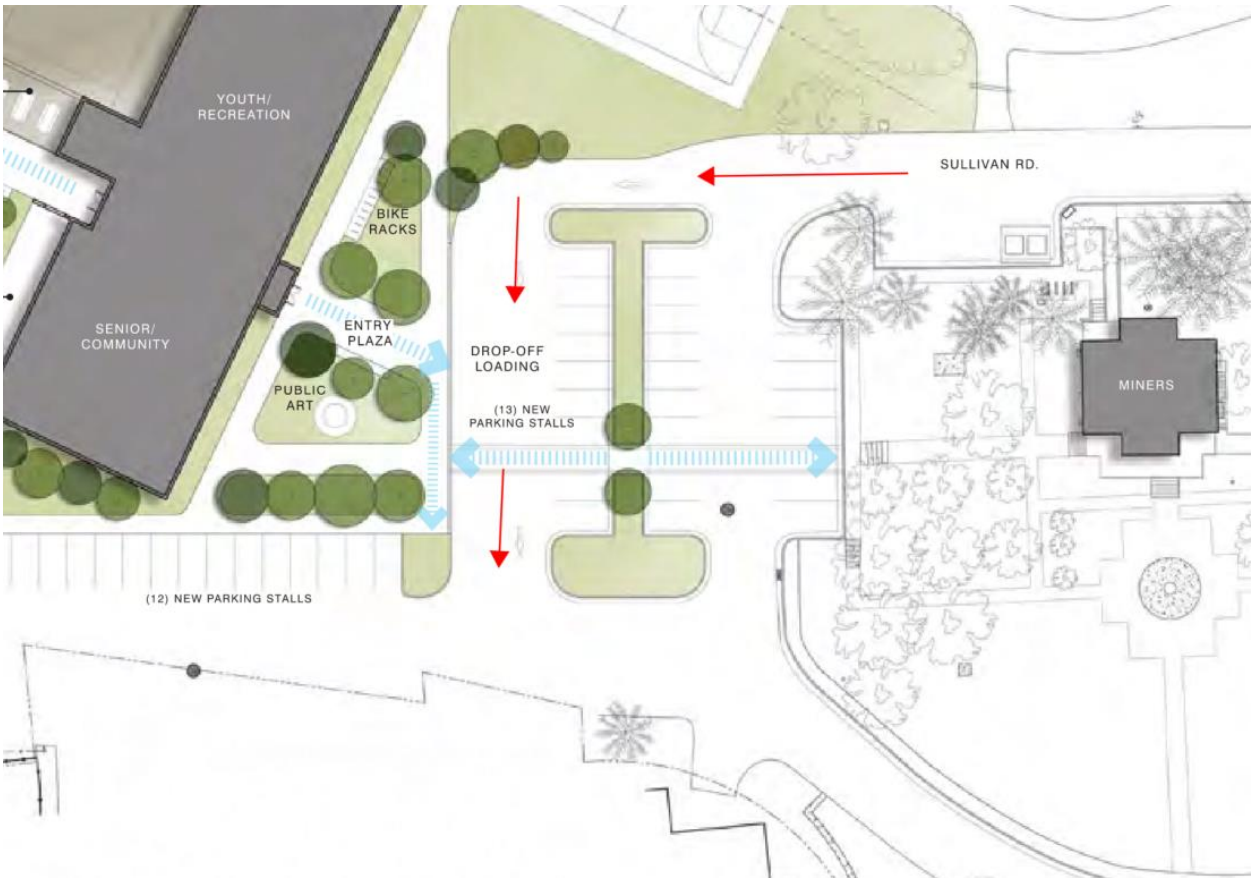


Figure 15: Loading and Unloading Zone

- Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.
    - *See Figure 15 above*.

Landscaping and Lighting

The Forestry Board reviewed the proposal on September 5, 2024, and requires that landscaping must be compliant with Wildland-Urban Interface requirements outlined in Municipal Code of Park City (MCPC) Chapter 11-21, including no vegetation planted within 30 feet of any structure and requiring plantings from the approved species list outlined in MCPC Section 14-1-5. The Forestry Board also requires replacement of 44 of the 48 significant trees that will be removed or impacted as a result of the new Community Center.

The Applicant provided a conceptual Landscape Plan that complies with LMC § 15-5-5(N).The Landscape Plan identifies a total of 48 significant trees which will be removed with the construction of the proposed Community Center building and recreation amenities; it also details the planting of 49 new trees of two-inch caliper and at least 50% water-wise plant species.

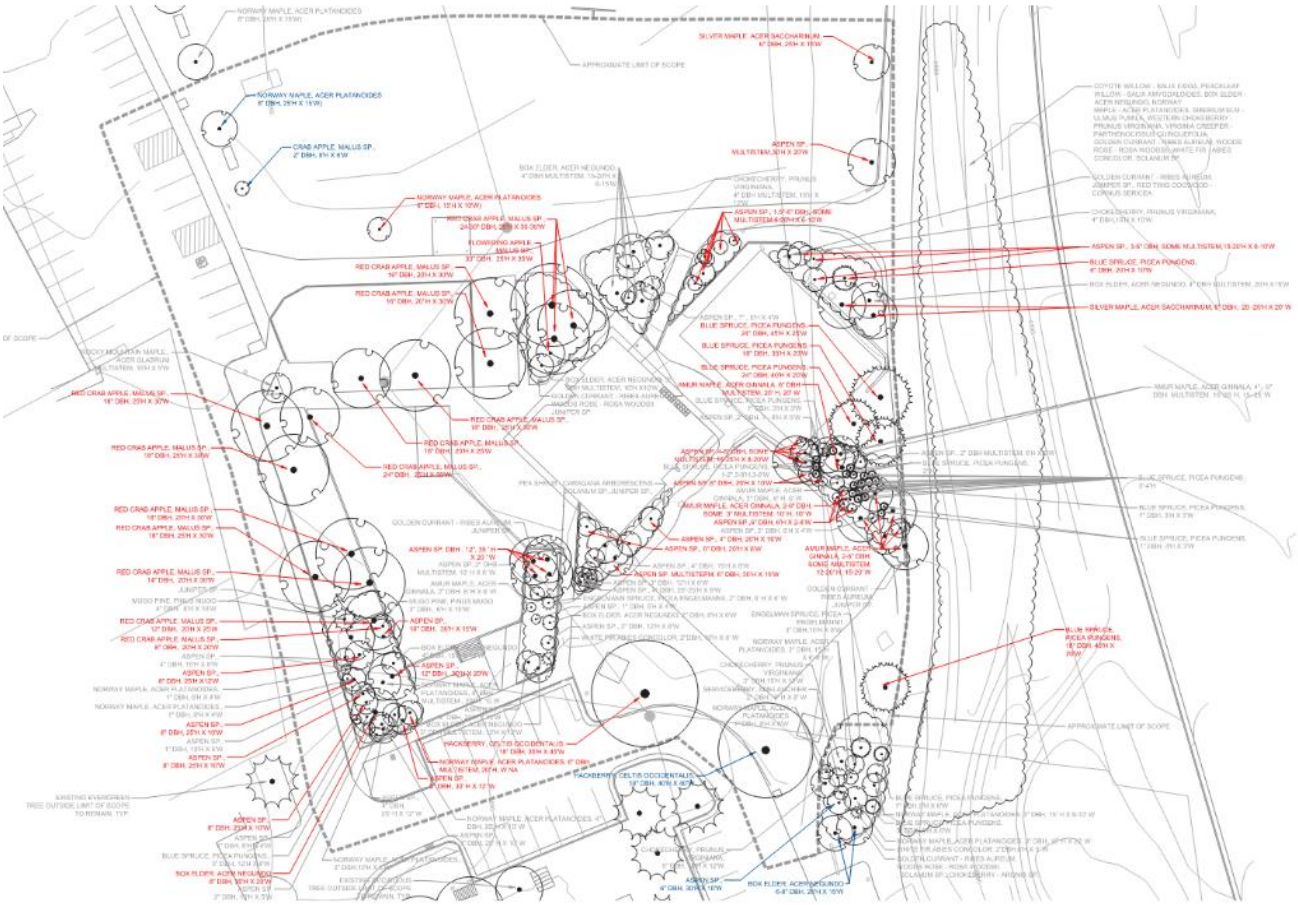


Figure 16: Applicant's existing vegetation plan for the City Park Community Center. Vegetation proposed to be removed is marked in red. Vegetation proposed to be maintained or preserved is marked in blue.

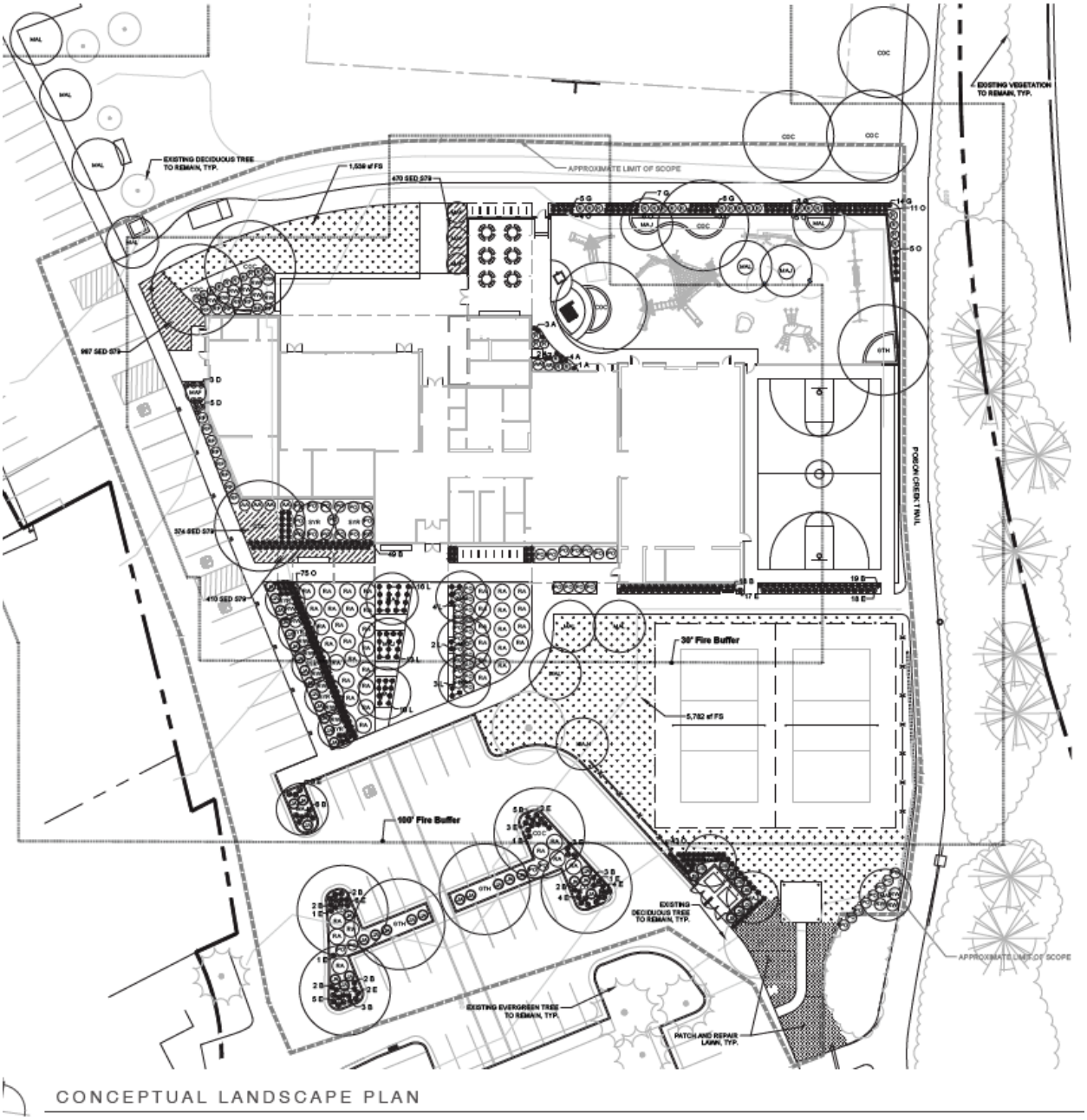


Figure 17: Applicant's Conceptual Landscape Plan

The Landscape Plan is required to be updated to include the Forestry Board's requirement of replacing six mature flowering crabapple trees on the site, that will be impacted from the Community Center, with new trees of the same species and 18 inches in diameter. See Condition of Approval 3.

The Forestry Board also recommends the Applicant avoid planting evergreen trees near the two volleyball courts because fallen needles may create a hazard for players. The Applicant's Landscape Plan does not propose evergreen trees near the two volleyball courts.

LMC § 15-5-5(J) requires outdoor lighting to be fully shielded and down-directed, with a maximum color temperature of 3,000 degrees Kelvin. Pursuant to LMC § 15-5-5(J)(11), pathway lighting must not be mounted more than 10 feet above finished grade. Recreational lighting for baseball diamonds, playing fields, and tennis courts shall not exceed 70 feet above Natural Grade and shall be turned off within 30 minutes of the completion of the last recreation activity associated with the lighting, and in general must be turned off by 11 PM unless an exception is granted by the Planning Director for a Special Event. Other requirements for recreational lighting are outlined in LMC § 15-5-5(J)(12). See Conditions of Approval 4 and 5.

Employee/Affordable Housing

Resolution No. 05-2021 Section 13 requires Applicants to submit a Housing Mitigation Plan as part of an MPD application with Planning Commission review and recommendation to the Housing Authority (City Council). The Affordable Housing team provided a Housing Mitigation Plan outlining the affordable housing requirements triggered by the new Community Center (Exhibit F).

Section (8)(C) of Resolution No. 05-2021 allows for reductions in housing obligations for projects that serve a public benefit and Section (8)(D) allows for an independent calculation in which the Recreation Department presents an argument for a more reasonable staffing increase based on actual plans.

The Recreation Department anticipates the new Community Center will require hiring up to five new seasonal employees and one new full-time employee, though the hiring need will not be immediate and will ramp up over time. The number of new seasonal and full-time employees is equivalent to two Full-Time Equivalents (FTEs), which would generate a housing obligation of 0.27 Affordable Unit Equivalents (AUEs). One AUE equals 900 square feet of Net Livable Space. Therefore, utilizing the reduction allowed in Section (8)(D), the housing obligation for the new Community Center requires an affordable housing unit with at least 243 square feet of Net Livable Space.

The Housing Mitigation Plan also explains that the City is a large producer of off-site affordable housing, achieving far greater numbers of new affordable housing units than the obligation generated by the new Community Center even without a reduction. The Housing Team proposes that the housing obligation generated by the Community Center is fulfilled by the construction of 1450A Park Avenue, a 773-square-foot deed restricted affordable dwelling unit, constructed by the City as the developer and sold to a qualified buyer in 2018."

Please see Exhibit F to review the Housing Team's recommendation in its entirety.

Staff recommends the Planning Commission consider forwarding a positive recommendation to the Housing Authority for review of the Applicant's Housing Mitigation Plan, subject to Condition of Approval 13 in the MPD/CUP Final Action Letter, which states: If the City public recreation use is changed in a manner that would trigger a new requirement (upon third-party commercial lease or sale), the affordable housing

requirement may be re-evaluated in accordance with the Affordable Housing Guidelines in effect at that time.

Mine Hazards
According to the Applicant's Civil Engineer, there are no Hazards within the Community Center project area.

Historic Mine Waste Mitigation
The Site is within the Soils Ordinance Boundary. The Applicant shall be required to provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite. See Condition of Approval 6.

General Plan Review and Historic Sites
One of the core values of the General Plan is "Sense of Community". Goal Number 9 of the General Plan states: "Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors."[8] The proposed Community Center aligns with this goal in that it will provide residents with additional high-quality recreational opportunities within a modern and sustainable building.

In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible in the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to be subordinate to the nearby Miner's Hospital. The Miner's Hospital is approximately 35-38 feet in height while the Community Center will be 28 feet. The Community Center is set back from the Miner's Hospital by 250 feet.

The Applicant proposes a building design that is compatible with historic proportions and dimensions of the Miner's Hospital building (see Exhibit B, p. 15):

[8] Park City General Plan p. 78

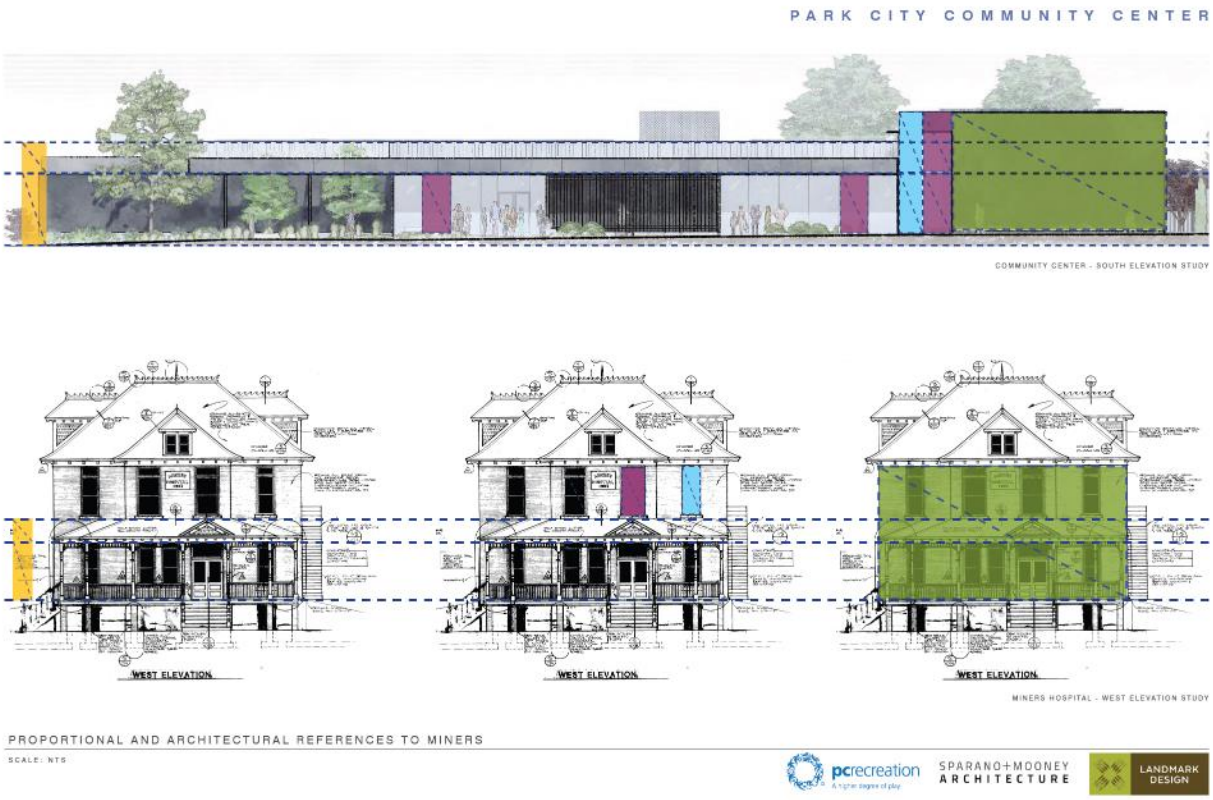


Figure 18: Applicant's submittal showing proposed Community Center's proportional and architectural references to Miners Hospital.

Neighborhood Goal 6.10 also states that the aesthetic of the Old Town neighborhood should be preserved. Park City must maintain flexibility to support the continued mix of unique characteristics within the neighborhood. The Applicant submitted a Historic District Design Review (HDDR)-Pre Application to verify compatibility with the Miner's Hospital Historic Site. Condition of Approval 14: The Applicant is required to complete the HDDR for compliance with LMC § 15-13-3 Regulations for Historic Commercial Sites

(III) The Application, as Conditioned, Complies with the Off-Street Parking Requirements Outlined in LMC Chapter 15-3

The Parking requirement for Public Recreation Facilities is five Parking Spaces per 1,000 square feet of Floor Area.[9] The proposed Structure has 15,000 square feet of floor Area, requiring 75 Parking Spaces. There are 47 existing Parking Spaces, and the Applicant proposes to construct an additional 28 Parking Spaces, for a total of 75 Parking Spaces.

[9] LMC § 15-3-6(B)



Figure 19: Proposed Parking Plan

Electric Vehicle Charging Stations

LMC § 15-3-11(B) requires the following: "An Applicant shall provide Electric Vehicle Charging Station Infrastructure for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development. LMC § 15-3-11(D) also requires "an Applicant shall install Electric Vehicle Charging Stations for five percent (5%) of required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development for the first 200 parking spaces."

The Applicant proposes 28 new Parking Spaces, which requires EV Charging Station Infrastructure for 14 (50%) of the new Parking Spaces, and two EV Charging Stations (5% of the new Spaces).

LMC Section 15-15-1 defines EV Charging Station Infrastructure as development designed and constructed to include a fully-wired circuit for an EV Charging Station power, including conduit and wiring with the electrical service capacity necessary to serve the power outlets to allow for the future installation of Level 2 EV Charging Stations. Condition of Approval 15 requires the Applicant to complete this for 14 new Parking Spaces.

LMC § 15-3-11(D)(1) states: "The first Electric Vehicle Charging Station installed shall be a dual-port with one Charging Station that is ADA accessible. This dual-port shall count as one Charging Station. Dual-port Charging Stations installed thereafter shall count as two Charging Stations."

The two EV Charging Stations are proposed to be installed along the west side of the Building near the main entrance. The proposed dual port charger is an ADA compliant charging stall (Exhibit B, p 10).

Condition of Approval 16: The two EV Charging Stations must comply with all the required standards for EV Charging Stations outlined in LMC § 15-3-11(E).

Bicycle Parking

The LMC requires outdoor bicycle parking for the temporary storage of bicycles for 10 percent of the required Off-Street parking.[10] Eight outdoor bicycle parking spots are required for the Community Center (10% of 75 required Parking Spaces) and the Applicant proposes 32 outdoor covered bike parking spots.

The outdoor bicycle parking must comply with the standards outlined in LMC § 15-3-9(A)(1), which includes requirements regarding the type and material of the bike rack, safety, security, maintenance, compliance with the standards outlined by the Transportation Planning Department, and standards for snow removal. See Condition of Approval 17.

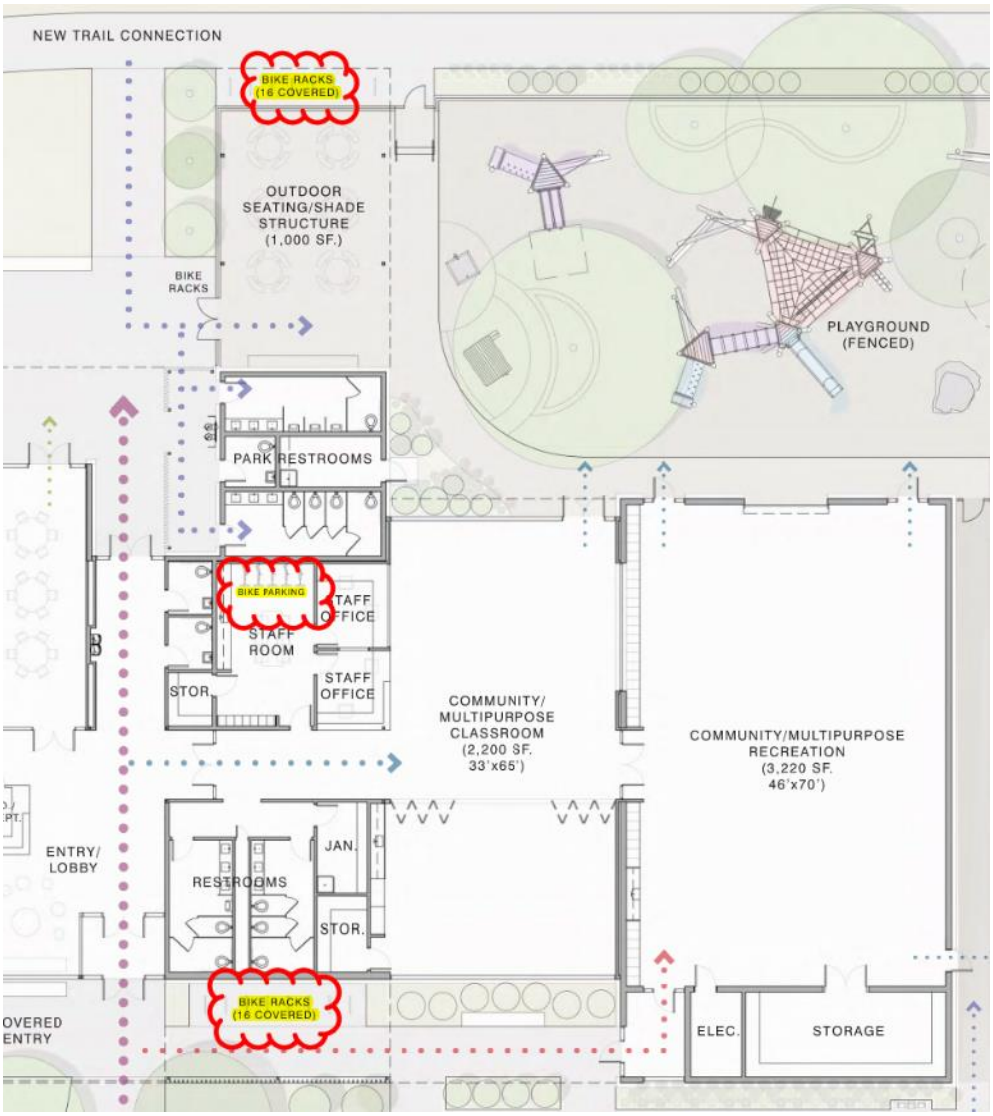


Figure 20: Bike Parking Highlighted

[10] LMC § 15-3-9

LMC § 15-3-9(B)(2)(b) requires enclosed bicycle storage for one bicycle per 10 employees generated for Uses as outlined in Resolution No. 05-2021, as amended. The Applicant indicated the Recreation Department plans to add only one full-time employee and up to five additional seasonal employees over time, to operate the new Community Center. The Applicant proposes 170-square-feet of indoor enclosed bicycle storage for hanging five bikes on the wall in the staff room. See Condition of Approval 18.

Parking Area Lighting
Light levels shall be designed with minimum light trespass off Site by using Luminaries that are Fully Shielded with no light distributed above the horizontal plane of the Luminaire. Luminaries mounting height must be, measured from the Parking Lot or driveway surface, in the range of twelve feet (12') to twenty feet (20').[11]

The Applicant proposes four lights in the Parking Area. The proposed light poles will be 15.5 feet in height from Final Grade.

The maximum color temperature for Parking Area lighting is 3,000 degrees Kelvin.[12]

The Applicant's proposed exterior lighting plan shows the Parking Area lighting has a maximum color temperature of 3,000 degrees Kelvin and complies with the above requirement.

Conditions of Approval 9-11 require the Applicant to submit final Parking Area lighting details that comply with LMC § 15-3-3(C)(3):

- For uniformity in lighting and prevention of shadows, an average horizontal luminance level of two (2) Foot Candles with a 4:1 Uniformity Ratio over the Site is the maximum allowed.
- Maximum watts per light fixture must not exceed 50W.
- The base of the pole shall be treated with paint, stain, stucco or another form of decorative cover. All attempts shall be made to place the base of light poles within landscape Areas.

Condition of Approval 4 requires all outdoor lighting must be fully shielded and down-directed.

(IV) The Application, as Conditioned, Complies with the Conditional Use Permit Criteria Outlined in LMC § 15-1-10(E).

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are

[11] LMC § 15-3-3(C)
[12] LMC § 15-3-3(C)(3)(e)

proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC § 15-1-10.

Public Recreation Facilities and Fences over six feet in Height from Final Grade require a CUP in the UPZ.[13]

CUP Review Criteria	Analysis of Proposal
Size and Location of Site	**Complies:** The existing building is approximately 5,000 square feet. The total Site Area for the proposed Community Center is 619,423 square feet. The Applicant proposes a 15,000-square-foot Building with a 20,000-square-foot outdoor recreation area which includes a playground, two volleyball courts, and a basketball court. The total roof area of the Structure which includes all covered bike storage areas and covered patios will be approximately 19,446 square feet, or about 3 percent of the total Site. The Community Center is proposed to be centrally situated for convenient pedestrian and vehicular access. The increase in square footage is appropriate for the Site and will provide additional and enhanced recreation opportunities for the Public.
Traffic Capacity	**Complies:** See traffic analysis above for required MPD Finding 16.
Utility Capacity	The Development Review Committee (DRC) reviewed the proposal on September 3, 2024. See DRC comments in section VI below. Staff recommends the following Condition of Approval: The Applicant shall resolve all utility concerns prior to Building Permit issuance.
Emergency Vehicle Access	**Complies:** The Park City Fire District reviewed the proposal on September 3, 2024, and confirmed the plans conform with their requirements.
Off-Street Parking	**Complies:** See Off-Street Parking analysis in Section III above.

[13] LMC § 15-2.26-2(C)

Internal Vehicular and Pedestrian Circulation System	**Complies:** The Applicant proposes a bicycle and pedestrian connection to the Poison Creek Trail that is separate from the vehicular circulation system. The Applicant also proposes a drop off area in the parking lot with direct access to the front entrance of the Community Center.
Fencing, Screening, and Landscaping	**Complies:** The Applicant proposes fencing to surround the sports courts, and playground. The proposal includes a fence 12 feet in height from Final Grade, surrounding the two volleyball courts, a fence surrounding the playground ranging in height from four feet to eight feet from Final Grade, and a fence surrounding the basketball court 10 feet in height above Final Grade. The Applicant proposes the same Fencing material for each court: a metal recreation Fence. See analysis section V below for additional analysis regarding compliance with LMC § 15-4-2, Fences and Retaining Walls. See section II above for detailed Analysis of Landscaping.
Structure Mass, Bulk, and Orientation	**Complies:** The proposed Structure complies with property Setbacks and Building Height requirements in the UPZ and is oriented north-south along the park to encourage pedestrian circulation and easy access to City Park.
Useable Open Space	**Complies:** See Open Space analysis above.
Signs and Lighting	**Complies:** The proposed Sign for the Community Center requires a Sign Permit to be reviewed and approved by the Planning Department, and all Outdoor Lighting must be dark sky compliant. See Section II above for additional Lighting analysis and Conditions of Approval 4, 5 and 7.
Physical Design and Compatibility with Surrounding Structures	**Complies:** In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible in the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to

	be 10 feet shorter than the nearby Miner's Hospital. The Community Center is set back 250 feet from Miner's Hospital. The Applicant proposes a building design compatible with the historic proportions and dimensions of the Miner's Hospital building. The Applicant proposes exterior materials for the Building which include brick, metal, and wood. See Exhibit B, p. 9 and 10 for a complete list of the proposed materials. LMC § 15-5-8 requires a prominent shift in massing for any Structure that exceeds 120 feet in length. The shift shall be in the form of either a 15-foot change in Building Facade alignment or a 15-foot change in Building Height.[14] The Applicant proposes three shifts in massing along the front Building Facade, and five to six shifts in massing along the rear Building Facade. See Applicant's exterior elevations and roof over topography (Exhibit B, p. 9, 12-15).
Noise, Vibration, Odors, Steam, or Other Mechanical Structures	**Complies:** The Applicant is required to adhere to the Municipal Noise Ordinance, outlined in Municipal Code Chapter 6-3. See Condition of Approval 8.
Control of Delivery and Service Vehicles; Loading and Unloading; Screening of Trash and Recycling Pickup Areas	**Complies**: The Site Plan shows a trash and recycling area in the Parking Area and a loading and unloading zone for vehicles. The trash and recycling area will be screened by metal gates and landscaping (Condition of Approval 18). The location of the trash and recycling enclosure is in a convenient location for pick-up vehicles and pedestrian access.
Expected Ownership	**Complies:** The proposed Community Center will be managed by the Park City Recreation Department; City Manager Matt Dias signed the application. On February 15, 2024, the City Council provided input on a conceptual design for the proposed

[14] LMC § 15-5-8(B)

	Community Center. On June 20, 2024, the City Council reviewed the proposed plans for the Community Center and approved a Professional Services Agreement for Sparano + Mooney Architecture.
Environmentally Sensitive Lands, Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, or Steep Slopes	**Complies:** According to the Applicant's Civil Engineer, there are no Hazards within the Community Center project area. The Site is located within the Soils Ordinance: The Applicant shall be required to provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite.
General Plan Consistency	**Complies:** See *General Plan Review and Historic Sites* analysis Section II above.

(V) The Application, as Conditioned, Complies with the Fences and Retaining Wall Criteria Outlined in LMC § 15-4-2.

Fences greater than six feet in height from Final Grade require a CUP in the UPZ.[15] The Applicant proposes three different Fences for safety at the proposed Community Center. LMC § 15-13-9(B)(1)(C) mentions fencing for Historic Commercial Sites is regulated by LMC § 15-13-2. LMC § 15-13-2 prohibits vinyl or plastic-coated fencing or horizontal split rail fencing. The Applicant proposes an iron or steel fence surrounding the playground, and a chain-link recreational fence surrounding the volleyball and basketball courts. LMC § 15-4-2(B)(1) allows chain-link fencing for recreational facilities and courts. The proposed recreation Fence along the east side of the two volleyball courts and basketball court will prevent volleyballs and basketballs from travelling onto the Poison Creek multi-use pathway (see image below) The recreation fence will range in height from 10 feet to 12 feet from Final Grade. The Applicant also proposes an iron or steel Fence surrounding the playground ranging in height from four feet to eight feet from Final Grade. The Fence surrounding the basketball court and playground spans approximately 280 feet while the Fence surrounding the two volleyball courts will span approximately 70 feet.

[15] LMC § 15-2.26-2(C)(14)

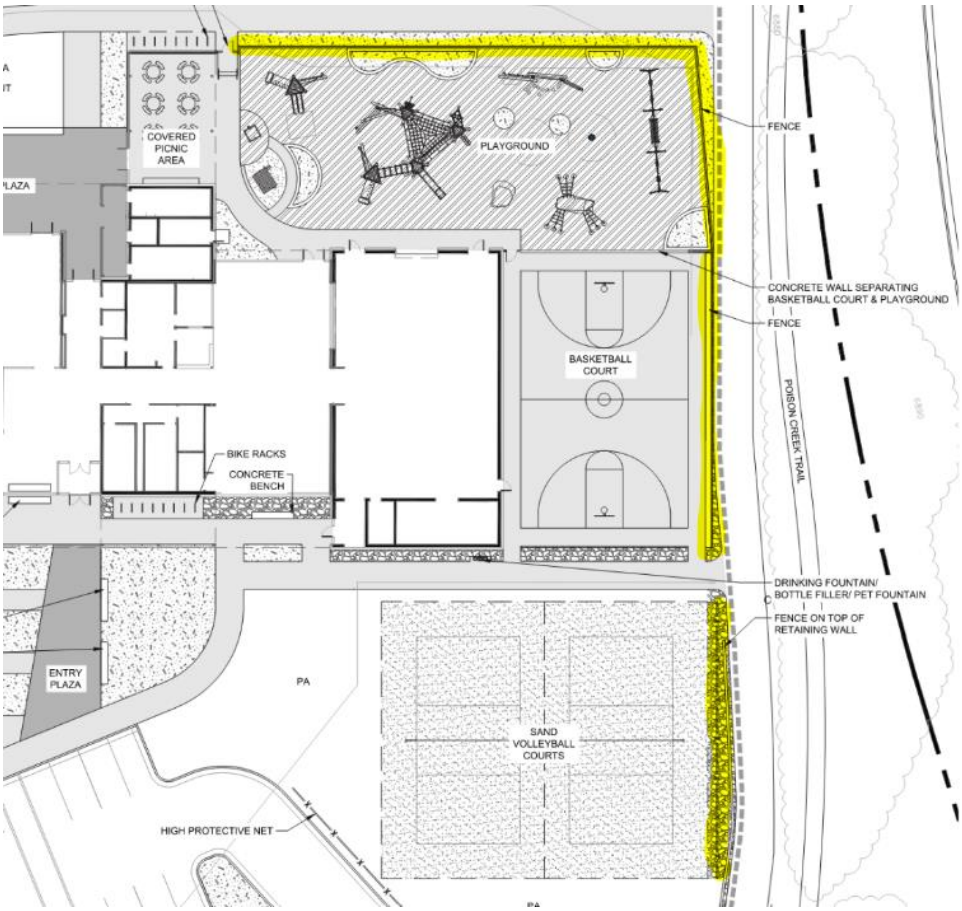


Figure 21: Proposed Fencing Along Volleyball and Basketball Courts



Figure 22: Proposed Material for Recreation Fencing

(VI) The Development Review Committee reviewed the proposal on September 3, 2024.[16]

The Development Review Committee reviewed the proposal and identified the following concerns:

- A sewer line runs through the area and will need to be addressed in the Applicant's plans.
- The Applicant proposes a new fire hydrant along Sullivan Road at the front of the Site, but the existing infrastructure is not sufficient to support a new hydrant. The Applicant will need to work with the Water Department to address this issue.
- A fiber optics line currently runs along the Poison Creek Trail adjacent to the project area.

Staff recommends the following Condition of Approval: The Applicant shall resolve all utility concerns prior to Building Permit issuance.

Department Review

The Planning Department and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on November 27, 2024. Staff mailed courtesy notice to property owners within 300 feet on November 27, 2024. The Park Record published courtesy notice on November 27, 2024.[17]

Public Input

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

Alternatives

- The Planning Commission may approve the Master Planned Development and Conditional Use Permit for the Park City Community Center;
- The Planning Commission may deny the Master Planned Development and Conditional Use Permit for the Park City Community Center 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: Proposed Plans
Exhibit C: Applicant's Narrative

[16] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).
[17] LMC § 15-1-21

Exhibit D: Applicant’s Landscape Plan
Exhibit E: Applicant’s Proposed Open Space and Snow Storage Plans
Exhibit F: Housing Mitigation Plan
Exhibit G: Sustainability Review Memo

Planning Department

December 11, 2024

Seth Striefel, Sparano + Mooney Architecture
1400 Sullivan Road

CC: Park City Municipal Corporation, Ken Fischer

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1400 Sullivan Road
Zoning District:	Urban Park Zone
Application:	Master Planned Development, Conditional Use Permit
Project Number:	Master Planned Development: PL-24-06246 Conditional Use Permit: PL-24-06244
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	December 11, 2024
Project Summary:	The Applicant Proposes a 15,000-Square-Foot Single-Story Community Center with Associated Outdoor Recreation, Including Volleyball Courts, a Basketball Court, a Fenced Playground Area, and an Outdoor Patio to Replace the Existing 5,000-Square-Foot City Park Recreation Building.

Action Taken

On December 11, 2024, the Planning Commission conducted a public hearing and approved the Community Center according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. The Applicant proposes demolishing the existing 5,000-square-foot Recreation Building at City Park (1400 Sullivan Road) to construct a 15,000-square-foot single-story Community Center and outdoor patio area, and to relocate the existing outdoor recreation amenities, including two volleyball courts, a basketball court, and a playground area, in the Urban Park Zone (UPZ).

2. The site is comprised of several parcels, owned by Park City Municipal Corporation, and is surrounded by residential neighborhoods to the west and north and Deer Valley Drive to the east. Miner's Hospital is to the south of the proposed Community Center and is a Landmark Historic Site on Park City's Historic Sites Inventory.
3. Land Management Code (LMC) § 15-6-2(A) requires an MPD for public projects with 10,000 square feet or more. LMC § 15-2.26-2(C)(5) requires a CUP for a Public Recreation Facility within the UPZ and § 15-2.26-2(C)(14) requires a CUP for Fences over six feet in height from Final Grade within the UPZ. On August 19, 2024, the Applicant submitted CUP and MPD applications for Planning Commission review.
4. The proposed Community Center crosses two metes-and-bounds parcels: SA-265-A-X and SA-235-1-X. As a result, the Applicant will be required to complete a subdivision to create a Lot. On August 19, 2024, the Applicant submitted a subdivision application to create a 619,423-square-foot Lot for the Community Center. The subdivision must be reviewed and approved by the Planning Commission and recorded with Summit County prior to the Applicant submitting a building permit. The Applicant is working through the details of the subdivision because the metes-and-bounds parcels encompass many acres and city properties. As a result, the Applicant requests additional time to finalize the proposed subdivision. The subdivision will be scheduled for the Planning Commission's review in early 2025. The Applicant requests Planning Commission Final Action on the MPD and CUPs so they can begin the next steps in the process to prepare for building permit submittal in spring.
5. City Park includes a basketball court, two volleyball courts, sports fields, a playground, and a 5,000-square-foot Recreation Building constructed prior to 1987. The Recreation Building has undergone minor remodels and improvements over the years; for the Site to continue to function as built, the facilities would need comprehensive updates.
6. On February 15, 2024, the City Council provided input on a conceptual design for the proposed Community Center. On June 20, 2024, the City Council reviewed the proposed plans for the Community Center and approved a Professional Services Agreement for Sparano + Mooney Architecture. On September 25, 2024, the Planning Commission reviewed the Community Center proposal during a work session. The Planning Commission provided feedback on the proposed

project and required the Applicant to increase outdoor bike parking and indoor storage for bikes.

7. On September 25, 2024, the Planning Commission reviewed the Community Center proposal during a work session. The Planning Commission provided feedback on the proposed project and requested the Applicant increase outdoor bike parking and enclosed storage for bikes. The Applicant submitted revised plans to address the Planning Commission's feedback on November 15, 2024.

Required Findings And Conclusions Of Law Outlined in LMC § 15-6-6

8. Complies with all requirements of the Land Management Code.
9. Meets the minimum requirements of Section 15-6-5.
10. Provides the highest value of Open Space, as determined by the Planning Commission. MPDs shall contain a minimum of sixty percent (60%) Open Space.
    a. The existing Recreation Building site contains 504,397 square feet of Open Space, which is 81% of the total project area. The new Community Center will maintain 489,951 square feet of Open Space, or 79% of the Lot. The Open Space that will be maintained is a mix between Landscaped Open Space with recreational courts and fields, and a small amount of Natural Open Space that contains undisturbed natural vegetation running along the Poison Creek Trail.
11. Strengthens and enhances the resort character of Park City
    a. The proposed Community Center will provide updated recreational facilities, courts, and a playground for residents and visitors. The Community Center will provide additional gathering spaces for community events.
12. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible
    a. Poison Creek runs along the east side of the proposed project with surrounding Significant Vegetation. The proposed Community Center is set back 80 feet from Poison Creek. The creek and Significant Vegetation will be preserved and access will be enhanced with new trail connections proposed from the Community Center to Poison Creek Trail.
    b. The proposed Community Center's new building and recreation amenities, such as sports courts and playground will require the removal of 48 trees.
    c. On September 5, 2024, the Forestry Board reviewed the proposed project. The Applicant will be required to replace 44 of the 48 trees proposed to be removed, including six flowering crab apple trees that required to be

replaced with new trees of the same species and 18 inches in diameter. See Condition of Approval 3.

d. The Applicant's Landscape Plan details the planting of hundreds of waterwise shrubs, herbaceous and ground cover plants, as well as 49 new trees to replace the removal of significant vegetation.

13. Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses
    a. The existing Recreation Building is approximately 5,000 square feet. The Applicant proposes a new Building with 15,000 square feet of interior space and approximately 4,446 square feet of covered outdoor Area. The total project site for the proposed Community Center is 619,423 square feet. The total roof area of the Structure, including all covered bike storage areas and covered patios will be approximately 19,446 square feet, or about 3% of the total Site. The Community Center is proposed to be centrally situated for convenient pedestrian and vehicular access. The increase in square footage is appropriate for the Site and will provide additional and enhanced recreation opportunities for the public.
    b. The proposed Structure complies with UPZ Setback and Building Height requirements and is oriented north-south along the park to encourage pedestrian circulation and easy access to City Park.
    c. In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible in the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to be subordinate to the nearby Miner's Hospital. The Miner's Hospital is approximately 35-38 feet in height while the Community Center will be 28 feet. The Community Center will be set back 250 feet from Miner's Hospital.
    d. The Applicant proposes a building design that is compatible with historic proportions and dimensions of Miner's Hospital.
14. Provides amenities to the community so that there is no net loss of community amenities.
    a. The proposed Community Center will increase community amenities.
15. Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete

a. The Housing Department submitted Housing Mitigation Plan outlining compliance with the affordable housing requirements and requests the Planning Commission consider forwarding a positive recommendation to the Housing Authority (City Council).

16. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site:
    a. The Site is not located within the Sensitive Land Overlay.
    b. The Site is located within the Soils Ordinance: The Applicant shall be required to provide a clean 6” soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite.
17. Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections:
    a. The Applicant proposes bike parking that exceeds the requirements of the LMC.
    b. The Applicant proposes enhanced trail connections to Poison Creek Trail.
18. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter:
    a. Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on November 27, 2024. Staff mailed courtesy notice to property owners within 300 feet on November 27, 2024. The Park Record published courtesy notice on November 27, 2024.
19. Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
    a. The Applicant coordinated with the Sustainability Department on the Community Center. The Sustainability Department reviewed the plans and determined the proposed Community Center meets the definition for Zero Emissions Buildings. The Community Center incorporates passive elements to maximize solar gains and will be all electric, energy efficient, and powered by renewable energy.
    b. The Applicant proposes meeting Net Zero objectives: “The Park City Community Center will be designed per best sustainability practices and

will meet or exceed the requirements of the 2021 International Energy Conservation Code (IECC). Although LEED Certification will not be pursued, the requirements of LEED will be followed for indoor environmental air quality, and material selections. In terms of energy usage, the design team is utilizing energy modeling to define the projects Energy Use Intensity (EUI), and the model will be utilized to determine system selections that provide the highest level of efficiency within the budget parameters. Preliminary modeling at the Schematic Design level shows an EUI of between 34 and 37, and this will get lower as the project progresses and additional efficiency measures are implemented. The building enclosure will include a fluid applied air and water barrier to limit air/water infiltration; continuous exterior insulation at both roof and walls to minimize thermal bridging; and high-performance glazing systems with U values below code requirements. Mechanical systems will be efficient heat pump type and all electric, with no combustion used on the project. Water usage will be minimized using low flow plumbing fixtures, and a landscape of native drought tolerant plantings. Daylighting will be maximized in all regularly occupied spaces, thus minimizing the use of artificial lighting, and lowering energy consumption."

20. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies:
    a. According to the project Civil Engineer, there are no Physical Mine Hazards within the Community Center project area.
21. Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance:
    a. The Applicant shall be required to comply with Park City Municipal Code Chapter 11-15. The Applicant shall provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite. See Condition of Approval 6. This must be completed subject to approval by the Environmental Regulatory Program Manager.
22. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan:
    a. The Applicant proposes a building design compatible with historic proportions and dimensions of the Miner's Hospital building.
    b. The Applicant submitted a Historic District Design Review – Pre-Application and will require a staff review and a letter verifying compliance

with Historic District Regulations.

23. Addresses and mitigates traffic:
    a. The Traffic Impact Study guidelines outline when traffic impact studies are required for land use applications based on land use categories. The guidelines state a Traffic Impact Study (TIS) is required when a proposed development or redevelopment will generate 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City staff.
    b. The existing Uses for the Site include a 5,000-square-foot Recreation Building used for community events and programming with an outdoor playground, basketball court, and two volleyball courts. The existing Uses total approximately 30,000 square feet. The proposed Uses for the Site include two community/multi-purpose classrooms, a multi-purpose/community event room, and outdoor patio and outdoor playground, basketball court, and two volleyball courts. The proposed Uses total approximately 40,000 square feet.
    c. The TIS guidelines states: “Studies are only required to analyze the peak hours in which the proposed project would be anticipated to generate 25 or more vehicle trips. Proposed developments may take credit for the vehicle trips generated by existing land uses to be replaced on the project site.” An increase of 10,000 square feet for the proposed Uses compared to the existing Uses at the Site does not generate 25 or more new vehicle trips since the proposed Uses are similar to what is existing, and no TIS is therefore required.

Urban Park Zoning District

24. The Application, as Conditioned, complies with the UPZ review criteria outlined in LMC Chapter 15-2.26.
    a. The purpose of the UPZ, outlined in LMC § 15-2.26-1, is to:
        i. promote the preservation of Historic Buildings, Structures, Sites, or Objects;
        ii. preserve the vegetation and habitat of natural Areas;
        iii. provide for careful review of low-intensity recreational Uses and environmentally-sensitive, non-motorized trails;
        iv. establish and preserve districts for land Uses requiring substantial Areas of Open Space covered with vegetation that are substantially free from Accessory Buildings, Streets, and Parking Lots;

v. permit recreational Uses and preserve recreation land;
vi. encourage parks, golf courses, trails, and other compatible public or private recreational Uses, and preserve and enhance park amenities; and
vii. encourage sustainability, conservation, and renewable energy.

b. The proposed Community Center preserves and enhances park amenities and promotes the preservation of Historic Sites through design elements compatible with the proportions and dimensions of Miner's Hospital.
c. Lot and Site Requirements:
    i. All Structures must be no less than 25 feet from the boundary line of the Lot. The proposed Community Center maintains a 30-foot Setback on the West and East proposed Lot Lines, and a Setback greater than 100 feet on the North and South proposed Lot Lines.
d. Building Height:
    i. No Structure may be erected to a height greater than 28 feet from Existing Grade.
    ii. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet above the height of the Building
    iii. The Applicant's roof over topography plan shows the proposed Community Center will reach a maximum height of 27.3 feet from Existing Grade. The Applicant proposes screened mechanical equipment located in the middle of the Building, set back five feet from the edge of the Building. The screened mechanical equipment is 30 feet from Existing Grade. The roof maintains a Building Height of 25 feet from Existing Grade where the screened mechanical equipment is located.

Master Planned Development

25. The Application, as Conditioned, Complies with the Master Planned Development Review Criteria Outlined in LMC § 15-6-5:
    a. All MPDs shall contain the following minimum requirements. Many of the requirements and standards will have to be increased for the Planning Commission to make the necessary findings to approve the MPD.
    b. Density
        i. Density in the UPZ is volume-based, determined by Building Height, Setbacks, and Open Space requirements.

ii. The proposed Community Center complies with the Setbacks and Building Height requirements for the UPZ, and maintains 489,951 square feet, or 79% Open Space.

c. Setbacks:
   i. The minimum Setback around the exterior boundary of a MPD shall be twenty-five feet (25') for Parcels greater than two (2) acres.
   ii. The proposed Community Center maintains a 30-foot Setback on the West and East proposed Lot Lines, and a Setback greater than 100 feet on the North and South Lot Lines.
d. Open Space:
   i. All MPDs shall contain a minimum of sixty percent (60%) Open Space, defined in LMC § 15-15-1 as follows:
      1. Open Space, Landscaped: Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures.
      2. Open Space, Natural: A natural, undisturbed Area with little or no improvements. Open space may include, but is not limited to, such Areas as Ridge Line Area, Slopes over thirty percent (30%), wetlands, Stream Corridors, trail linkages, Subdivision or Condominium Common Area, or view corridors.
   ii. LMC § 15-6-5(D)(3) states the Planning Commission shall designate the preferable type and mix of Open Space for each MPD, and the Commission's determination shall be based on the guidance given in the General Plan. LMC § 15-6-5(D)(3) also states that Landscaped Open Space may be used for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses. The Applicant proposes to maintain 489,951 square feet of Open Space, or 79% of the site. The Open Space is a mix between Landscaped Open Space with recreational courts and fields, and Natural Open Space that contains undisturbed natural vegetation running along the Poison Creek Trail.

iii. Goal 4, Objective 4C of the General Plan states: “Prevent fragmentation of open space to support ecosystem health, wildlife corridors, and recreation opportunities.”
iv. Goal 9 of the General Plan is to provide unparalleled Parks and Recreation opportunities for residents and visitors.
v. The proposed Community Center supports both goal 9 and objective 4C because it provides residents and visitors with modern public recreation opportunities.
vi. The Applicant proposes to maintain 489,951 square feet of Open Space, or 79% of the site. The Open Space is a mix between Landscaped Open Space with recreational courts and fields, and Natural Open Space that contains undisturbed natural vegetation running along the Poison Creek Trail.

e. Off-Street Parking:
   i. The number of Off-Street Parking Spaces in each MPD shall not be less than the requirements of the LMC.
   ii. The proposed Structure has 15,000 square feet of floor Area, and 75 Parking Spaces are required, per LMC § 15-3-6(B). There are 47 existing Parking Spaces, and the Applicant proposes to construct an additional 28 Parking Spaces, for a total of 75 Parking Spaces.
f. Building Height:
   i. The Building Height requirements of the Zoning District in which an MPD is located shall apply. The UPZ Height requirements are 28 feet with an additional five feet allowed for Screened Mechanical Equipment.
   ii. The Applicant’s roof over topography plan shows the proposed Community Center will reach a maximum Building Height of 27.3 feet from Existing Grade. The Applicant proposes screened mechanical equipment located in the middle of the Building, set back five feet from the edge of the Building. The screened mechanical equipment is 30 feet from Existing Grade. The roof maintains a Building Height of 25 feet from Existing Grade where the screened mechanical equipment is located.
g. Site Planning:

i. An MPD shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project. The Applicant must address the following in the Site planning for an MPD.

ii. Projects shall be designed to minimize Grading and the need for large retaining Structures.
    1. The Applicant's proposed Site Plan shows minimal Grading for the new Community Center. Final Grade of the Site will be within four feet of Existing Grade. The Applicant proposes a rock stack retaining wall along the north side of the Site ranging in height from two feet to four feet from Final Grade.

iii. Roads, utility lines, and Structures should be designed to work with the Existing Grade. Cuts and fills shall be minimized.
    1. No new roads are proposed. Final Grade of the Site will be within four feet of Existing Grade.

iv. Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible.
    1. The existing Poison Creek Trail will not be affected. The Applicant proposes a trail connection to the Poison Creek Trail from the Site.

v. Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the MPD and safe travel to adjoining public sidewalks, trails, and Rights-of-Way.
    1. The Applicant proposes a bicycle and pedestrian connection to the Poison Creek Trail that is separate from the vehicular circulation system.

vi. The Site plan shall include adequate Areas for snow removal and snow storage. The Landscape Plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. Snow shall be stored on-Site, unless otherwise approved by the Planning Commission.

1. The proposed Snow Storage is 37,423 square feet, or approximately 34.1% of the Parking Area.

vii. The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the MPD to the trash and recycling containers.
   1. The Site Plan shows a trash and recycling area in the Parking Area. The trash and recycling area is screened with a metal closure. The location of the trash and recycling enclosure is in a convenient location for pick-up vehicles and pedestrian access.

viii. The Site plan for an MPD shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.
   1. No bus stop or shuttle area are proposed for the Community Center. The Applicant will provide a drop off loading/unloading zone for the day camp.
   2. There is an existing bus stop on Park Avenue approximately 300 feet from the entrance to the proposed Community Center.

ix. Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.
   1. The Applicant will provide a drop off loading/unloading zone for the day camp.

h. Landscaping and Lighting:
   i. The Forestry Board reviewed the proposal on September 5, 2024, and requires that landscaping must be compliant with Wildland-Urban Interface requirements outlined in Municipal Code of Park City (MCPC) Chapter 11-21, including no vegetation planted within 30 feet of any structure and requiring plantings from the approved species list outlined in MCPC Section 14-1-5. The Forestry Board also requires replacement of 44 of the 48 significant trees that will be removed or impacted as a result of the new Community Center.
   ii. The Applicant provided a conceptual Landscape Plan that complies with LMC § 15-5-5(N). The Landscape Plan identifies a total of 48

significant trees which will be removed with the construction of the proposed Community Center building and recreation amenities; it also details the planting of 49 new trees of two-inch caliper and at least 50% water-wise plant species.

iii. The Landscape Plan is required to be updated to include the Forestry Board's requirement of replacing six mature flowering crabapple trees on the site, that will be impacted from the Community Center, with new trees of the same species and 18 inches in diameter. See Condition of Approval 3.

iv. The Forestry Board also recommended the Applicant avoid planting evergreen trees near the two volleyball courts because fallen needles may create a hazard for players. The Applicant's Landscape Plan does not propose evergreen trees near the two volleyball courts

v. LMC § 15-5-5(J) requires outdoor lighting to be fully shielded and down-directed, with a maximum color temperature of 3,000 degrees Kelvin. Pursuant to LMC § 15-5-5(J)(11), pathway lighting must not be mounted more than 10 feet above finished grade. Recreational lighting for baseball diamonds, playing fields, and tennis courts shall not exceed 70 feet above Natural Grade and shall be turned off within 30 minutes of the completion of the last recreation activity associated with the lighting, and in general must be turned off by 11 PM unless an exception is granted by the Planning Director for a Special Event. Other requirements for recreational lighting are outlined in LMC § 15-5-5(J)(12). See Conditions of Approval 4 and 5.

i. Employee/Affordable Housing

i. Resolution No. 05-2021 Section 13 requires Applicants to submit a Housing Mitigation Plan as part of an MPD application with Planning Commission review and recommendation to the Housing Authority (City Council). The Affordable Housing team provided a Housing Mitigation Plan outlining the affordable housing requirements triggered by the new Community Center.

ii. Section (8)(C) of Resolution No. 05-2021 allows for reductions in housing obligations for projects that serve a public benefit and Section (8)(D) allows for an independent calculation in which the

Recreation Department presents an argument for a more reasonable staffing increase based on actual plans.

iii. The Housing Mitigation Plan explains the new Community Center will require hiring up to five new seasonal employees and one new full-time employee, though the hiring need will not be immediate and will ramp up over time. The number of new seasonal and full-time employees is equivalent to two Full-Time Equivalents (FTEs), which would generate a housing obligation of 0.27 Affordable Unit Equivalents (AUEs) One AUE equals 900 square feet of Net Livable Space. Therefore, utilizing the reduction allowed in Section (8) (D), the housing obligation for the new Community Center requires an affordable housing unit with at least 243 square feet of Net Livable Space.

iv. The Housing Mitigation Plan also explains that the City is a large producer of off-site affordable housing, achieving far greater numbers of new affordable housing units than the obligation generated by the new Community Center even without a reduction. The Housing Team proposes that the housing obligation generated by the Community Center is fulfilled by the construction of 1450A Park Avenue, a 773-square-foot deed restricted affordable dwelling unit, constructed by the City as the developer and sold to a qualified buyer in 2018."

j. Mine Hazards:
   i. According to the Applicant's Civil Engineer, there are no Hazards within the Community Center project area.

k. Historic Mine Waste Mitigation:
   i. The Site is within the Soils Ordinance Boundary. The Applicant shall be required to provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite.

l. General Plan Review and Historic Sites:
   i. One of the core values of the General Plan is "Sense of Community". Goal Number 9 of the General Plan states "Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors." The proposed Community Center aligns with this goal in that it will provide residents with

additional high-quality recreational opportunities within a modern and sustainable building.

ii. In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible in the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to be subordinate to the nearby Miner's Hospital. The Miner's Hospital is approximately 35-38 feet in height while the Community Center will be 28 feet. The Community Center is set back from the Miner's Hospital by 250 feet.

iii. The Applicant proposes a building design that is compatible with historic proportions and dimensions of the Miner's Hospital building.

iv. Neighborhood Goal 6.10 also states that the aesthetic of the Old Town neighborhood should be preserved. Park City must maintain flexibility to support the continued mix of unique characteristics within the neighborhood. The Applicant submitted a Historic District Design Review (HDDR)-Pre Application to verify compatibility with the Miner's Hospital Historic Site. See Condition of Approval 14.

Off-Street Parking

26. The Application, as Conditioned, Complies with the Off-Street Parking: Requirements Outlined in LMC Chapter 15-3

a. The Parking requirement for Public Recreation Facilities is five Parking Spaces per 1,000 square feet of Floor Area. The proposed Structure has 15,000 square feet of floor Area, requiring 75 Parking Spaces. There are 47 existing Parking Spaces, and the Applicant proposes to construct an additional 28 Parking Spaces, for a total of 75 Parking Spaces.

b. Electric Vehicle Charging Stations:

i. LMC § 15-3-11(B) requires the following: "An Applicant shall provide Electric Vehicle Charging Station Infrastructure for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development. LMC § 15-3-11(D) also requires "an Applicant shall install Electric Vehicle Charging Stations for five percent (5%) of required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development for the first 200 parking spaces."

ii. The Applicant proposes 28 new Parking Spaces, which requires EV Charging Station Infrastructure for 14 (50%) of the new Parking Spaces, and two EV Charging Stations (5% of the new Spaces).
iii. LMC Section 15-15-1 defines EV Charging Station Infrastructure as development designed and constructed to include a fully-wired circuit for an EV Charging Station power, including conduit and wiring with the electrical service capacity necessary to serve the power outlets to allow for the future installation of Level 2 EV Charging Stations. Condition of Approval 15 requires the Applicant to complete this for 14 new Parking Spaces.
iv. The two EV Charging Stations are proposed to be installed along the west side of the Building, near the main entrance.

c. Bicycle Parking:
i. The LMC requires outdoor bicycle parking for the temporary storage of bicycles for 10 percent of the required Off-Street parking.
ii. Eight outdoor bicycle parking spots are required for the Community Center (10% of 75 required Parking Spaces) and the Applicant proposes 32 outdoor covered bike parking spots.
iii. The outdoor bicycle parking must comply with the standards outlined in LMC § 15-3-9(A)(1), which includes requirements regarding the type and material of the bike rack, safety, security, maintenance, compliance with the standards outlined by the Transportation Planning Department, and standards for snow removal. See Condition of Approval 17.
iv. LMC § 15-3-9(B)(2)(b) requires enclosed bicycle storage for one bicycle per 10 employees generated for Uses as outlined in Resolution No. 05-2021, as amended. The Applicant indicated the Recreation Department does not plan to add any full-time employees to operate the Community Center. The Recreation Department may add an additional full-time employee to manage the facility if demand warrants.
v. However, the Applicant proposes 170-square-feet of indoor enclosed bicycle storage for hanging five bikes on the wall in the staff room. See Condition of Approval 18.

d. Parking Area Lighting

i. Light levels shall be designed with minimum light trespass off Site by using Luminaries that are Fully Shielded with no light distributed above the horizontal plane of the Luminaire. Luminaries mounting height must be, measured from the Parking Lot or driveway surface, in the range of twelve feet (12') to twenty feet (20').
ii. The Applicant proposes four lights in the Parking Area. The proposed light poles will be 15.5 feet in height from Final Grade.
iii. The maximum color temperature for Parking Area lighting is 3,000 degrees Kelvin.
iv. The Applicant's proposed exterior lighting plan shows the Parking Area lighting has a maximum color temperature of 3,000 degrees Kelvin and complies with the above requirement.

Conditional Use Permit

27. The Application, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).
    a. There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.
    b. The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC § 15-1-10.
    c. Public Recreation Facilities and Fences over six feet in Height from Final Grade require a CUP in the UPZ.
    d. Size and Location of Site:
        i. The existing building is approximately 5,000 square feet. The total Site Area for the proposed Community Center is 619,423 square feet. The Applicant proposes a 15,000-square-foot Building with a 20,000-square-foot outdoor recreation area which includes a playground, two volleyball courts, and a basketball court. The total roof area of the Structure which includes all covered bike storage

areas and covered patios will be approximately 19,446 square feet, or about 3 percent of the total Site. The Community Center is proposed to be centrally situated for convenient pedestrian and vehicular access. The increase in square footage is appropriate for the Site and will provide additional and enhanced recreation opportunities for the Public.

e. Traffic Capacity:
    i. See traffic analysis above for required MPD Finding 16.
f. Utility Capacity:
    i. The Development Review Committee (DRC) reviewed the proposal on September 3, 2024. See DRC comments below. Staff recommends the following Condition of Approval: The Applicant shall resolve all utility concerns prior to Building Permit issuance.
g. Emergency Vehicle Access:
    i. The Park City Fire District reviewed the proposal on September 3, 2024, and confirmed the plans conform with their requirements.
h. Off-Street Parking:
    i. See Off-Street Parking analysis above.
i. Internal Vehicular and Pedestrian Circulation System:
    i. The Applicant proposes a bicycle and pedestrian connection to the Poison Creek Trail that is separate from the vehicular circulation system. The Applicant also proposes a drop off area in the parking lot with direct access to the front entrance of the Community Center.
j. Fencing, Screening, and Landscaping:
    i. The Applicant proposes fencing to surround the sports courts, and playground. The proposal includes a fence 12 feet in height from Final Grade, surrounding the two volleyball courts, a fence surrounding the playground ranging in height from four feet to eight feet from Final Grade, and a fence surrounding the basketball court 10 feet in height above Final Grade. The Applicant proposes the same Fencing material for each court: a metal recreation Fence.
k. Structure Mass, Bulk, and Orientation:
    i. The proposed Structure complies with property Setbacks and Building Height requirements in the UPZ and is oriented north-

south along the park to encourage pedestrian circulation and easy access to City Park.

l. Useable Open Space:
    i. See Open Space analysis above.
m. Signs and Lighting:
    i. The proposed Sign for the Community Center requires a Sign Permit to be reviewed and approved by the Planning Department, and all Outdoor Lighting must be dark-sky compliant.
n. Physical Design and Compatibility with Surrounding Structures:
    i. In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible in the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to be 10 feet shorter than the nearby Miner's Hospital. The Community Center is set back 250 feet from Miner's Hospital.
    ii. The Applicant proposes a building design that matches some of the historic proportions and dimensions of the Miner's Hospital building.
    iii. The Applicant proposes exterior materials for the Building which include brick, metal, and wood. See Exhibit B, p. 9 and 10 for a complete list of the proposed materials.
    iv. LMC § 15-5-8 requires a prominent shift in massing for any Structure that exceeds 120 feet in length. The shift shall be in the form of either a 15-foot change in Building Facade alignment or a 15-foot change in the Building Height.
    v. The Applicant proposes three shifts in massing along the front Building Facade, and five to six shifts in massing along the rear Building Facade. See Applicant's exterior elevations and roof over topography.
o. Noise, Vibration, Odors, Steam, or Other Mechanical Structures:
    i. The Applicant is required to adhere to the Municipal Noise Ordinance, outlined in Municipal Code Chapter 6-3.
p. Control of Delivery and Service Vehicles; Loading and Unloading; Screening of Trash and Recycling Pickup Areas:
    i. The Site Plan shows a trash and recycling area in the Parking Area and a loading and unloading zone for vehicles. The trash and recycling area will be screened by metal gates and landscaping

The location of the trash and recycling enclosure is in a convenient location for pick-up vehicles and pedestrian access.

q. Expected Ownership:
    i. The proposed Community Center will be managed by the Park City Recreation Department; City Manager Matt Dias has signed the application. On February 15, 2024, the City Council provided input on a conceptual design for the proposed Community Center. On June 20, 2024, the City Council reviewed the proposed plans for the Community Center and approved a Professional Services Agreement for Sparano + Mooney Architecture.
r. Environmentally Sensitive Lands, Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, or Steep Slopes:
    i. According to the Applicant's Civil Engineer, there are no Hazards within the Community Center project area.
    ii. The Site is located within the Soils Ordinance: The Applicant shall be required to provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite.
s. General Plan Consistency:
    i. See General Plan Review and Historic Sites analysis.

Fences Greater than Six Feet in Height from Final Grade

28. The Application, as conditioned, complies with the Fences and Retaining Wall criteria outlined in LMC Section 15-4-2:
    a. Fences greater than six feet in height from Final Grade require a CUP in the UPZ. The Applicant proposes three different Fences for safety at the proposed Community Center. LMC § 15-13-9(B)(1)(C) mentions fencing for Historic Commercial Sites is regulated by LMC § 15-13-2. LMC § 15-13-2 prohibits vinyl or plastic-coated fencing or horizontal split rail fencing. The Applicant proposes an iron or steel fence surrounding the playground, and a chain-link recreational fence surrounding the volleyball and basketball courts. LMC § 15-4-2(B)(1) allows chain-link fencing for recreational facilities and courts. The proposed recreation Fence along the east side of the two volleyball courts and basketball court will prevent volleyballs and basketballs from travelling onto the Poison Creek multi-use pathway (see image below) The recreation fence will range in height from 10 feet to 12 feet from Final Grade. The Applicant also proposes an iron or

steel Fence surrounding the playground ranging in height from four feet to eight feet from Final Grade. The Fence surrounding the basketball court and playground spans approximately 280 feet while the Fence surrounding the two volleyball courts will span approximately 70 feet.

Public Notice

29. On November 26, 2024, staff mailed courtesy notices to property owners within 300 feet of the Site. On November 26, 2024, staff posted physical notice to the Site. The Park Record published notice on November 27, 2024. Staff published notice to the City Website and the Utah Public Notice website on November 27, 2024.

Conclusions of Law

Conditional Use Permit

1. The Conditional Use Permit complies with the requirements of the Land Management Code, as conditioned.
2. The use will be compatible with surrounding structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.

Master Planned Development

4. Complies with all requirements of the Land Management Code.
5. Meets the minimum requirements of Section 15-6-5.
6. Provides the highest value of Open Space.
7. Strengthens and enhances the resort character of Park City.
8. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible.
9. Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses.
10. Provides amenities to the community so that there is no net loss of community amenities.
11. Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete.

12. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site.
13. Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections.
14. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter.
15. Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
16. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
17. Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
18. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan.
19. Addresses and mitigates traffic.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the final plans dated November 14, 2024, submitted to the Planning Department and reviewed December 11, 2024, by the Planning Commission.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes from the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.
3. The Forestry Board requires that the flowering crab apple tress of 18 inches in diameter or larger that are currently located on the Site be replaced with new trees of the same species and 18 inches in diameter. The trees must be planted and evaluated for viability prior to issuance of a Certificate of Occupancy.
4. All outdoor lighting must be fully shielded and down-directed, with a maximum color temperature of 3,000 degrees Kelvin. Pursuant to LMC § 15-5-5(J)(11), pathway lighting must not be mounted more than 10 feet above finished grade.

5. Recreational lighting for baseball diamonds, playing fields, and tennis courts shall not exceed 70 feet above Natural Grade and shall be turned off within 30 minutes of the completion of the last recreation activity associated with the lighting, and in general must be turned off by 11 PM unless an exception is granted by the Planning Director for a Special Event. Other special requirements for recreational lighting are outlined in LMC § 15-5-5(J)(12).
6. The Applicant shall be required to provide a clean 6” soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite. This must be completed subject to approval by the Environmental Regulatory Program Manager.
7. All Signs require a Sign Permit from the Planning Department prior to installation.
8. The Applicant is required to adhere to the Municipal Noise Ordinance, outline in Municipal Code Chapter 6-3.
9. For uniformity in lighting and prevention of shadows, an average horizontal luminance level of two (2) Foot Candles with a 4:1 Uniformity Ratio over the Site is the maximum allowed for the Parking Area lighting.
10. Maximum watts per Parking Area light fixture must not exceed 50W.
11. The base of the Parking Area light pole shall be treated with paint, stain, stucco or another form of decorative cover. All attempts shall be made to place the base of light poles within landscape Areas
12. The Applicant shall resolve all utility concerns prior to Building Permit Issuance.
13. If the City public recreation Use is changed in a manner that would trigger a new requirement [third-party commercial lease or sale], the affordable housing requirement may be re-evaluated in accordance with the Affordable Housing Guidelines in effect at that time.
14. The Applicant is required to complete the Historic District Design Review for compliance with LMC § 15-13-3 *Regulations for Historic Commercial Sites*.
15. The Applicant must install EV Charging Infrastructure for 14 new Parking Spaces as development designed and constructed to include a fully-wired circuit for an EV Charging Station power, including conduit and wiring with the electrical service capacity necessary to serve the power outlets to allow for the future installation of Level 2 EV Charging Stations.
16. The two EV Charging Stations must comply with all the required standards for EV Charging Stations outlined in LMC § 15-3-11(E).
17. All outdoor bicycle parking must comply with all the required standards outlined in LMC § 15-3-9(A)(1).

18. The Applicant shall construct indoor bicycle storage for five bicycles.
19. The trash and recycling area must be screened with metal gates and landscaping.
20. The Applicant shall obtain Planning Commission approval of a subdivision and record the approved subdivision with the Summit County Recorder's Office prior to building permit submittal.

If you have questions or concerns regarding this Final Action Letter, please call 385-481-2036 or email virgil.lund@parkcity.org

Sincerely,

Sarah Hall

CC: Virgil Lund



CONTEXT PHOTOGRAPHS - AERIAL OVERVIEW

SCALE: NTS

pcrecreation
A higher degree of play

SPARANO+MOONEY
ARCHITECTURE

LANDMARK
DESIGN



VIEW LOOKING NORTHEAST FROM SULLIVAN ROAD





VIEWS LOOKING NORTH TOWARDS PROJECT SITE FROM MINERS HOSPITAL



VIEW LOOKING NORTHEAST TOWARDS PLAYGROUND



VIEW LOOKING NORTH TOWARDS PLAYGROUND

CONTEXT PHOTOGRAPHS



VIEW LOOKING NORTH TOWARDS PLAYGROUND



VIEW LOOKING NORTHWEST FROM VOLLEYBALL COURTS



VIEW LOOKING NORTHWEST FROM POISON CREEK TRAIL



VIEW LOOKING SOUTHWEST FROM POISON CREEK TRAIL

CONTEXT PHOTOGRAPHS



VIEW LOOKING WEST ALONG THE EAST-WEST TRAIL CONNECTION



VIEW LOOKING SOUTHWEST FROM SPORTS FIELDS



VIEW LOOKING SOUTH FROM SPORTS FIELDS



VIEW LOOKING SOUTHEAST FROM SPORTS FIELDS

CONTEXT PHOTOGRAPHS

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SPARANO+MOONEY ARCHITECTURE

LANDMARK DESIGN



VIEW LOOKING EAST FROM SULLIVAN ROAD TOWARDS PLAYGROUND



VIEW LOOKING WEST TOWARDS EXISTING CONDOMINIUMS



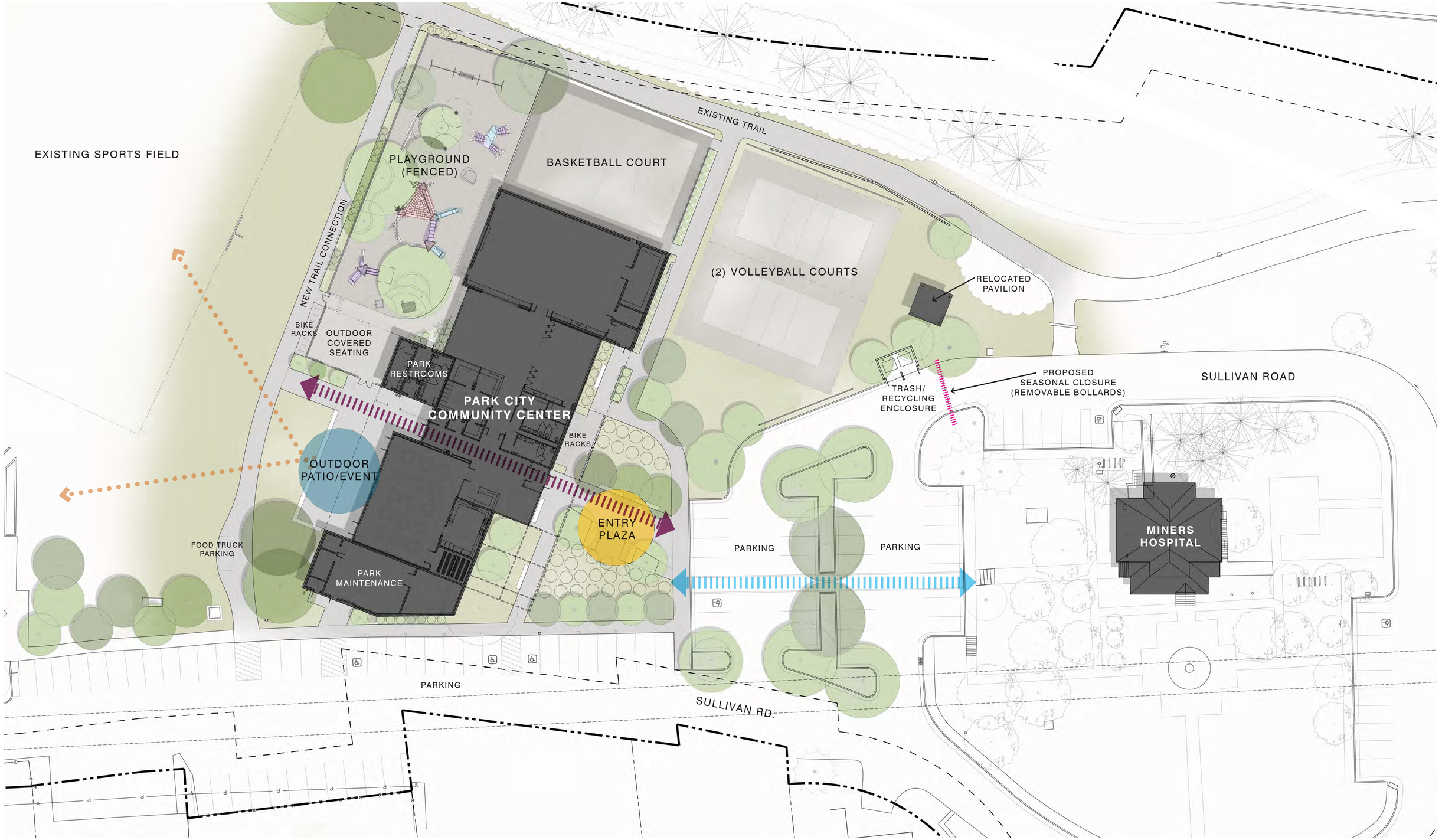
VIEW LOOKING NORTHWEST FROM SULLIVAN ROAD TOWARDS EXISTING CONDOMINIUMS



VIEW LOOKING WEST FROM DEER VALLEY DRIVE

CONTEXT PHOTOGRAPHS

PARK CITY COMMUNITY CENTER



SCHEMATIC SITE PLAN

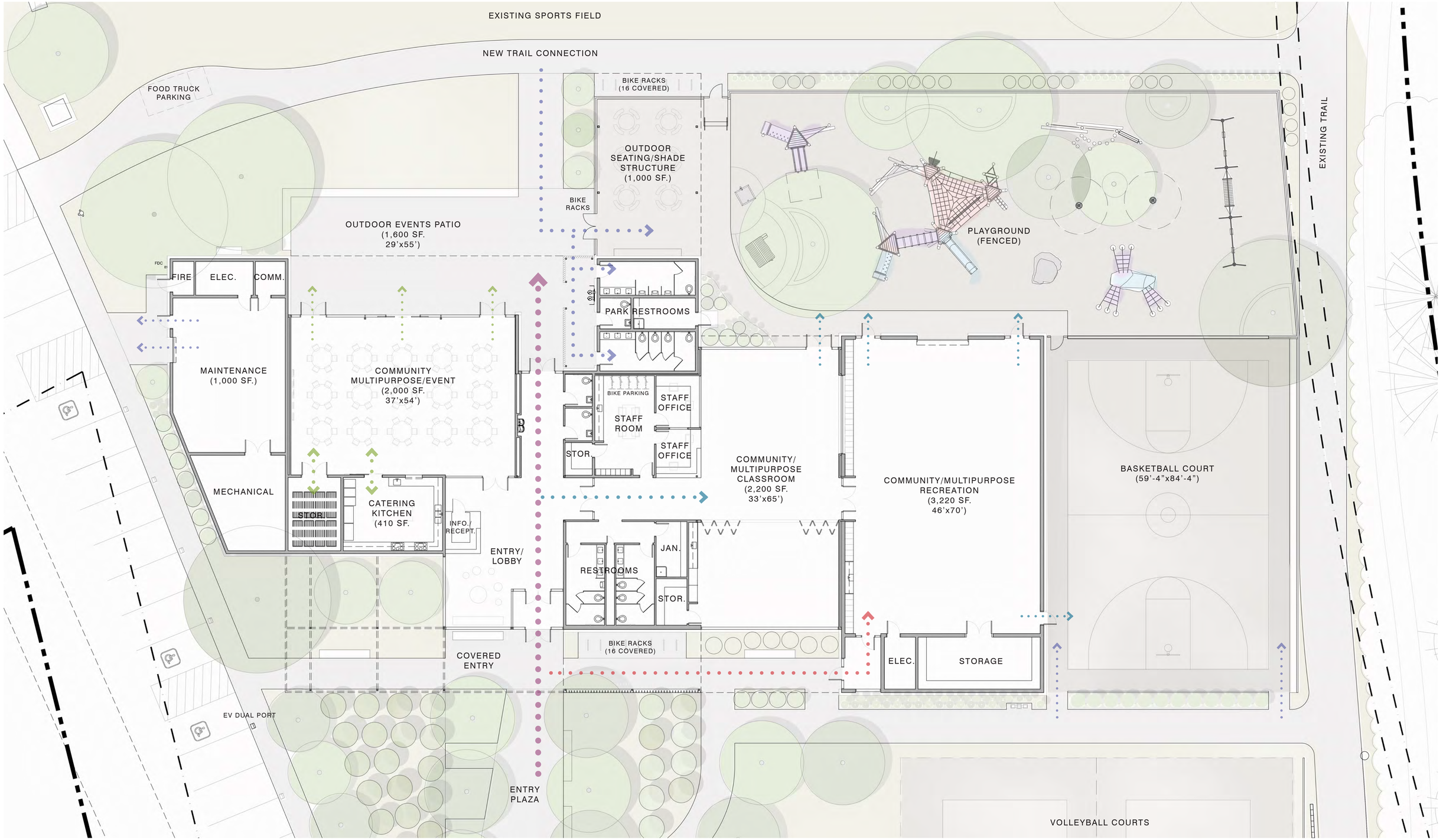
SCALE: 1:20

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ARCHITECTURE

LANDMARK DESIGN

PARK CITY COMMUNITY CENTER



SCHEMATIC FLOOR PLAN

SCALE: 1:10

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LANDMARK DESIGN



SITE OVERLAY - PROPOSED AND EXISTING

SCALE: 1:20

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ARCHITECTURE

LANDMARK DESIGN

ZONING SUMMARY

ZONING = URBAN PARK ZONE (UPZ)

REQUIRED SETBACK = 25’

FRONTAGE PROTECTION SETBACK = 30’ (EAST LOT LINE)

BUILDING HEIGHT = 28’ FROM EXISTING GRADE

SETBACK 25’

30’ FRONTAGE PROTECTION SETBACK

E.G. = 6883.69
TOP OF ROOF = 6911

E.G. = 6886.06
TOP OF ROOF = 6911

E.G. = 6883
TOP OF ROOF = 6911

E.G. = 6879.94
TOP OF ROOF = 6902.33

E.G. = 6886.24
TOP OF ROOF = 6911

E.G. = 6881.01
TOP OF ROOF = 6902.33

E.G. = 6879.59
TOP OF ROOF = 6902.33

PARK CITY
COMMUNITY CENTER
FF = 6888

MAINTENANCE
FF = 6884

E.G. = 6882.01
TOP OF ROOF = 6905.33

E.G. = 6884.82
TOP OF ROOF = 6905.33

E.G. = 6885.25
TOP OF ROOF = 6902.33

49’-4”
86’
32’-8”
3’-4”
25’-4”
208’-8”
19’
49’-4”
15’
17’-4”
26’-8”
54’-8”
93’-10”
195’-1 1/2”
29’-4”
14’
17’-4”
37’-5 1/2”
36’-6”
71’-4”
51’-11”

25’ SETBACK

25’ SETBACK

TRASH ENCLOSURE TO BE SCREENED BY GATES AND TO HAVE LANDSCAPE SCREENING AT (3) SIDES AS REQUIRED BY LMC

ROOF TOP MECHANICAL TO BE SCREENED BY METAL PANEL ENCLOSURE AS REQUIRED BY LMC (MAX HEIGHT = 6916)

STRUCTURE EXCEEDS 120’ IN LENGTH AND INCLUDES 15’ STEPPING REQUIREMENTS AS REQUIRED BY LMC

ELECTRICAL EQUIPMENT TO BE PAINTED TO MATCH FACADE AND TO RECEIVE LANDSCAPE SCREENING AT (3) SIDES AS REQUIRED BY LMC

PROJECT LMC RESTRAINTS AND REQUIREMENTS PLAN

SCALE: 1:20

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ARCHITECTURE

LANDMARK DESIGN

PARKING LEGEND

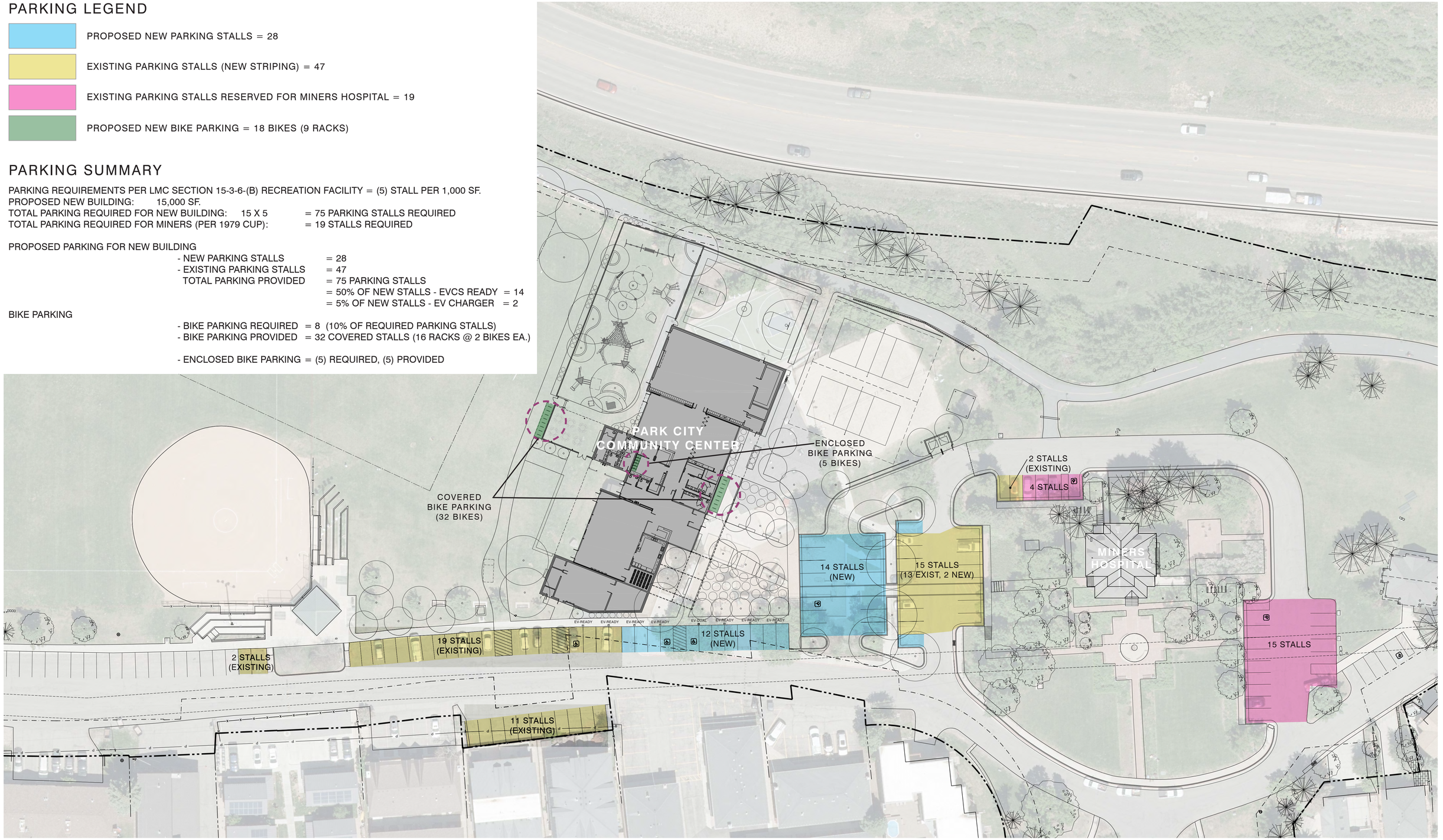
- PROPOSED NEW PARKING STALLS = 28
- EXISTING PARKING STALLS (NEW STRIPING) = 47
- EXISTING PARKING STALLS RESERVED FOR MINERS HOSPITAL = 19
- PROPOSED NEW BIKE PARKING = 18 BIKES (9 RACKS)

PARKING SUMMARY

PARKING REQUIREMENTS PER LMC SECTION 15-3-6-(B) RECREATION FACILITY = (5) STALL PER 1,000 SF.
PROPOSED NEW BUILDING: 15,000 SF.
TOTAL PARKING REQUIRED FOR NEW BUILDING: 15 X 5 = 75 PARKING STALLS REQUIRED
TOTAL PARKING REQUIRED FOR MINERS (PER 1979 CUP): = 19 STALLS REQUIRED

PROPOSED PARKING FOR NEW BUILDING
- NEW PARKING STALLS = 28
- EXISTING PARKING STALLS = 47
  TOTAL PARKING PROVIDED = 75 PARKING STALLS
  = 50% OF NEW STALLS - EVCS READY = 14
  = 5% OF NEW STALLS - EV CHARGER = 2

BIKE PARKING
- BIKE PARKING REQUIRED = 8 (10% OF REQUIRED PARKING STALLS)
- BIKE PARKING PROVIDED = 32 COVERED STALLS (16 RACKS @ 2 BIKES EA.)
- ENCLOSED BIKE PARKING = (5) REQUIRED, (5) PROVIDED



SCHEMATIC PARKING PLAN

SCALE: 1:30

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LANDMARK
DESIGN

WATER SYSTEM PRESSURE BASIS

Water system pressures provided by Park City Water are based on the following conditions:

- *Current water system modeling (actual pressure is not field verified)*
- *System pressure on peak day summer demands*
- *Static pressure in the water main at the building's water service connection*
- *A 20% reduction from the modeled pressure may be included in the pressure provided as an allowance for water system operational variations and long-term system changes and degradation*

OFFICE USE ONLY

REQUEST REVIEWED BY BUILDING DEPT. ON:				DAY OF		20	BY:	
REQUEST REVIEWED BY ENGINEERING DEPT. ON:				DAY OF		20	BY:	
NO FLOW PRESSURE:	80	PSI @	1	GPM				
RESIDUAL PRESSURE:	77	PSI @	200	GPM				
REQUEST RETURNED BY PARK CITY WATER DEPT. ON:	22	DAY OF	DEC	20	23	BY:	J. OLDHAM	

PARK CITY COMMUNITY CENTER

REVISE BUILDING FROM LIGHT HAZARD TO ORDINARY TYPE 1

NEW FIRE RISER ROOM

NEW FDC

NEW FIRE HYDRANT

IF BOLLARD CLOSURE IS INSTALLED, CAN ONLY BE FOR SUMMER SEASON AND WILL REQUIRE KNOX BOX

FIRE ACCESS

EXISTING FDC

EXISTING FIRE HYDRANT

MINERS HOSPITAL

FIRE ACCESS

SCHEMATIC FIRE ACCESS PLAN

SCALE: 1:20

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VIEW LOOKING NORTH TOWARDS MAIN ENTRY/FRONT FACADE



VIEW AT COVERED ENTRY LOOKING EAST

SCHEMATIC RENDERINGS

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LANDMARK
DESIGN



VIEW LOOKING NORTH FROM MINERS HOSPITAL



VIEW LOOKING SOUTH FROM SPORTS FIELD TO COMMUNITY EVENT SPACE/PLAYGROUND

SCHEMATIC RENDERINGS

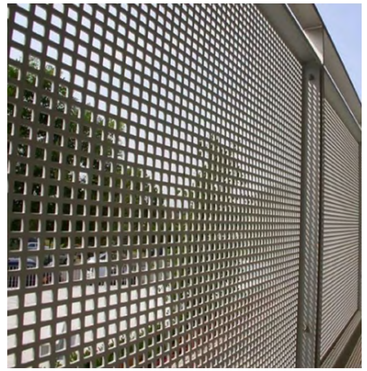
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DESIGN



METAL PANEL FASCIA:
FLAT AND STANDING SEAM PANELS



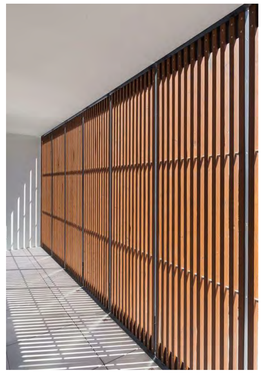
MECHANICAL SCREENING:
PERFORATED METAL TO MATCH FASCIA



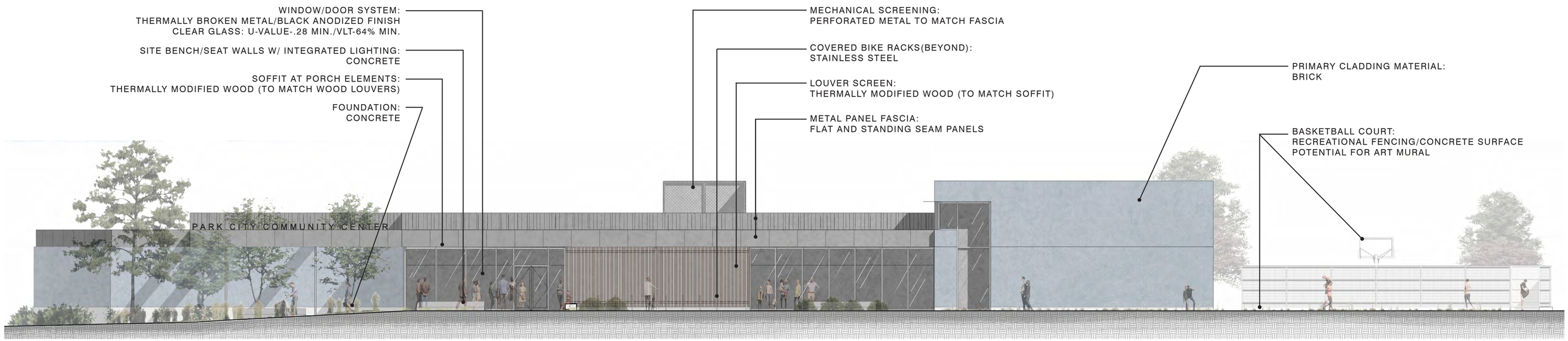
BRICK:
BLUE GRAY IRON SPOT



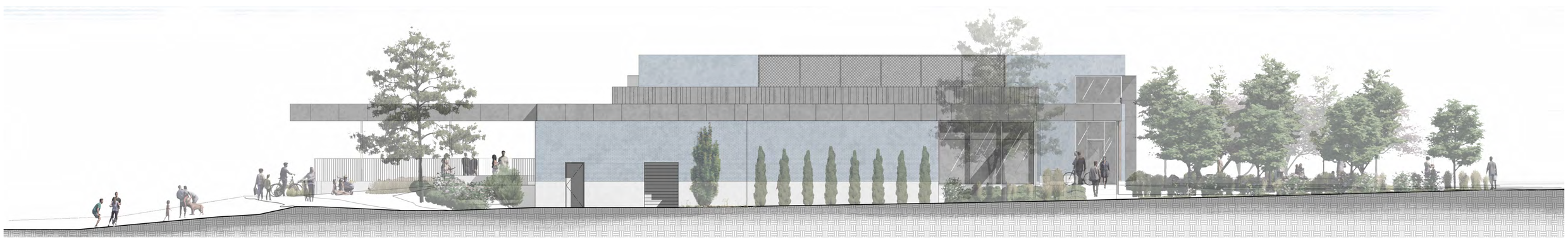
WINDOW/DOOR SYSTEM:
THERMALLY BROKEN METAL/BLACK ANODIZED FINISH
CLEAR GLASS: U-VALUE-.28 MIN./VLT-64% MIN.



LOUVER SCREEN:
THERMALLY MODIFIED WOOD



SOUTH ELEVATION



WEST ELEVATION

SCHEMATIC EXTERIOR ELEVATIONS

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ARCHITECTURE

LANDMARK
DESIGN



PLAYGROUND SURFACING/POTENTIAL PUBLIC ART:
POURED-IN-PLACE RUBBER



BASKET BALL SURFACING/POTENTIAL PUBLIC ART:
MURAL



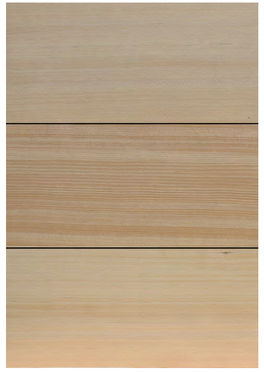
LANDSCAPE:
NATIVE/PER WUI REQUIREMENTS



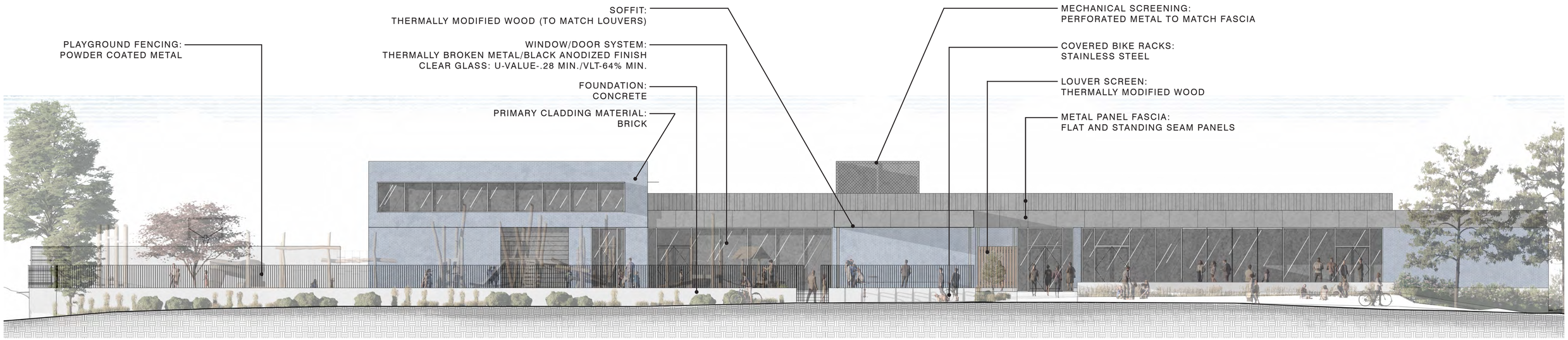
SITE ELEMENTS:
CONCRETE SEAT WALLS WITH INTEGRATED LIGHTS/BOLLARD LIGHTING
STAINLESS STEEL BIKE RACKS/POWDER COATED PLAYGROUND FENCING



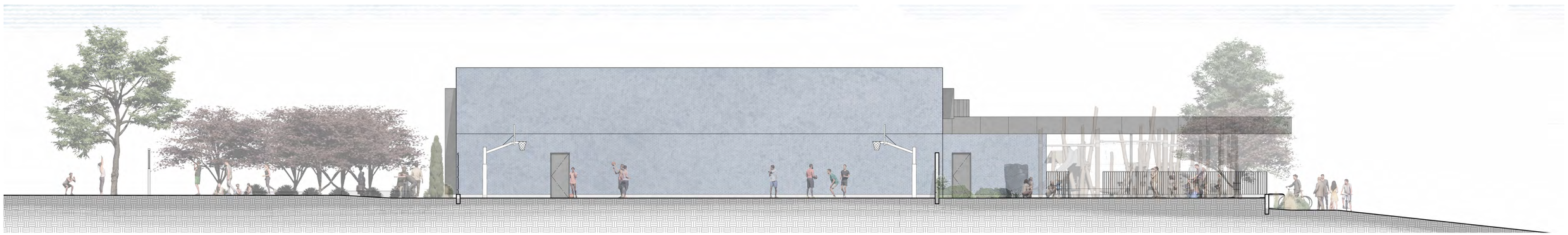
ROOFING:
GRAY MEMBRANE



WOOD SOFFIT:
THERMALLY MODIFIED WOOD



NORTH ELEVATION



EAST ELEVATION

SCHEMATIC EXTERIOR ELEVATIONS

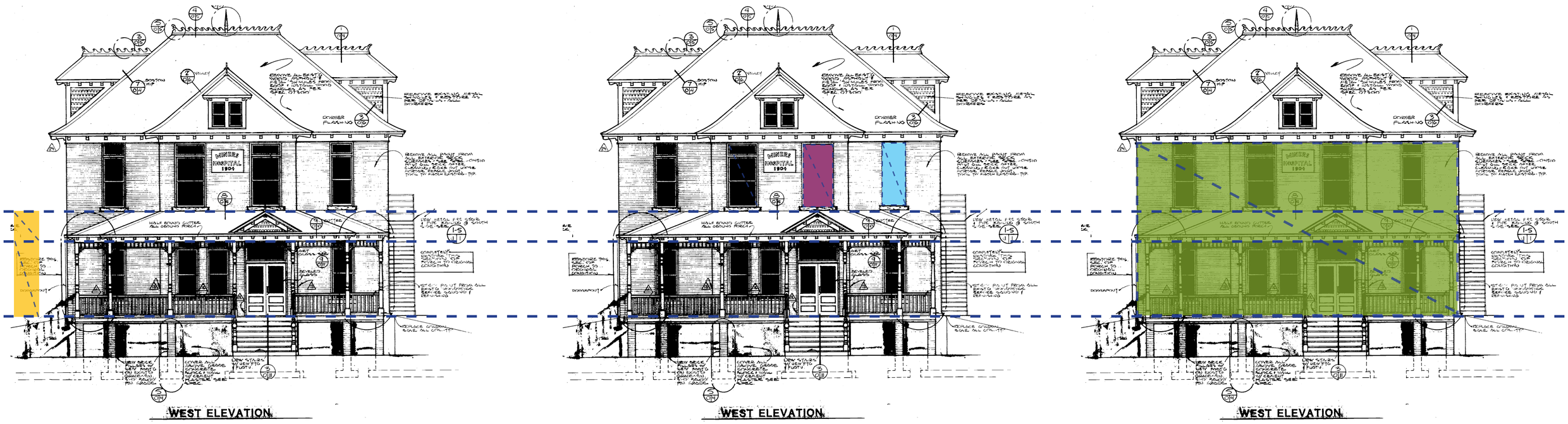
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LANDMARK
DESIGN



COMMUNITY CENTER - SOUTH ELEVATION STUDY



MINERS HOSPITAL - WEST ELEVATION STUDY

PROPORTIONAL AND ARCHITECTURAL REFERENCES TO MINERS

SCALE: NTS

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ARCHITECTURE

LANDMARK DESIGN

OPTION 1



SQUARE FOOT SUMMARY
MAIN LEVEL = 13,800 GSF
LOWER LEVEL = 1,800 GSF

FLOOR PLAN
SCALE: NTS

PARK CITY COMMUNITY CENTER

OPTION 2

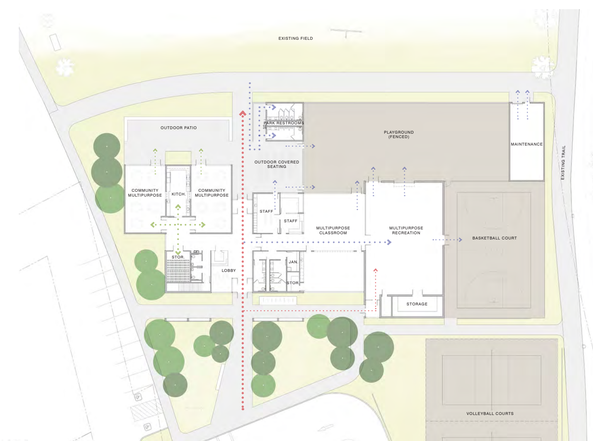


SQUARE FOOT SUMMARY
MAIN LEVEL = 13,380 GSF
LOWER LEVEL = 1,850 GSF

FLOOR PLAN
SCALE: NTS

PARK CITY COMMUNITY CENTER

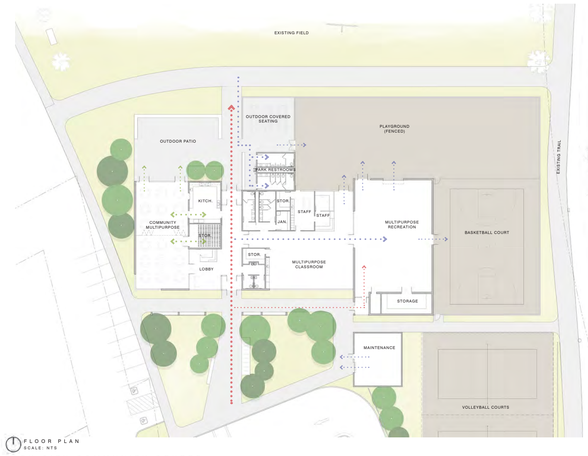
OPTION 3



FLOOR PLAN
SCALE: NTS

PARK CITY COMMUNITY CENTER

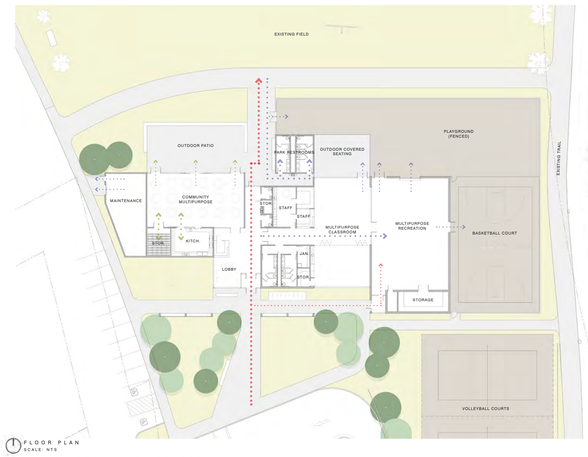
OPTION 4



FLOOR PLAN
SCALE: NTS

PARK CITY COMMUNITY CENTER

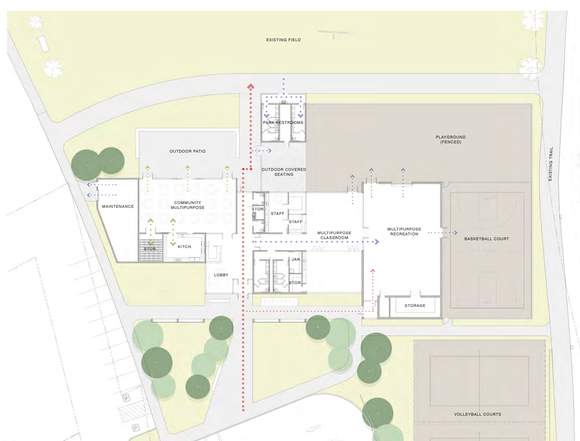
OPTION 5



FLOOR PLAN
SCALE: NTS

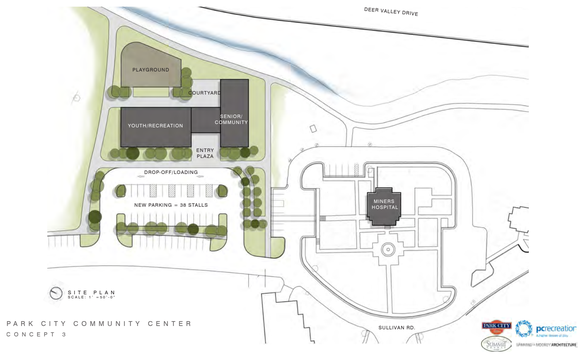
PARK CITY COMMUNITY CENTER

OPTION 6

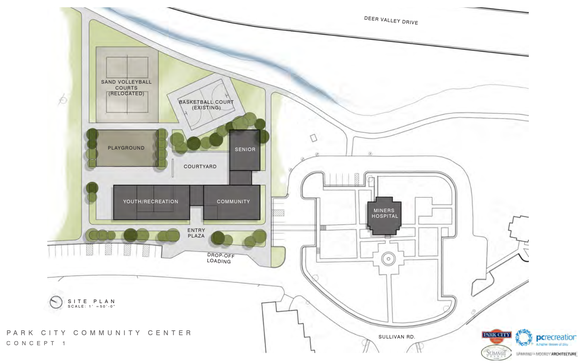


FLOOR PLAN
SCALE: NTS

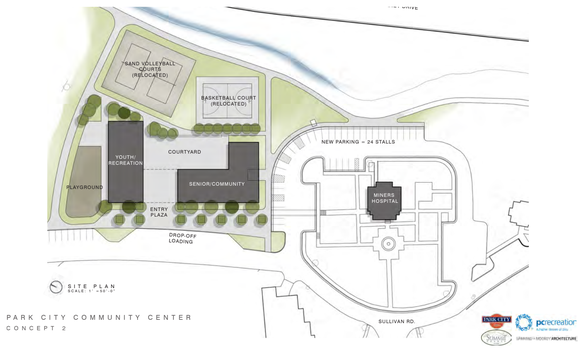
PARK CITY COMMUNITY CENTER



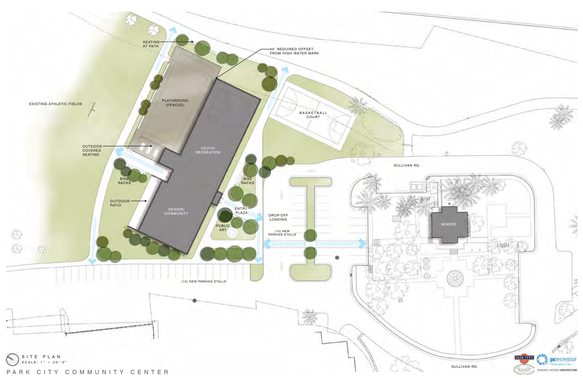
PARK CITY COMMUNITY CENTER
CONCEPT 3



PARK CITY COMMUNITY CENTER
CONCEPT 1



PARK CITY COMMUNITY CENTER
CONCEPT 2



PARK CITY COMMUNITY CENTER

PROCESS STUDIES

SCALE: 1:20

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SPARANO+MOONEY
ARCHITECTURE

LANDMARK DESIGN

GENERAL SHEET NOTES

1 THE ELECTRICAL CONTRACTOR SHALL MEET WITH AND COORDINATE WITH ALL SERVICE PROVIDERS (POWER, COMMUNICATION, CABLE/SATELLITE, ETC.) TO THE FACILITY ON SITE PRIOR TO ANY WORK BEING PREFORMED. CONFIRM WITH EACH SERVICE PROVIDER EXACT LOCATIONS OF EQUIPMENT AND ROUTING. COMPLY WITH ALL SERVICE PROVIDER'S CURRENT STANDARDS AND REQUIREMENTS. PROVIDE THE REQUIRED EQUIPMENT, RACEWAYS, BOXES, CABLE, ETC. AS REQUIRED BY THE SERVICE PROVIDER WHETHER SHOWN ON THE DRAWINGS OR NOT.

2 FOR ALL LIGHT FIXTURES, POLE LIGHTS, AND ALL OTHER ELECTRICAL DEVICES THE CONTRACTOR SHALL COORDINATE EXACT LOCATION AND MOUNTING HEIGHTS WITH ARCHITECT, OWNER, ENGINEER, AND ALL OF THE CONTRACT DOCUMENTS PRIOR TO ROUGH IN AND TRENCHING.

3 CONTRACTOR IS RESPONSIBLE FOR ALL TRENCHING, BACKFILL, AND COMPACTION ASSOCIATED TO ALL ELECTRICAL UNDERGROUND RACEWAYS AND CABLES. COORDINATE WITH ARCHITECTURAL AND CIVIL DRAWINGS. SEE UNDERGROUND RACEWAY DETAILS FOR REQUIREMENTS FOR EACH TRENCH.

4 CONTRACTOR SHALL INSTALL POLE MOUNTED LIGHTS IN STRAIGHT LINES, SQUARE, AND PLUMB. COORDINATE WITH ARCHITECT AND CIVIL DRAWINGS.

5 THE ELECTRICAL CONTRACTOR SHALL HAVE ANY AND ALL CONCRETE POLE BASES AND SLABS REVIEWED BY A STRUCTURAL ENGINEER AND SHALL MODIFY DESIGN PER STRUCTURAL ENGINEER'S AND OR AHJ'S RECOMMENDATIONS.

6 PROVIDE BATTERY PACKS IN ALL EXTERIOR FIXTURES ADJACENT TO EGRESS DOORS.

7 PROVIDE PHOTOCELL ON NORTH SIDE OF FACILITY TO CONTROL EXTERIOR LIGHTS.

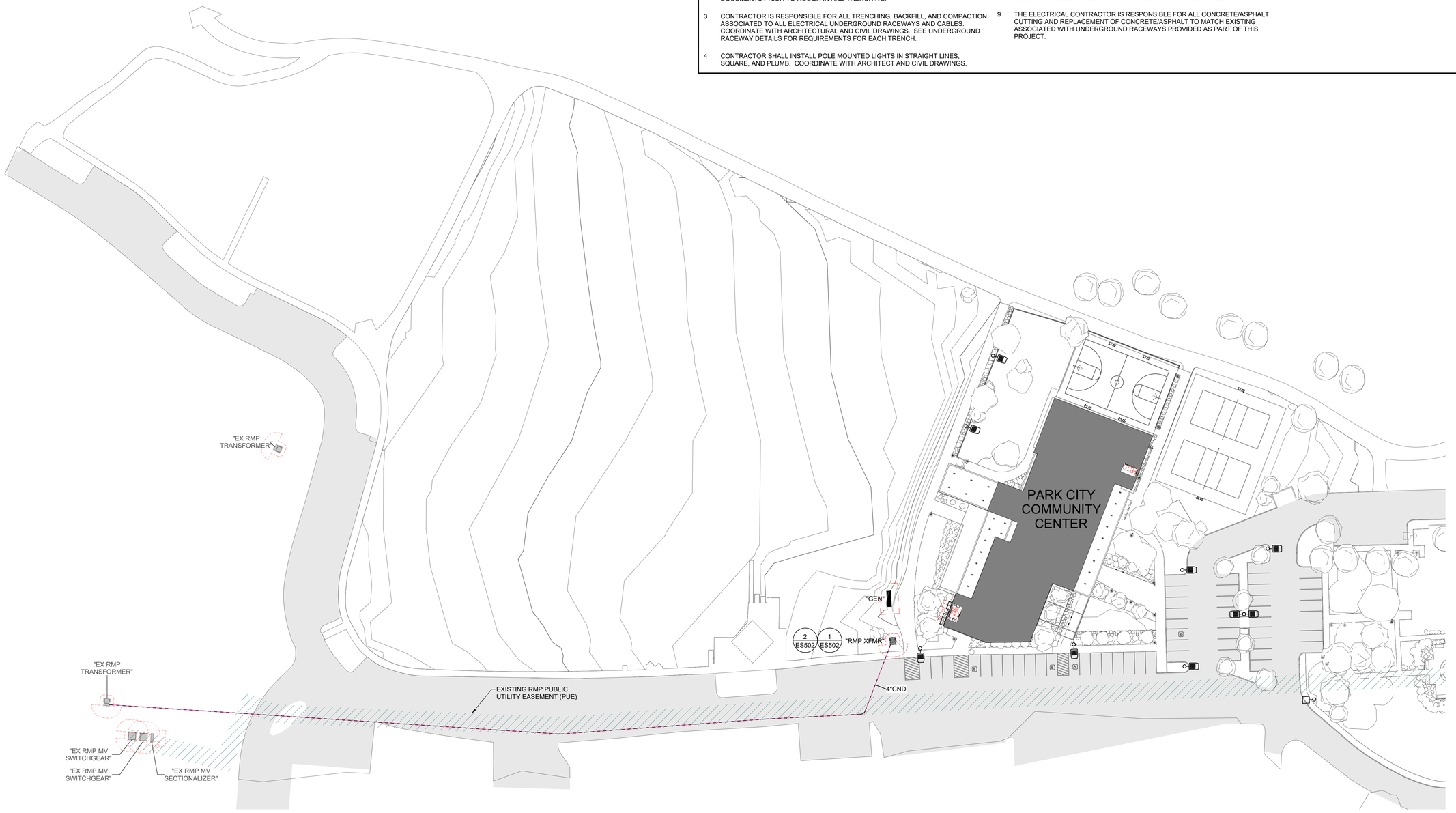
8 ALL EXTERIOR RECEPTACLES SHOWN SHALL BE NEMA 5-20R GFCI "WEATHER RESISTANT" RECEPTACLE WITH "WEATHER PROOF IN-USE COVER."

9 THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR ALL CONCRETE/ASPHALT CUTTING AND REPLACEMENT OF CONCRETE/ASPHALT TO MATCH EXISTING ASSOCIATED WITH UNDERGROUND RACEWAYS PROVIDED AS PART OF THIS PROJECT.

10 REFER TO PLANS FOR CONSTRAINTS ON PHYSICAL DIMENSIONS AND CLEARANCE REQUIREMENTS OF EQUIPMENT. PROVIDE EQUIPMENT DIMENSIONS THAT FALL WITHIN THE CONSTRAINTS OF EACH SPECIFIC LOCATION.

11 PROVIDE SERVICE RATED EQUIPMENT AT EACH SERVICE ENTRANCE.

12 SERVICE EQUIPMENT SHALL BE LEGIBLY MARKED IN THE FIELD WITH THE MAXIMUM AVAILABLE FAULT CURRENT. VERIFY OR RE-CALCULATE THE AVAILABLE FAULT CURRENT AT THE SERVICE WHERE MODIFICATIONS TO THE ELECTRICAL INSTALLATION OCCUR. PLEASE INCLUDE NOTES IN THE ELECTRICAL DRAWINGS OR SUPPLY CALCULATIONS WHERE APPLICABLE. SEE NEC 110.24. (B)

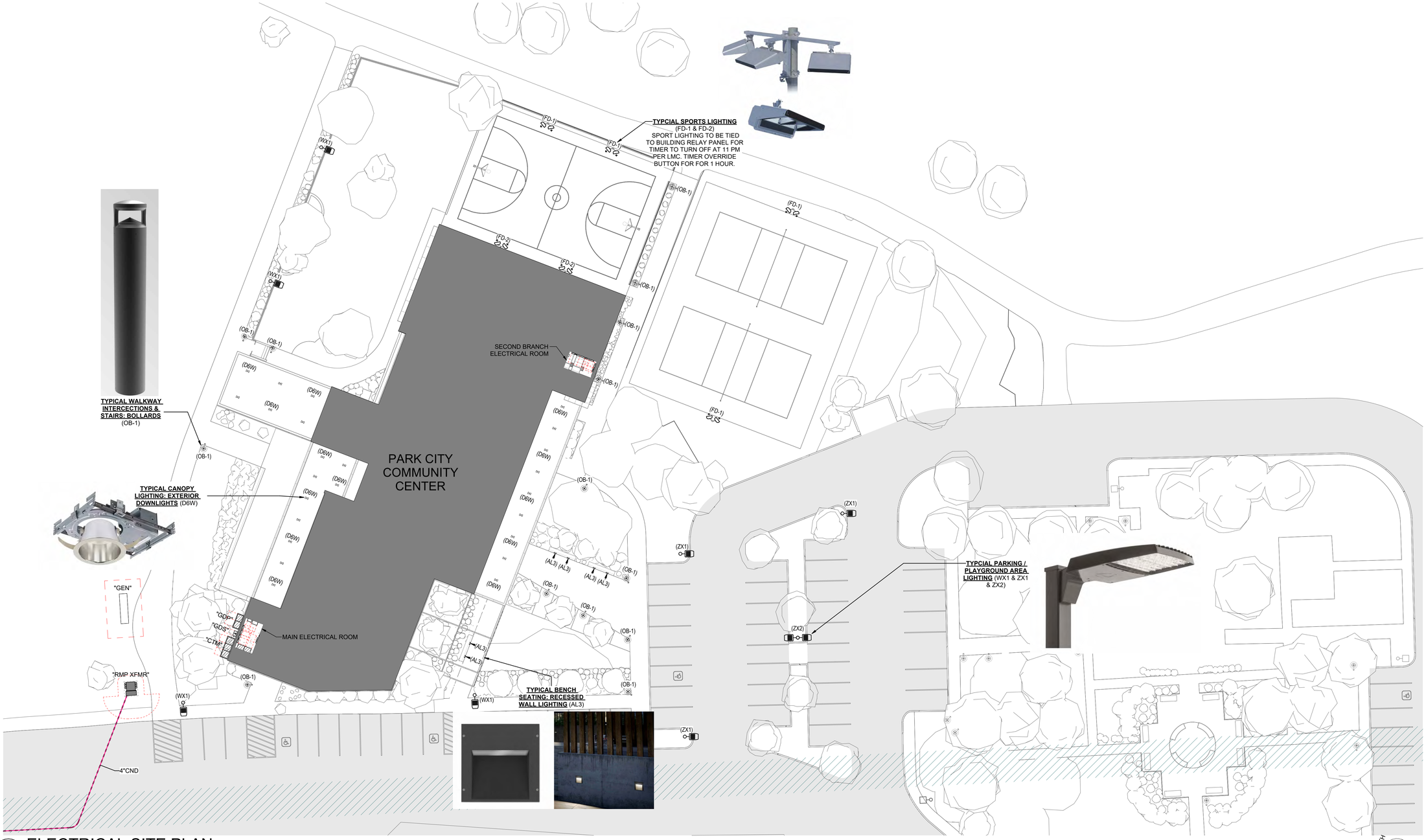


1 ELECTRICAL SITE PLAN - OVERALL
SCALE: 1" = 40'-0"

0 20' 40' 80' NORTH

SPECTRUM ENGINEERS
324 S. State St., Suite 400
Salt Lake City, UT 84111
800-678-7077
801-328-5151
fax: 801-328-5155
www.spectrum-engineers.com

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SPARANO+MOONEY ARCHITECTURE
LANDMARK DESIGN



1 ELECTRICAL SITE PLAN

SCALE: 1" = 20'-0"

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fax: 801-328-5155
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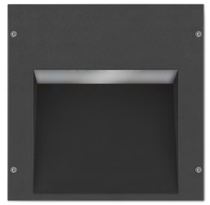
SPARANO+MOONEY ARCHITECTURE

LANDMARK DESIGN

INTEGRAL SEAT WALL LIGHTING

INSERT+3

AL3: IN BENCH AND SEATING LIGHTING



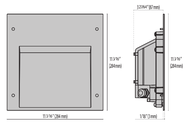


Recessed wall steplight series. Fixtures consist of:
- Multi-step powder-coat painting process, optimized against UV rays and corrosion.
- Copper-free precision die-cast aluminum housing and ring/faceplate.
- Custom molded, anti-aging gasket(s).
- Stainless steel external hardware.
- Extra-clear, flat, tempered soda-lime glass diffuser.
- Frosted, flat, tempered soda-lime glass diffuser.
- Custom MCPCB utilized to maximize heat dissipation and promote a long LED life.
- High-transmittance transparent optics.
- IESNA Type II light distribution.
- IESNA Type III light distribution.
- Input voltage: 120-277 V (50 / 60 Hz), integral 0-10 V dimming driver.
- Pre-wired factory sealed cable for external electrical connection included.
- Stainless steel recessed rough-in kit can be ordered separately.
- Suitable for concrete or hollow wall applications.
- Consult factory for dimming options, custom finishes (please specify RAL color), and non-catalogued CCT (Kelvin) options.
- Consult factory for custom pre-wired factory sealed cable length options.
- Product meets Buy American Act requirements within ARRA.
- 5-year warranty.
- Marine Grade finish.
- Suitable for Natatorium applications.

IP 66 · IK10 20 J · cULus LISTED · ADAL · BUY AMERICA ACT

FINISHES

- AN-96 / Iron gray / Textured
- GR-94 / Aluminum metallic / Textured
- BK-91 / Black / Textured
- WH-87 / White / Textured
- RB-10 / Iron rust / Textured



INSERT+ 3

Lumen Output	27K	3K	35K	4K	5K	6K
Insert+3	1457	1502	1547	1592	1637	1682
Insert+3 T2	1381	1388	1393	1399	1404	1409

26W/29W Max Wattage

Scan here for installation instructions

Order Guide - Insert+3

Order code example	IN3-29-T3-AM-3K-120-NA

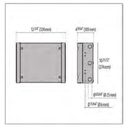
IN3- [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Wattage	Optics	Finish	Kelvin	Voltage	Controls	Accessories
26 26 watt (max T2)	**T2** Type 2	**AM** Aluminum Metallic	**27K** 2700K	**UNV** 120-277V	**NA** Non Dimming	**TP** Tamper Proof hardware
29 29 watt (max T3)	**T3** Type 3	**IG** Iron Gray	**3K** 3000K		**0-10V** 0-10V Dimming	**BABAA** Build America Buy America Act compliant
XX Specify Wattage Must be below max		**IR** Iron Rust	**35K** 3500K		**ELV** ELV Dimming	
		BK Textured Black	**4K** 4000K			
		WH Textured White	**5K** 5000K			
		CC Custom Color	**AMB** Static Amber			
			BLU Static Blue			
			GRN Static Green			
			RED Static Red			
			RGBW RGBW See below for Control details			

80 CRI STANDARD - OTHER OPTIONS AVAILABLE

INCLUDED ACCESSORIES

INSERT+



3100883
ROUGH-IN

SITE BOLLARD LIGHTING

BRA

Architectural Round Bollard

Spitzer LIGHTING

MODEL NO.	TYPE	PROJECT/DATE	OB1: BOLLARD AREA/WALKWAY LIGHTING

KEY FEATURES

- Elegantly designed with visual-comfortable illumination performance
- Type III and V distribution with dark sky compliant option
- Optional -20ºC emergency battery backup driver
- IK08 vandal resistant lens and housing

TECHNICAL SUMMARY

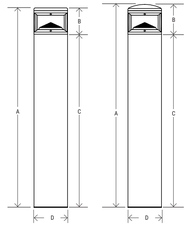
SIZE:	24" and 42" Overall height
WATTAGE:	30/25/18/12W
LUMEN/EFFICACY* (T3/T5)	2500/2100/1500/1000LM, 85LM/W
LUMEN/EFFICACY* (D3/D5)	2400/2000/1400/950LM, 80LM/W
INPUT VOLTAGE	120-277Vac or 277-480Vac
AVAILABLE CCT/CRI	30/40/50K changeable, 70+CRI, Custom
CONTROL	On/Off with 0-10V driver
VALIDATIONS	ETL wet location listed, IP65 and IK08 rated, Dark sky compliant (D3/D5 option), FCC compliant, RoHS
LIFETIME	L70>100,000 hours, 5 year warranty
DISTRIBUTION	Type V (D5 or T5), Type III (D3 or D5)
OPERATION TEMP.	-40ºF ~ 122ºF / -4ºF ~ 122ºF (with EM)
FINISH	Black, Dark Bronze, Custom

*Delivered lumen may vary, refer to photometric for full performance data

ETL Intertek · IP65 · IK08 IMPACT RATED · DARK SKY · CCT CHANGEABLE



DIMENSIONS



Model No.	A HEIGHT	B HEAD	C BODY	D DIAMETER	WEIGHT
BRA-F24	24"	5.6"	18.4"	7.1"	13 lbs
BRA-C24	24.7"	6.3"	18.4"	7.1"	14 lbs
BRA-F42	42"	5.6"	36.4"	7.1"	18 lbs
BRA-C42	42.7"	6.3"	36.4"	7.1"	19 lbs

BRA

Architectural Round Bollard

Spitzer LIGHTING

MODEL NO.	TYPE	PROJECT/DATE

ORDERING INFORMATION

*Additional cost and/or lead time on customized fixtures may apply.

[ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

Series	Size	Lumen Package	Voltage	CCT	Light Distribution	Control	Finish	EM Option
BRA - (Architectural Round Bollard)	**F24 -** (Flat top 24") **C24 -** (Curve top 24") **F42 -** (Flat top 42") **C42 -** (Curve top 42")	**24LC -** (2400/2000/1400/950LM) **Custom**	**U -** (120-277V) **H** -** (277V-480V) ***EM option not available*	**CC -** (30K/40K/50K/Color Changeable) **Custom -** (Custom single CCT)	**T5** - (Type V, U=3) **D5*** - (Type V, U=0) **T3** - (Type III, U=2) **D3*** - (Type III, U=0) **Comes with a pitch black cone*	**C1** - (ON & Off 0-10V dimming)	**BK** - (Matte Black) **DB** - (Dark Bronze) **CC** - (Custom color)	**EM** - (6W emergency option factory installed, cold-pack)

*AVAILABLE ACCESSORIES:



SP-EM6C
6W EM battery cold pack
Factory installed
(W2.32" x L9.45" x H1.18")



BR-ANC
Anchor base mounting kit

*Accessories
SP-EM6C - Factory Installed 6W EM battery cold pack
BR-ANC - Anchor base mounting kit

Available accessories sold separately



EM test switch

SPECIFICATIONS

CONSTRUCTION
Low copper aluminum alloy die-cast top with extruded aluminum body

FINISH
Exterior parts are protected by a rust and corrosion proof zinc-infused polyester powder coating. T5 and T3 comes with a cone same color as the housing. D5 and D3 comes with a pitch black cone for zero uplight.

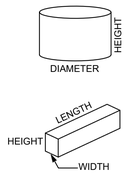
OPTICS/DIFFUSER
Injection molded optic with UV proof PC lens available in Type III or Type V distribution.

ELECTRICAL
Long life LED system, Outdoor rated LED driver that accommodates input voltages of 120-277Vac or 277-480Vac, at 50/60Hz with 0-10v dimming control function, CCT changeable.

MOUNTING
Anchor based mounting (anchors sold separately)

VALIDATIONS
ETL wet location Listed, IP65 and IK08 rated, Dark sky compliant optional (D3/D5), FCC, RoHS

EXTERIOR LIGHTING FIXTURE SCHEDULE



GENERAL NOTES

1. SUBSTITUTIONS AND/OR EQUAL FIXTURES MUST RECEIVE APPROVAL PRIOR TO BIDDING, THEY MUST BE SUBMITTED TO THE ENGINEER NO LESS THAN 2 WEEKS PRIOR TO BID OPENING.
2. SAMPLES MUST BE PROVIDED FOR ANY AND ALL FIXTURES UPON A/E REQUEST PRIOR TO RELEASING FIXTURES.
3. ALL FIXTURES SHALL BE LISTED AND APPROVED FOR THEIR INTENDED USE AND LOCATION.
4. VERIFY THE PROPER MOUNTING KITS OR ACCESSORIES TO FACILITATE INSTALLATION AS SHOWN AT EACH LOCATION ON THE DRAWINGS.
5. COMPLY WITH THE "INTERIOR LIGHTING" SECTION OF THE SPECIFICATIONS.
6. ALL LIGHT FIXTURES TO BE EITHER "DLC" OR "LIGHTING FACTS" LISTED OR TO BE APPROVED BY ARCHITECT/ENGINEER AND OWNER.
7. CONTRACTOR ALLOWANCE PRICES ARE ACCURATE WHEN THIS JOB WAS SPECIFIED, CONTRACTOR AND ELECTRICAL DISTRIBUTOR SHALL VERIFY THIS ALLOWANCE AND REPORT ANY PROBLEMS TO THE ENGINEER BEFORE THE BID. ALLOWANCE PRICE MAY OR MAY NOT INCLUDE LAMP(S) OR FREIGHT AS NOTED, AND DO NOT INCLUDE ANY TAXES.

ID	DESCRIPTION	SIZE (NOMINAL)	LUMINAIRE						DRIVER			MANUFACTURER
			BUG RATING									
			BACK	UP	GLARE	LUMENS	COLOR TEMP	CRI	TYPE	VOLTAGE	WATTS	
(AL3)	DESCRIPTION: RECESSED WALL BENCH SEATING MOUNTING: RECESSED, CEILING FINISH: SCBA OPTICS: OPTIONS: EM: NONE	DEPTH: 4" WIDTH: 11" HEIGHT: 11" DIAMETER: -	-	-	-	1,400	3000K	80	LED (0-10V DIMMING) 1%	120/277V	26	PERFORMANCE IN LIGHTING (IN3-26-T2-SCBA-3K-UNV-0-10V) OR APPROVED EQUAL
(D6W)	DESCRIPTION: 6" DOWNLIGHT MOUNTING: RECESSED, CEILING FINISH: SCBA OPTICS: 35° BEAM, CLEAR REFLECTOR, MATTE DIFFUSE OPTIONS: EM: NONE	LENGTH: 16" WIDTH: 11" HEIGHT: 9" DIAMETER: 6"				2,000	3000K	80	LED (0-10V DIMMING) 1%	120/277V	27	LIGHTOLIER (P6R) HALO (HC6) LITHONIA (LDN6)
(FD-1)	DESCRIPTION: FLOOD POLE (SPORTS LIGHTING LED) MOUNTING: SURFACE FINISH: SCBA OPTICS: DARK SKY COMPLIANT OPTIONS: - WIND RATING: EM: NONE	LENGTH: 14" WIDTH: 13" DEPTH: 5" POLE HEIGHT: 25' - 0"	-	-	-	67,000	3000K	80	LED	277.00 V	540	MUSCO (TLC-550) SHINETOO (ST-G1-S1) OR APPROVED EQUAL
(FD-2)	DESCRIPTION: FLOOD POLE (SPORTS LIGHTING LED) MOUNTING: BUILDING SURFACE FINISH: SCBA OPTICS: DARK SKY COMPLIANT OPTIONS: - WIND RATING: EM: NONE	LENGTH: 14" WIDTH: 13" DEPTH: 5"	-	-	-	67,000	3000K	80	LED	277.00 V	540	MUSCO (TLC-550) SHINETOO (ST-G1-S1) OR APPROVED EQUAL
(OB-1)	DESCRIPTION: BOLLARD MOUNTING: FINISH: SCBA OPTICS: OPTIONS: - WIND RATING: - EM: NONE	LENGTH: - WIDTH: - DEPTH: 42" DIAMETER: 8"	1	0	1	2,000	3000K	80	0-10V LED DRIVER	120/277V	22	SPITZER (BRA) OR APPROVED EQUAL
(WX1)	DESCRIPTION: SITE POLE LIGHT, SINGLE HEAD, WALKWAY MOUNTING: POLE FINISH: SCBA OPTICS: TYPE IV DISTRIBUTION OPTIONS: - WIND RATING: 100 EM: NONE	LENGTH: 32" WIDTH: 18" DEPTH: 7" POLE HEIGHT: 10' BASE REVEAL: 6"	2	0	1	6,500	3000K	80	LED	120/277V	51	LITHONIA (RSX1) OR APPROVED EQUAL
(ZX1)	DESCRIPTION: SITE POLE LIGHT, SINGLE HEAD MOUNTING: POLE FINISH: SCBA OPTICS: TYPE IV DISTRIBUTION OPTIONS: - WIND RATING: 100 EM: NONE	LENGTH: 32" WIDTH: 18" DEPTH: 7" POLE HEIGHT: 15' BASE REVEAL: 12"	2	0	1	13,000	3000K	80	LED	120/277V	109	LITHONIA (RSX1) OR APPROVED EQUAL
(ZX2)	DESCRIPTION: SITE POLE LIGHT, DUAL HEAD MOUNTING: POLE FINISH: SCBA OPTICS: OPTIONS: - WIND RATING: 100 EM: NONE	LENGTH: 32" WIDTH: 18" DEPTH: 7" POLE HEIGHT: 15' BASE REVEAL: 12"	2	0	1	13,000	3000K	80	LED	120/277V	109	LITHONIA (RSX1) OR APPROVED EQUAL

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LIGHTOLIER

Downlighting

LyteProfile 6"

P6R Round Downlight & Wall Wash



Project:
Location:
Cat.No:
Type:
Qty:
Notes:

LyteProfile downlights and wall washers provide a perfect balance of functionality with glare control. The robust and versatile UniFrame frame-in kit makes changes and updates easy to manage and install. High optical efficiency reinforced with Accurender technology provides an optimum balance of performance and quality of light. Ideal for use in a variety of applications including open office, institutional, healthcare, and retail.

Standard luminaire: Complete luminaire = Frame + Engine + Trim + Accessories (optional)
Flex install luminaire: Complete luminaires = Engine (F) + Trim + Accessories (optional)
Buy American Act of 1933 (BAA) Compliant luminaire*:** Complete luminaire = Frame-BAC + Engine/Trim-BAC

Frame

Standard example: 6RN | BAC Example: 6RN-BAC

Series	Aperture	Installation	Options
6	R	N	– Universal 120/277/347V LC Chicago Plenum EM6 Emergency, 6W Self-Test/Self-Diagnostic (not available for BAC)[1]
6 Uniframe 6" Non-IC	R Round	R Remodeler (Non-IC)	– Universal 120/277/347V
		A AirSeal (IC)	– Universal 120/277/347V

Engine / Trim

Standard example: P6RDL20935WCDZ10U | BAC example: P6RDL20935WCDZ10U-BAC

Series	Style	Lumen	CRI/CCT	Beam	Reflector	Flange	Dimming / Options	Voltage	Options
P6R LyteProfile 6" round downlight	DL Downlight LW Lensed Wall Wash[2] SL Shower light[3] (non-conductive lens)	10 1000lm 15 1500lm 20 2000lm[4] 25 2500lm[4] 30 3000lm[4] 35 3500lm[4] 40 4000lm[4] 45 4500lm[4] 50 5000lm[5]	927 90CRI/2700K 930 90CRI/3000K 935 90CRI/3500K 940 90CRI/4000K 902W 3000-3800K (dim to warm)[6] 96T 2700-6500K (tunable white)[7]	N Narrow M Medium W Wide[2,3]	CL Specular clear CC Comfort clear CD Comfort clear diffuse WH White (matte) BK Black (matte) WHAMF White (gloss antimicrobial)[8]	– White (matte) B Black (matte)[9] P Polished (matches aperture) F Flangeless (requires CA6RFT)[9] – White (matte) B Black (matte)[9] F Flangeless (requires CA6RFT)[9] – White (gloss) F Flangeless (requires CA6RFT)[9]	Z10 0-10V 1% (dim to Off) (up to 3500lm) Z10D20 0-10V 1% (up to 3500lm) L1 Lutron LDE1 EcoSystem 1% RA Integral Interact Pro RF sensor (up to 3500lm)[9] E Forward & Reverse Phase (up to 3000lm)	U 120/277V 3 347V (Z10 only) (up to 3000lm) U 120/277V 1 120V	– None R Retrofit[10] (not compatible with IEM6) F Flex install (no frame required)[11] IEM6 Trim mounted EM test switch (for DL style only) BAC Meets the requirements of the Buy American Act of 1933 (BAA)*

Accessories

SBA	Interact Ready System Bridge Accessory with integral occupancy and daylight sensor (compatible with all 0-10V options. see SBA spec sheet)[12]
CAE6S	Field installable Bodine BSL6 6W battery pack with self-test/self-diagnostic for use with new construction frames, 120-277V
CA6RFT	Mud-in ring for use in 6" round flangeless trim installations (ordered with a flangeless (F) light engine).
CAEM6TSCP	Remote switch cover plate. Order with EM6 frame for remote mounted test switch.
C6RVPWH	IP65 rated vandal proof matte white accessory mounts onto flangeless light engines (F) and non-IC (N) frame only.
6RNSR	6" round/square non-IC frame with Flex (F) light engine (provides mechanical support for rough-in construction only, no junction box)
LCEM6	Field installable Bodine BSL06 emergency battery pack (for Flex (F) light engine only, includes switch mounting plate)
T347-75VA	347:120V step-down transformer for non-IC (N) frame only (see page 2 for details)
7925	6" sloped ceiling adapter (refer to SCA spec sheet for slope options)

1. Emergency (EM6) frame is compatible with reflector mounted test switch when light engine is ordered with IEM6 (not compatible w/347V).
2. Lensed wall wash (LW) style only available with Wide (W) beam.
3. Shower light (SL) in only available with White (WH) reflector finish, and wide (W) beam.
4. Not available with AirSeal (A) frame.
5. Not available with AirSeal (A) frame. Available with CL, CC, and CD reflector finishes only.
6. Specify 902W with Z10U dimming only (up to 3000lm max). Not compatible with Z10D20 or 347V (3) options. Not available with wide (W) beam.
7. Specify 96T with Z10U or RAU dimming only (up to 2500lm max). Not compatible with Z10D20 or 347V (3) options. Not available with wide (W) beam.
8. Consult factory with ETO request for antimicrobial reflector finish (WHAMF) and black (B) flange for all styles, and flangeless (F) for LW style.
9. Linear driver profile. See dimensional data following. Specify only with non-IC (N) frame, not for use with LC or EM6 options.
10. Retrofits select legacy Lightolier luminaires (see pages 2 for details).
11. Flex install requires light engine & trim only (up to 4000lm only). Accessory frames available. Not compatible with standard frames and associated options. Not available with Interact (RA) dimming and IEM6 trim.
12. Requires IR79015 IR remote and Interact Pro App for commissioning (requires above ceiling access).

* BAA compliance requires that BAC option be selected for each of frame, engine/trim. Frame and engine will be ordered/shipped together; trim will be ordered/shipped separately. Accessories (optional) are not currently BAA-compliant.

** Failure to properly select the "BAC" suffix could result in you receiving product that is not BAA compliant product with no recourse for an RMA or refund. This BAC designation hereunder does not address (i) the applicability of, or availability of a waiver under, the Trade Agreements Act, or (ii) the "Buy America" domestic content requirements imposed on states, localities, and other non-federal entities as a condition of receiving funds administered by the Department of Transportation or other federal agencies.

P6R LyteProfile 6"

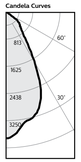
Round Downlight & Lensed Wall Wash

Adjustment Factors

Finish	CRI/CCT	Lumens
CL = 100%	90CRI 4000K = 106%	5000lm = 167% 2500lm = 83%
CC = 86%	90CRI 3500K = 104%	4500lm = 150% 2000lm = 67%
CD = 91%	90CRI 3000K = 100%	4000lm = 133% 1500lm = 50%
WH = 90%	90CRI 2700K = 96%	3500lm = 117% 1000lm = 33%
BK = 54%		3000lm = 100%

Downlight, Narrow beam, 29W LED, 90CRI, 3000K

Candela Curves



Report[1]: **P6RDL30930NCLZ10U.ies**

Output Lms: 2992lms
Spacing Crit.: 0.92
Beam Angle: 58°
Input Watts[2]: 28.8W
Efficacy: 103.9lm/w
CCT[3]: 3000K
CRI: 90min

Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	1861	62.2%
0-40	2415	80.7%
0-60	2982	99.7%
0-90	2992	100.0%

Angle	Mean CP	Lms
0	3015	
5	2903	
10	2670	268
15	2585	
20	2369	722
25	1942	
30	1357	871
35	854	
40	597	554
45	489	
50	399	378
55	213	
60	32	188
65	5	
70	3	8
75	2	
80	1	2
85	0	
90	0	0

Single unit data

Height to lighted plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	121	4.6'
6'	84	5.5'
7'	62	6.4'
8'	47	7.4'
9'	37	8.3'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data – RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	134.0	1.28
6'	88.0	0.84
7'	63.0	0.60
8'	53.0	0.50
9'	42.0	0.40

38'x38'x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

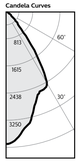
Coefficients of utilization

Ceiling	80%			70%			50%			30%		0%
Wall	70	50	30	10	50	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%												
0	119	119	119	119	116	116	111	111	106	106	106	100	
1	113	110	107	105	108	103	104	100	100	97	92		
2	107	101	97	93	100	92	96	90	93	88	85		
3	101	94	88	84	92	83	90	82	87	81	78		
4	95	87	81	76	85	76	83	75	81	74	71		
5	90	80	74	69	78	68	76	68	76	68	66		
6	85	75	68	64	74	63	72	63	71	63	61		
7	80	70	63	59	69	59	68	58	67	58	56		
8	76	65	59	54	65	54	64	54	63	54	52		
9	72	61	55	51	61	51	60	50	59	50	49		
10	68	58	52	47	57	47	56	47	56	47	45		

Room Cavity Ratio

Downlight, Medium beam, 29W LED, 90CRI, 3000K

Candela Curves



Report[1]: **P6RDL30930MCLZ10U.ies**

Output Lms: 3718lms
Spacing Crit.: 0.9
Beam Angle: 66°
Input Watts[2]: 28.8W
Efficacy: 106.3lm/w
CCT[3]: 3000K
CRI: 90min

Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	1935	62.1%
0-40	2734	87.7%
0-60	3112	99.8%
0-90	3118	100.0%

Angle	Mean CP	Lms
0	3161	
5	3048	
10	2789	282
15	2498	
20	2178	698
25	2065	
30	1942	955
35	1298	
40	650	799
45	349	
50	224	288
55	93	
60	13	90
65	4	
70	2	5
75	1	
80	1	2
85	0	
90	0	0

Single unit data

Height to lighted plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	126	4.5'
6'	88	5.4'
7'	65	6.3'
8'	49	7.2'
9'	39	8.1'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data – RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	140.0	1.28
6'	92.0	0.84
7'	66.0	0.60
8'	55.0	0.50
9'	44.0	0.40

38'x38'x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%			70%			50%			30%		0%
Wall	70	50	30	10	50	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%												
0	119	119	119	119	116	116	111	111	106	106	106	100	
1	113	110	107	105	108	103	104	100	100	97	92		
2	107	101	97	93	100	92	96	90	93	88	85		
3	101	94	88	84	92	83	90	82	87	81	78		
4	95	87	81	76	85	76	83	75	81	74	71		
5	90	80	74	69	79	69	78	68	76	68	66		
6	85	75	68	64	74	63	72	63	71	63	61		
7	80	70	63	59	69	59	68	58	67	58	56		
8	76	65	59	54	65	54	64	54	63	54	52		
9	72	61	55	51	61	51	60	50	59	50	49		
10	68	58	52	47	57	47	56	47	56	47	45		

Room Cavity Ratio

1. Tested using absolute photometry as specified in LM79: IESNA Approved Method for the Electrical and Photometric Measurements of Solid-State Lighting Products.
2. Wattage: controlled to within 5%
3. Correlated Color Temperature: within specs as defined in ANSI_NEMA_ANSLG C78.377-2008: Specifications for the Chromaticity of Solid State Lighting Products.

P6R LyteProfile 6"

Round Downlight & Lensed Wall Wash



AccuRender Technology (CRI 90+)

The right light brings colors to life. Our new AccuRender technology helps ensure co rendered more accurately and consistently, while doing so as efficiently as CRI 80 pr



Standard CRI 80
Good color rendering and high efficacy



Standard CRI 90
Better color rendering and low efficacy



AccuRender
Best color rende color preference and h

Enjoy design flexibility

Full range of products and options:

- Available soon in across Lightolier portfolio for application flexibility
- Multiple color temperatures (CCTs) and lumen packages offered

Promote savings

High efficacy, with no penalty:

- Energy efficacy compares well to conventional 80 CRI
- Up to 25% more energy savings vs competitor 90 CRI[1]
- Helps meet Title 24 requirements

Show your true colors

High color rendering:

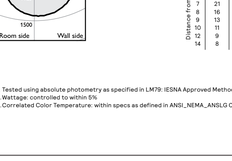
- True to life colors to help energize your environment and render better flesh tones critical for healthcare hospitality and retail applications.
- R_a up to 94 CRI · R_a up to 92 TM-30
  R_9 up to 67 CRI · R_{cs} up to 91 TM-30
  G_a up to 99 CRI · R_f up to 100 TM-30
  C_a up to 94 CRI · R_{hue} up to -5% TM-30

Achieve color bala

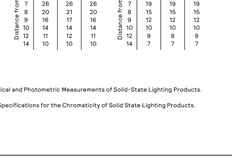
Best in class color consist

- Promote aesthetic h in your space with ≤ 2

Tunable white binning chart



Dim-to-Warm: CCT vs Dimmed level



P6R LyteProfile 6"

Round Downlight & Lensed Wall Wash

Features

Optics

- Provides a 60° cutoff (physical and reflected) and narrow (55°) beam options.
- Spun and anodized reflectors available in specular (clear), semi-specular (comfort clear and diffuse finishes. Also available in white and black painted finishes.
- Consult factory for RAL finishes

Quality of light

- Color consistency: 2 SDCM
- 90 CRI minimum (Accurender)

Construction (New Construction)

- Galvanized stamped steal for dry / plaster ceilings.
- Pre-installed telescoping mounting bars (13"–24")
- Frame accommodates C- channel, black iron, and 3/4" EMT for mounting distances greater than 24" between joists.
- Manufactured from 20 gage galvanized steel construction with rolled edge aperture to guide cutting tools for perfect hole cutting.

Max ceiling thickness is 2" (51 mm).

Patented Install Mounting frame

- Pre-installed mounting bars allow for fast and tool-less install into T-grid & hat channel ceilings
- Close-cut aperture design eliminates an undesired gap between ceiling material and reflector.
- Simple plug-and-play connection between frame and light engine from below the ceiling allows for:
  - Easy upgrades
  - Technology changes
  - Repairs and troubleshooting

Retrofit

- Easily updates legacy LyteProfile LED downlights to the latest technology. Includes light engine, trim, and driver mounted on cover plate that mounts to previous generations of LyteProfile LED luminaires. Order with R option code at end of light engine/trim catalog number.

Dimming

- Advance 0-10V 1% (Z10) logarithmic curve is standard. Specify D2O for factory-set dim-to-off function (consult factory for linear dimming curve).
- Lutron LDE1 (L1) EcoSystem 1%
- Electronic low voltage (E) offers forward or reverse phase dimming
- **Dim to Warm (D2W):** changes CCT from 3000-1800K gradually as it dims. Use with Z10U dimming only. Fixture-to-fixture consistency of ≤3SDCM at 2700K & 3000K, & ≤5SDCM at 1800K
- **Tunable white (6T):** 2700K to 6500K CCT. Use with Z10U or RAU dimming only. Fixture-to-fixture consistency of ≤3SDCM at 2700K, 5000K, & 6500K CCT.

Light engine

Quick connect power pack allow for easy installation and replacement from below ceiling with no need for additional wiring. This allows for:

- Frame and ceiling installation to be performed while still finalizing details such as lumen packages, CCT and control type.
- Easy replacement of electronics at end of life with minimal wasted material and labor required.
- Ease and upgradability of technology.
- Lumen Maintenance: L80 at 60,000 hours.
- 347V light engines are Z10 dimming only and include dedicated 347V driver. For 347V non-Z10 dimming, order T347-75VA field-installed step-down transformer accessory.

Emergency

Bodine BSL6 6W battery pack with self-test/diagnostic functionality. Factory or field mounted to frame.

- For trim with integral emergency test switch, order light engine with IEM6 option (ex: P6RDL20935WCDZ10UIEM6). DL style only.
- For remote ceiling mounted test switch, order standard light engine (ex: P6RDL20935WCDZ10U). Optional accessory ceiling mounting plate available (CAEM6TSCP) for remote mounted test switch.
- Refer to Calculite-LyteProfile-EasyLyte Emergency Battery Pack specification sheet for more details.
- CEC Title 24 JA8 Certified.

Options and Accessories

Sloped ceilings: Compatible with adapters (see SCA spec sheet).

Flangeless mud-in ring: Use CA6 For use with flangeless plaster in

Field Installed Emergency: Refer LyteProfile-EasyLyte Emergenc specification sheet for more deta

- **CAEM6:** Field install EM6 kit wi 6W battery pack with self-test mounts to new construction fr remote ceiling plate for test s test switch to trim for new cor order downlight light engine w code (e.g. P6RDL20935WCDZ1

C6RVPWH: Includes machined al painted white, gasketed for IP6 and impact resistant polycarbon Locks in place with discrete set included). Available also with ant (C6RVPWHAMF).

CAEM6TSCP: Ceiling cover plate mounted EM6 test switch. 1/2" C 4 3/8" (109mm) x 2 3/4" (69mm) Includes two mounting screws. F lensed wall wash (LW) and shower

T347-75VA: Field installable 347: down transformer, attaches to k junction box, for use with non-IC (R) frames.

ENERGY STAR® exception:

– Black finishes

Labels and Listings

– cULus listed for wet locations
– CCEA (frames with *LC suffix)
– ENERGY STAR® certified
– RoHS certified

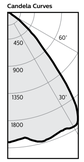
Warranty

5 year limited warra

Visit Signify.com/warrar for more information o standard 5-year limitec on complete luminaire s

Downlight, Wide beam, 29W LED, 90CRI, 3000K

Candela Curves



Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	1464	47.3%
0-60	2427	78.4%
0-90	3088	99.8%
	3095	100.0%

Report[1]: **P6RDL30930WCLZ10U.ies**

Output Lms: 3095lms
Input Watts[2]: 28.3W
Efficacy: 109.4lm/w
CCT[3]: 3000K
CRI: 90min
Beam Angle: 84°
Spacing Crit.: 1.42

Angle	Mean CP	Lms
0	1720	
5	1695	
10	1710	162
15	1770	
20	1750	498
25	1725	
30	1752	804
35	1611	
40	1114	963
45	648	
50	379	520
55	139	
60	17	141
65	4	
70	3	6
75	1	
80	1	2
85	0	
90	0	0

Single unit data

Height to lighted plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	69	7.1'
6'	48	8.5'
7'	35	9.9'
8'	27	11.4'
9'	21	12.8'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data – RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	137.0	1.25
6'	90.0	0.82
7'	64.0	0.59
8'	53.0	0.49
9'	43.0	0.39

38'x38'x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

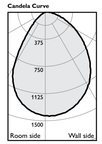
Coefficients of utilization

Ceiling	80%			70%			50%			30%		0%
Wall	70	50	30	10	50	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%												
0	119	119	119	119	116	116	111	111	106	106	106	100	
1	113	109	107	104	107	102	103	99	99	96	92		
2	106	100	95	92	98	90	95	88	92	87	83		
3	99	92	86	81	90	80	87	79	85	78	75		
4	93	84	77	72	83	72	80	71	78	70	68		
5	87	77	70	65	76	65	74	64	72	64	61		
6	81	71	64	59	70	58	68	58	67	58	56		
7	76	65	58	53	65	53	63	53	62	52	51		
8	72	60	53	49	60	48	59	48	57	48	46		
9	67	56	49	44	55	44	54	44	53	44	42		
10	63	52	45	41	52	41	51	41	50	40	39		

Room Cavity Ratio

Lensed Wall Wash, Wide beam, 29W LED, 90CRI, 3000K

Candela Curve



Report[1]: **P6RLW30930WCLZ10U.IES**

Output Lms: 2517lms
Input Watts[2]: 29.4W
Efficacy: 85.61m/w
CCT[3]: 3000K
CRI: 90min

Multiple unit data
Footcandles on wall

Distance from ceiling in feet	2' from wall 3' on ctr.		3' from wall 3' on ctr.	
1	57	47	57	
2	87	79	87	
3	73	71	73	
4	54	54	54	
5	38	39	38	
6	28	28	28	
7	21	22	21	
8	16	17	16	
9	13	13	13	
10	11	11	11	
12	9	9	9	
14	8	8	8	

Multiple unit data
Footcandles on wall

Distance from ceiling in feet	3' from wall 3' on ctr.	
1	25	24
2	49	48
3	55	55
4	50	51
5	41	42
6	32	33
7	26	26
8	20	21
9	16	17
10	14	14
12	11	12
14	10	10

Multiple unit data
Footcandles on wall

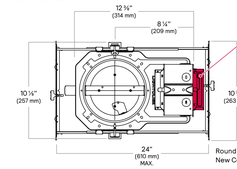
Distance from ceiling in feet	3' from wall 4' on ctr.	
1	22	17
2	41	35
3	44	40
4	39	36
5	31	30
6	25	24
7	19	19
8	15	15
9	12	12
10	10	10
12	9	8
14	7	7

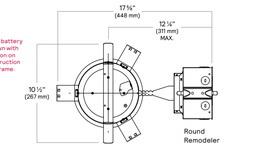
1. Tested using absolute photometry as specified in LM79: IESNA Approved Method for the Electrical and Photometric Measurements of Solid-State Lighting Products.
2. Wattage: controlled to within 5%
3. Correlated Color Temperature: within specs as defined in ANSI_NEMA_ANSLG C78.377-2008: Specifications for the Chromaticity of Solid State Lighting Products.

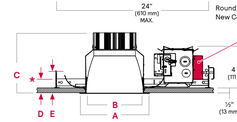
P6R LyteProfile 6"

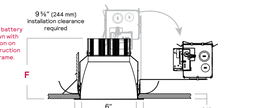
Round Downlight & Lensed Wall Wash

New construction









	Downlight/Shoerlight 1000-3500lm	4000-5000lm	Lensed Wall Wash
A	7 ¼" (184mm)	7 ¼" (184mm)	7 ¼" (184mm)
B	6" (152mm)	6" (152mm)	6" (152mm)
C	4 ½" (116mm)	6 ¼" (160mm)	4 ¼" (102mm)
D	2 ½" (60mm)	2 ½" (60mm)	2 ½" (65mm)
E	3 ⅜" (85mm)	3 ⅜" (85mm)	N/A
F	5" (127mm)	6 ¼" (160mm)	4 ¼" (124mm)

* Center point location for integral emergency test switch (IEM6)

– Lower end of LW lens is 3/16" (5mm) above flange.

Flangeless mud-in ring (CA6RFT) accessory

Retrofit (R) with round trim

Vandal Proof (VP) accessory



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PARKING AND PLAYGROUND LIGHTING



RSX1 LED
Area Luminaire

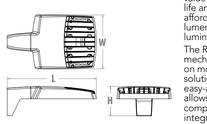
Catalog Number: WX#/ZX#: PARKING / AREA POLE LIGHTING
Notes
Type
*For the Tab key to remain over the page to use all interactive elements.

Introduction
The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX1 delivers 7,000 to 17,000 lumens allowing it to replace 70W to 400W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable slipfitter and other mounting configurations are available.

Specifications

EPA (ft²@0°):	0.57 ft² (0.05 m²)
Length:	21.8" (55.4 cm) (SPA mount)
Width:	13.3" (33.8 cm)
Height:	3.0" (7.6 cm) Main Body 7.2" (18.4 cm) Arm
Weight: (SPA mount):	22.0 lbs (10.0 kg)



design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Design Select options indicated by this color background.

Ordering Information

EXAMPLE: RSX1 LED P4 40K R3 MVOLT SPA DDBXD

RSX1 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1	30K 3000K	R2 Type 2 Wide	MVOLT (120V-277V) [1]	SPA Square pole mounting (3.0" min. 50 pole for 1 at 90°, 3.5" min. 50 pole for 2, 3, 4 at 90°)
	P2	40K 4000K	R3 Type 3 Wide	HVOLT (347V-480V) [1]	RPA Round pole mounting (3.2" min. dia. RND pole for 2, 3, 4 at 90°, 3.0" min. dia. RND pole for 1 at 90°, 2 at 180°, 3 at 120°)
	P3	50K 5000K	R3S Type 3 Short	XVOLT (277V-480V) [1]	MA Mast arm adaptor (fits 2-3/8" OD horizontal tenon)
	P4		R4 Type 4 Wide	(use specific voltage for options as noted)	IS Adjustable slipfitter (fits 2-3/8" OD tenon) [4]
			R4S Type 4 Short	120 [1] 277 [1]	WBA Wall bracket [1]
			R5 Type 5 Wide [1]	208 [1] 347 [1]	WBASC Wall bracket with surface conduit box
			R5S Type 5 Short [1]	240 [1] 480 [1]	AASP Adjustable tilt arm square pole bracket [4]
			AFR Automotive Front Row		AARP Adjustable tilt arm round pole mounting [4]
			AFRR90 Automotive Front Row Right Rotated		AAWB Adjustable tilt arm with wall bracket [4]
			AFRL90 Automotive Front Row Left Rotated		AAWSC Adjustable tilt arm wall bracket and surface conduit box [4]

Options		Finish	
Shipped Installed		DDBXD	Dark Bronze
HS	House-side shield [1]	DBLXD	Black
PE	Photocontrol, button style [4,5]	DNAXD	Natural Aluminum
PER7	Seven-wire twist-lock receptacle only (no controls) [3,10,11]	DWHXD	White
SF	Single fuse (120, 277, 347) [1]	DDBTXD	Textured Dark Bronze
DF	Double fuse (208, 240, 480) [1]	DBLBXD	Textured Black
SPD20KV	20KV Surge pack (10KV standard)	DNATXD	Textured Natural Aluminum
FAO	Field adjustable output [1]	DWHGXD	Textured White
DMG	0-10V dimming extend out back of housing for external control (control ordered separate) [1]		
Shipped Installed			
***Standalone and Networked Sensors/Controls (factory default settings, see table page 9)**			
NLTAIR2 PIRHN	nLight AIR generation 2, with Networked, Bi-Level motion/ambient sensor [6,7,9,11,14]		
BAA	Buy American(a) Act and/or Build America Buy America Qualified		
CCE	Coastal Construction [1]		
*Note: NLTAIR2 PIRHN with nLight Air can be used as a standalone or networked solution. Sensor coverage pattern is affected when luminaire is tilted.			
Shipped Separately (requires some field assembly)			
EGS	External glare shield [1]		
EGFV	External glare full visor (360° around light aperture) [1]		
BS	Bird spikes [9]		

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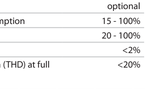
Ordering Information

Accessories
Ordered and shipped separately.

RSX1HS	RSX1 House side shield (includes 1 shield)
RSX1HSAFRB U	RSX1 House side shield for AFR rotated optics (includes 1 shield)
RSX1EGS (FINISH) U	External glare shield (specify finish)
RSX1EGFV (FINISH) U	External glare full visor (specify finish)
RSXRPA (FINISH) U	RSX Universal round pole adaptor plate (specify finish)
RSXWBA (FINISH) U	RSX Wall bracket (specify finish)
RSXSCB (FINISH) U	RSX Surface conduit box (specify finish, for use with WBA, WBA not included)
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [15]
DLL347F 1.5 CELL JU	Photocell - SSL twist-lock (347V) [15]
DLL480F 1.5 CELL JU	Photocell - SSL twist-lock (480V) [15]
DSHORT SBK U	Shorting cap [15]

NOTES
1. Any Type 5 distribution, is not available with WBA.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
4. XVOLT driver not available with P1 or P2. XVOLT driver operates on any line voltage from 277V-480V (50/60 Hz). XVOLT not available with fusing (SF or DF) and not available with PE.
5. Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
6. Maximum tilt is 90° above horizontal.
7. It may be ordered as an accessory.
8. Requires MVOLT or 347V.
9. Two or more of the following options cannot be combined: PE, PER7, NLTAIR2 PIRHN, NLTAIR2 PIRHNFC3V. (Exception: PE and FAO can be combined; also PE and DMG can be combined).
10. Compatible with standard twist-lock photocells for dusk to dawn operation or advanced control nodes that provide 0-10V dimming signals. Wire 4-Wire 5 wired to dimming leads on driver. Wire6/Wire7 capped inside luminaire. Twistlock photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
11. For units with option PER7, the mounting must be restricted to +/- 45° from horizontal per ANSI C136.10-2010.
12. Requires ordered with PIRHN.
13. Requires MVOLT or HVOLT.
14. Must be ordered with NLTAIR2. For additional information on PIRHN visit here.
15. CCE option not available with WBA, WBASC, AASP, AARP, AAWB, AAWBSC, EGS, EGFV and BS.
16. Must be ordered with fixture for factory pre-drilling.
17. Requires luminaire to be specified with PER7 option. Ordered and shipped as a separate line item from Acuity Brands Controls.

External Shields


House Side Shield

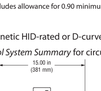
External Glare Shield

External 360 Full Visor

Pole/Mounting Information

Accessories including bullhorns, cross arms and other adpaters are available under the accessories tab at Lithonia's Outdoor Poles and Arms product page. Click here to visit Accessories.

HANDHOLE ORIENTATION



RSX POLE DRILLING

Template #8 Top of Pole



RSX STANDARD ARM & ADJUSTABLE ARM



Round Tenon Mount - Pole Top Slipfitters

Tenon O.D.	RSX Mounting	Single	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	RPA, AARP	AS3-5 196	AS3-5 280	AS3-5 290	AS3-5 320	AS3-5 390	AS3-5 490
2-7/8"	RPA, AARP	AS725-196	AS725-280	AS725-290	AS725-320	AS725-390	AS725-490
4"	RPA, AARP	AS735-196	AS735-280	AS735-290	AS735-320	AS735-390	AS735-490

Drill/Side Location by Configuration Type

Drilling Template	Mounting Option	Single	2 @ 180	2 @ 90	3 @ 120	3 @ 90	4 @ 90
	Head Location	Side B	Side B & D	Side B & C	Round Pole Only	Side B, C & D	Side A, B, C & D
#8	Drill Nomenclature	DM19AS	DM28AS	DM29AS	DM23AS	DM39AS	DM49AS

RSX1 - Luminaire EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration		Single	2 @ 90	2 @ 180	3 @ 90	3 @ 120	4 @ 90	2 Side by Side	3 Side by Side	4 Side by Side
Mounting Type	Tilt									
SPA - Square Pole Adaptor		0.57	1.01	1.05	1.52	1.36	2.03	1.31	1.7	2.26
RPA - Round Pole Adaptor	0°	0.62	1.08	1.15	1.62	1.46	2.13	1.36	1.8	2.36
MA - Mast Arm Adaptor		0.49	0.95	0.89	1.36	1.2	1.87	1.23	1.54	2.1
IS - Integral Slipfitter AASP/AARP - Adjustable Arm Square/Round Pole	0°	0.57	1.03	1.05	1.52	1.36	2.03	1.31	1.7	2.26
	10°	0.68	1.34	1.33	2	1.74	2.64	1.35	2.03	2.71
	20°	0.87	1.71	1.73	2.56	2.26	3.42	1.75	2.62	3.49
	30°	1.24	2.19	2.3	3.21	2.87	4.36	2.49	3.73	4.97
	40°	1.81	2.68	2.98	3.85	3.68	5.38	3.62	5.43	7.24
	45°	2.11	2.92	3.44	4.2	4.08	5.77	4.22	6.33	8.44
	50°	2.31	3.17	3.72	4.52	4.44	6.26	4.62	6.94	9.25
	60°	2.71	3.66	4.38	5.21	5.15	7.24	5.43	8.14	10.86
	70°	2.78	3.98	4.54	5.67	5.47	7.91	5.52	8.27	11.03
	80°	2.76	4.18	4.62	5.97	5.76	8.31	5.51	8.27	11.03
	90°	2.73	4.25	4.64	6.11	5.91	8.47	5.45	8.18	10.97

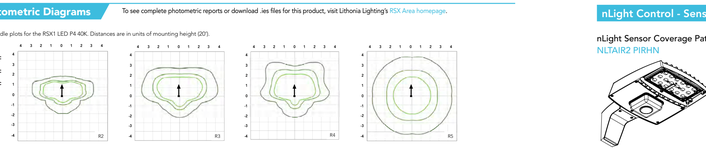
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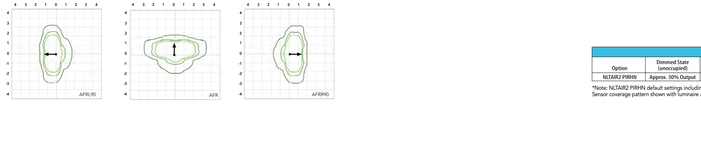
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's RSX Area homepage.

Isofootcandle plots for the RSX1 LED P4 40K. Distances are in units of mounting height (20').

LEGEND
0.1 fc
0.5 fc
1.0 fc





Performance Data

Lumen Ambient Temperature (LAT) Multipliers
Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.05
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97
45°C	113°F	0.96
50°C	122°F	0.95

Electrical Load

		Current (A)				
Performance Package	System Watts (W)	120V	208V	240V	277V	347V	480V
P1	57W	0.42	0.25	0.23	0.19	0.14	0.11
P2	72W	0.60	0.35	0.30	0.26	0.21	0.15
P3	109W	0.93	0.52	0.45	0.39	0.31	0.23
P4	133W	1.11	0.64	0.55	0.48	0.38	0.27

Projected LED Luminaire Maintenance

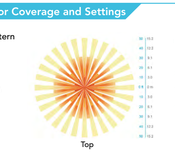
Operating Hours	50,000	75,000	100,000
Lumen Maintenance Factor	>0.97	>0.95	>0.92

Values calculated according to ISSNA TM-21-11 methodology and valid up to 40°C.

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nLight Control - Sensor Coverage and Settings

nLight Sensor Coverage Pattern
NLTAIR2 PIRHN



Motion Sensor Default Settings - Option PIRHN

Option	Dimmed State (unoccupied)	High Level (when occupied)	Photocell Operation	Dwell Time (occupancy time delay)	Ramp-up Time (from unoccupied to occupied)	Ramp-down Time (from occupied to unoccupied)
NLTAIR2 PIRHN	Approx. 30% Output	100% Output	Enabled @ 1.5FC	7.5 minutes	3 seconds	5 minutes

*Note: NLTAIR2 PIRHN default settings including photocell set-point, high/low dim rates, and occupancy sensor time delay are all configurable using the Clarity Pro App. Sensor coverage pattern shown with luminaire at 0°. Sensor coverage pattern is affected when luminaire is tilted.

FEATURES & SPECIFICATIONS

INTENDED USE
The RSX LED area family is designed to provide a long-lasting, energy-efficient solution for the one-for-one replacement of existing metal halide or high pressure sodium lighting. The RSX1 delivers 7,000 to 17,000 lumens and is ideal for replacing 70W to 400W HID pole-mounted luminaires in parking lots and other area lighting applications.

CONSTRUCTION
The RSX LED area luminaire features a rugged die-cast aluminum main body that uses heat-dissipating fins and flow-through venting to provide optimal thermal management that both enhances LED performance and extends component life. Integral "no drill" mounting arm allows the luminaire to be mounted on existing pole drillings, greatly reducing installation labor. The light engines and housing are sealed against moisture and environmental contaminants to IP66. The low-profile design results in a low EPA, allowing pole optimization. All luminaires are rated for minimum 1.5 G vibration load per ANSI C136.31. 3G Mountings: Include SPA, RPA, MA, IS, AASP, and AARP rated for 3G vibration. 1.5G Mountings: Include WBA, WBASC, AAWB and AAWSC rated for 1.5G vibration.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A rigorous, seven-stage pretreatment process ensures superior adhesion as well as a minimum finish thickness of 3 mils. The result is a high-quality finish that is warranted not to crack or peel.

COASTAL CONSTRUCTION (CCE)
Optional corrosion-resistant construction is engineered with added corrosion protection in materials and/or pre-treatment of base material under super durable paint. Provides additional corrosion protection for applications near coastal areas. Finish is salt spray tested to over 5,000 hours per ASTM B117 with scribe rating of 10. Additional lead times apply.

OPTICS
Precision acrylic refractive lenses are engineered for superior application efficiency, distributing the light to where it is needed most. Available in short and wide pattern distributions including Type 2, Type 3, Type 3S, Type 4, Type 4S, Type 5, Type 5S, AFR (Automotive Front Row), and AFR rotated AFRR90 and AFRL90.

ELECTRICAL
Light engine(s) configurations consist of high-efficacy LEDs mounted on metal-core circuit boards and aluminum heat sinks to maximize heat dissipation. Light engines are IP66 rated. LED lumen maintenance is >L92/100,000 hours. CCT's of 3000K, 4000K and 5000K (minimum 70 CRI) are available. Features ship standard with 0-10v dimming driver. Class 1 electronic drivers ensure system power factor >90% and THD <20%. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS
The RSX LED area luminaire has a wide assortment of control options. Dusk to dawn controls include MVOLT and 347V button-type photocells and NEMA twist-lock photocell receptacles.

nLight AIR CONTROLS
The RSX LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing with photocontrol functionality and is suitable for mounting heights up to 40 feet. No commissioning is required when using factory default settings that provide basic stand-alone motion occupancy dimming that is switched on and off with a built-in photocell. See chart above for motion sensor default out-of-box settings. For more advanced wireless functionality, such as group dimming, nLight AIR can be commissioned using a smartphone and the easy-to-use CLARITY app. nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor override can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

INSTALLATION
Integral "no-drill" mounting arm allows for fast, easy mounting using existing pole drillings. Select the "SPA" option for square poles and the "RPA" option to mount to round poles. Note, the RPA mount can also be used for mounting to square poles by omitting the RPA adapter plate. Select the "MA" option to attach the luminaire to a 2 3/8" horizontal mast arm or the "IS" option for an adjustable slipfitter that mounts on a 2 3/8" OD tenon. The adjustable slipfitter has an integral junction box and eases easy installation. Can be tilted up to 90° above horizontal. Additional mountings are available including a wall bracket, adjustable tilt arm for direct-to-pole and wall and a surface conduit box for wall mount applications.

LISTINGS
CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only. U.S. Patent No. D882, 1465 rotated AFRR90 and AFRL90.

GOVERNMENT PROCUREMENT
BAA – Buy American(a) Act: Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

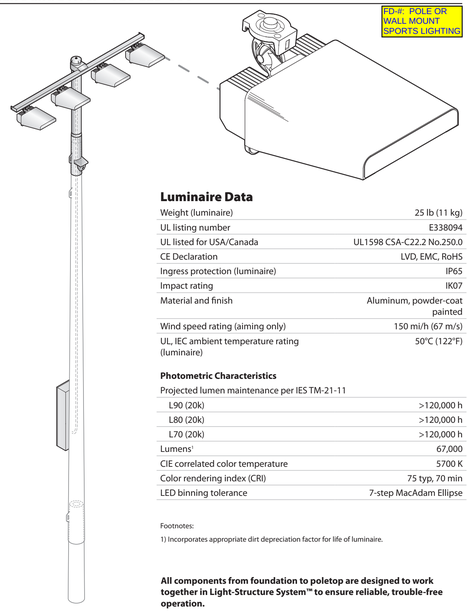
Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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SPORTS COURT LIGHTING

Datasheet: **Light-Structure System™**

Luminaire and Driver – TLC-LED-550



Luminaire Data

Weight (luminaire)	25 lb (11 kg)
UL listing number	E338094
UL listed for USA/Canada	UL1598 CSA-C22.2 No.250.0
CE Declaration	LVD, EMC, RoHS
Ingress protection (luminaire)	IP65
Impact rating	IK07
Material and finish	Aluminum, powder-coat painted
Wind speed rating (aiming only)	150 mi/h (67 m/s)
UL, IEC ambient temperature rating (luminaire)	50°C (122°F)

Photometric Characteristics

Projected lumen maintenance per IES TM-21-11	
L90 (20k)	>120,000 h
L80 (20k)	>120,000 h
L70 (20k)	>120,000 h
Lumens[1]	67,000
CIE correlated color temperature	5700 K
Color rendering index (CRI)	75 typ, 70 min
LED binning tolerance	7-step MacAdam Ellipse

Footnotes:
1) Incorporates appropriate dirt depreciation factor for life of luminaire.

All components from foundation to poletop are designed to work together in Light-Structure System™ to ensure reliable, trouble-free operation.

U.S. and foreign patent(s) issued and pending • 2018, 2021 Musco Sports Lighting, LLC • TLC-LED-550 5700K 75 CRI • M-4740-en04-1

Datasheet: **Light-Structure System™**

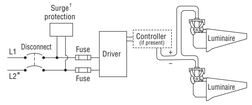
Luminaire and Driver – TLC-LED-550

Driver Data

Electrical Data

Rated wattage[1]	
Per driver	1080 W
Per luminaire	540 W
Number of luminaires per driver	2
Starting (inrush) current	<40 A, 256 µs
Fuse rating	15 A
UL, IEC ambient temperature rating, electrical components enclosure	50°C (122°F)
Ingress protection, electrical components enclosure	IP54
Efficiency	95%
Dimming mode	optional
Range, energy consumption	15 - 100%
Range, light output	20 - 100%
Flicker	<2%
Total harmonic distortion (THD) at full output	<20%

Typical Wiring



* If L2 is neutral then not switched or fused.
† Not present if indoor installation.

	200 Vac 50/60 Hz	208 Vac 60 Hz	220 Vac 50/60 Hz	230 Vac 50 Hz	240 Vac 50/60 Hz	277 Vac 60 Hz	347 Vac 60 Hz	380 Vac 50/60 Hz	400 Vac 50 Hz	415 Vac 50 Hz	480 Vac 60 Hz
Max operating current per luminaire[2]	3.32 A	3.19 A	3.02 A	2.89 A	2.77 A	2.40 A	1.92 A	1.75 A	1.66 A	1.60 A	1.39 A

Footnotes:
1) Rated wattage is the power consumption, including driver efficiency losses, at stabilized operation in 25°C ambient temperature environment.
2) Operating current includes allowance for 0.90 minimum power factor, operating temperature, and LED light source manufacturing tolerances.

Notes
1. Use thermal magnetic HID-rated or D-curve circuit breakers.
2. See *Musco Control System Summary* for circuit information.

U.S. and foreign patent(s) issued and pending • 2018, 2021 Musco Sports Lighting, LLC • TLC-LED-550 5700K 75 CRI • M-4740-en04-1

SPECTRUM ENGINEERS
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801-328-5151
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www.spectrum-engineers.com

pcrecreation A higher degree of play
SPARANO+MOONEY ARCHITECTURE
LANDMARK DESIGN

Docusign Envelope ID: 6ED94DB3-B3FA-4DC0-B160-F943ED147AF0

PARK CITY COMMUNITY CENTER

PROJECT DESCRIPTION

The proposed Park City Community Center is a new single-story building of approximately 15,000 GSF that will be located at City Park in Park City, Utah. The proposed facility will replace the existing Park Recreation Building and will expand the building program to include multipurpose event, classroom, and recreational space, as well as replacement of the park restrooms and maintenance functions under separate entry. The building will support the Day Camp run by the City and will expand capacity from 90 children to 150 children. The site program includes the replacement of (2) volleyball courts and a basketball court; new site parking including EV charging stalls and infrastructure; hardscape including an entry plaza, outdoor patio, and trails connection; fenced playground area; and a trash/recycling enclosure. The proposed building is required to be Net Zero per the Park City Land Management Code and will be an all-electric building (no combustion). The renewable energy strategy is proposed to include a high performance building enclosure combined with a roof top mounted photovoltaic array to offset the building energy usage as determined by the project energy modeling. The proposed building is within the Soil Ordinance Zone (mining tailings), requiring contaminated soils to be removed and disposed of off-site.

The primary architectural context of the proposed Park City Community Center is Miners Hospital, a historic two-story brick structure constructed in 1904 and relocated to the Park in October of 1979. Miners Hospital is intended to remain the focus of the site, with the proposed Park City Community Center being low in scale with a simplified form and material palette. The proposed new building takes cues from and reference Miners Hospital with proportional relationships to the massing and windows (tall and thin), covered front and back 'porch' elements, and use of materials such as brick. The design form is driven by the relationships to Miners; the multipurpose event, classroom, and recreation programing; the Net Zero aspects including southern orientation and a large roof area to accommodate the predominant renewable energy source of photovoltaic panels; and the design requirements of the Park City Land Management Code.

PRIMARY PROJECT PURPOSE AND GOALS

The primary purpose and goals of the proposed new facility include:

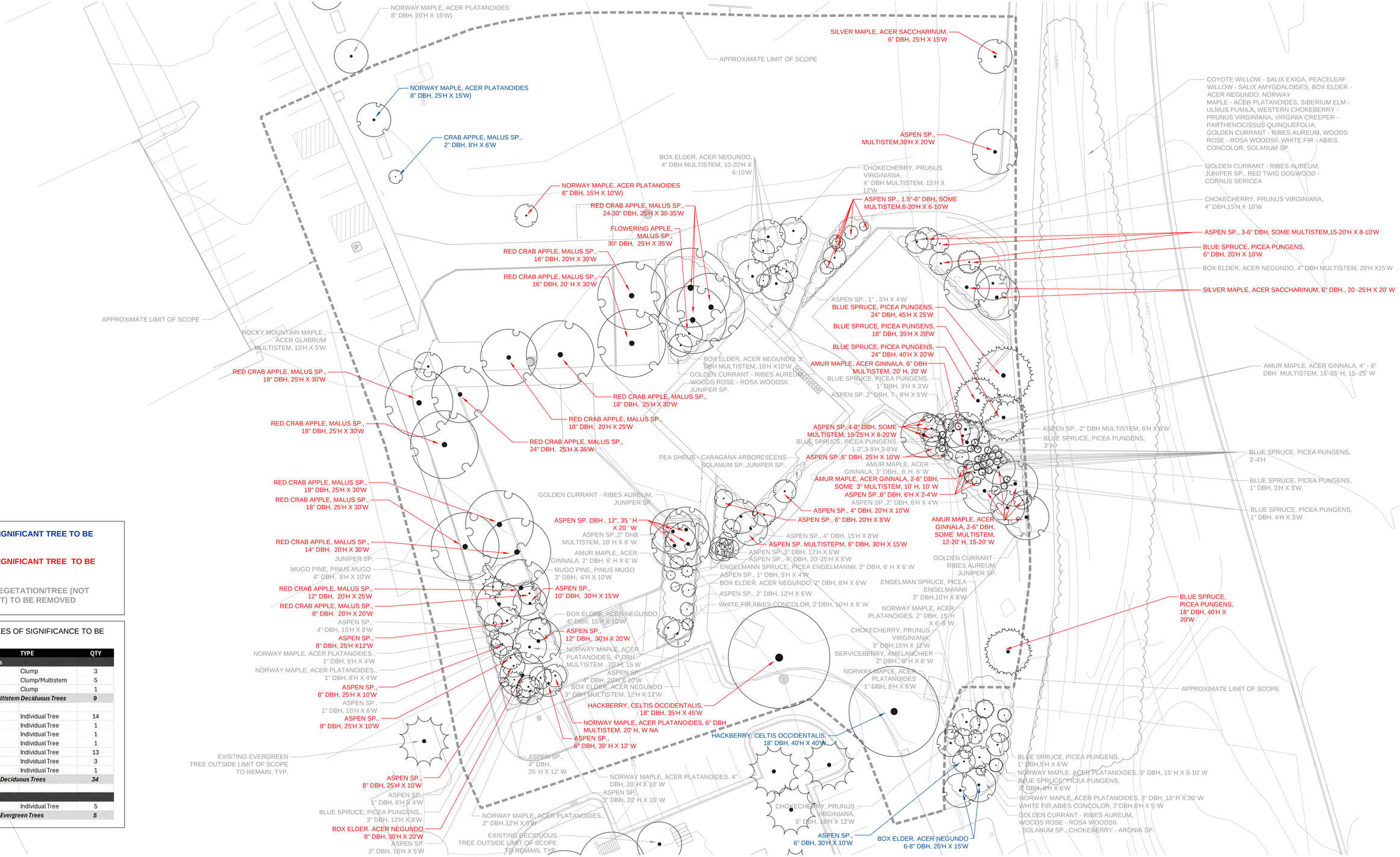
- Provide indoor/outdoor community event space with a direct connection to the Park.
- Expand access for Park City residents to summer and school break day camps.
- Provide flexible multipurpose space for community programming.
- Provide universally accessible facilities for people of all ages and abilities.
- Provide a new fenced playground with outdoor shaded seating area.
- Relocate and replace the basketball and volleyball courts.
- Provide improved park restrooms and maintenance facilities.
- Designed to meet Park City Net Zero carbon goals.

IMPORTANT PROJECT MILESTONES

To meet the intended goal of move-in to the facility in November of 2026, with the Day Camp function being relocated for only a single season, the following important schedule dates are critical:

- City Council Approval to move forward with the design of the project: June 2024 (Complete)
- Submit applications for CUP, MPD, Pre-HDDR, and Subdivision Plat: August 2024 (Complete)
- Planning Commission Work Session: September 2024
- Planning Commission Approvals by: December 2024
- Begin Construction Documents: January 2025
- Submit for Building Permit: May 2025
- Construction Ground Breaking: August 2025
- Construction Completion: November 2026

PARK CITY COMMUNITY CENTER



EXISTING SIGNIFICANT TREE TO BE RETAINED

EXISTING SIGNIFICANT TREE TO BE REMOVED

EXISTING VEGETATION/TREE (NOT SIGNIFICANT) TO BE REMOVED

TOTALS TREES OF SIGNIFICANCE TO BE REMOVED

SPECIES	TYPE	QTY
Deciduous Trees		
Amur Maple	Clump	3
Aspen	Clump/Multistem	5
Norway Maple	Clump	1
Total Clump/Multistem Deciduous Trees		***9***
Aspen	Individual Tree	14
Box Elder	Individual Tree	1
Hackberry	Individual Tree	1
Norway Maple	Individual Tree	1
Red Crabapple	Individual Tree	13
Silver Maple	Individual Tree	3
Flowering Apple	Individual Tree	1
Total Individual Deciduous Trees		***34***
Evergreen Trees		
Blue Spruce	Individual Tree	5
Total Individual Evergreen Trees		***5***

EXISTING VEGETATION PLAN

SCALE: 1:20

pcrecreation
A higher degree of play

SPARANO+MOONEY
ARCHITECTURE

LANDMARK DESIGN



PLEASE NOTE THAT LANDSCAPE AND PLAYGROUND DESIGNS ARE CONCEPTUAL, AND THAT ELEMENTS MAY CHANGE AS THE DESIGN IS REFINED IN COORDINATION WITH THE CITY.

CONCEPTUAL LANDSCAPE PLAN ILLUSTRATIVE

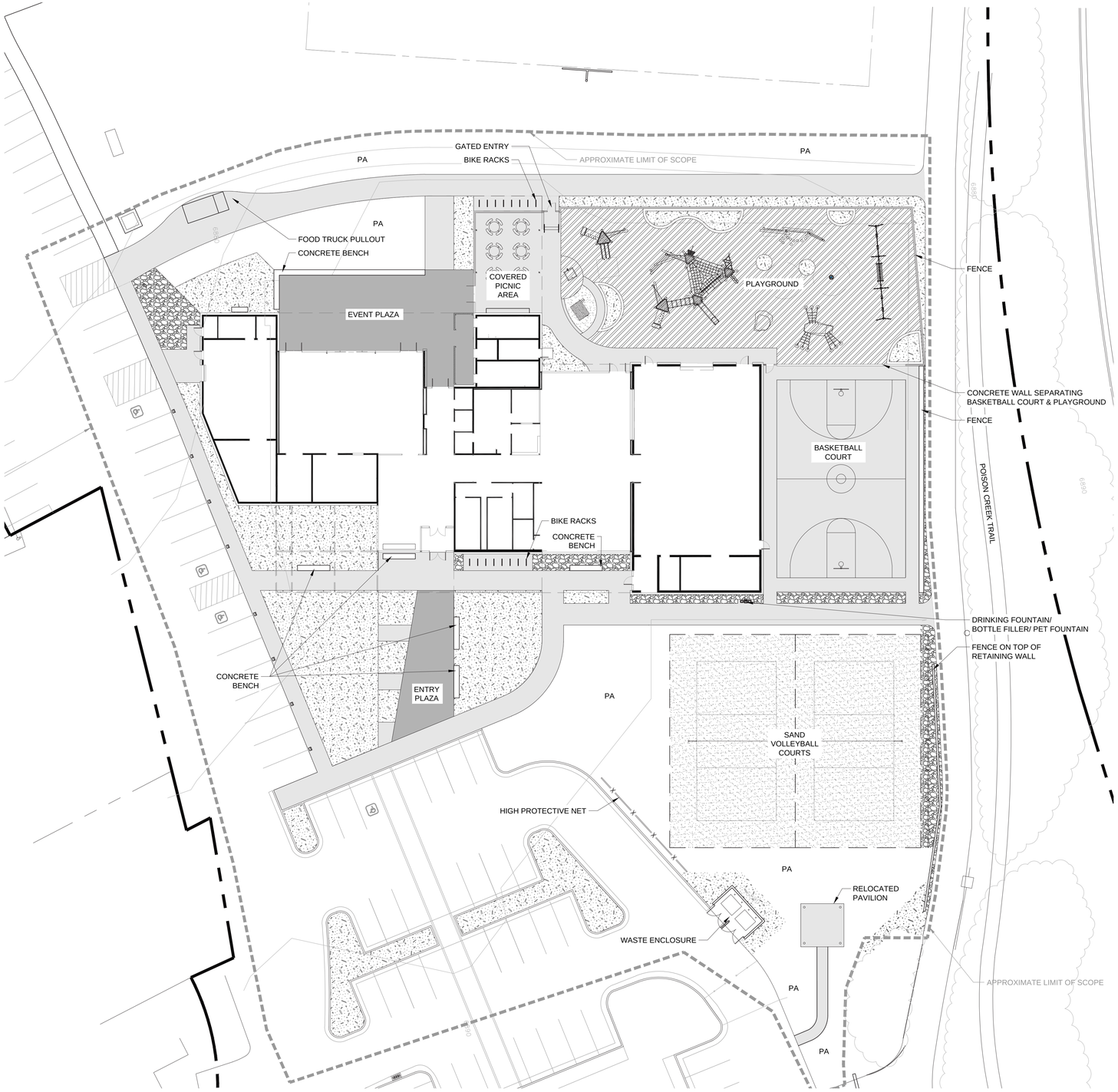
SCALE: 1:20

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SPARANO+MOONEY ARCHITECTURE

LANDMARK DESIGN

PARK CITY COMMUNITY CENTER



SITE MATERIALS

- BARK MULCH
- STONE MULCH
- SAFETY SURFACING
- SAND
- SPECIAL PAVERS
- CONCRETE
- PA — PLANTING AREA - LAWN

PLEASE NOTE THAT LANDSCAPE AND PLAYGROUND DESIGNS ARE CONCEPTUAL, AND THAT ELEMENTS MAY CHANGE AS THE DESIGN IS REFINED IN COORDINATION WITH THE CITY.

CONCEPTUAL LANDSCAPE SITE + MATERIALS PLAN

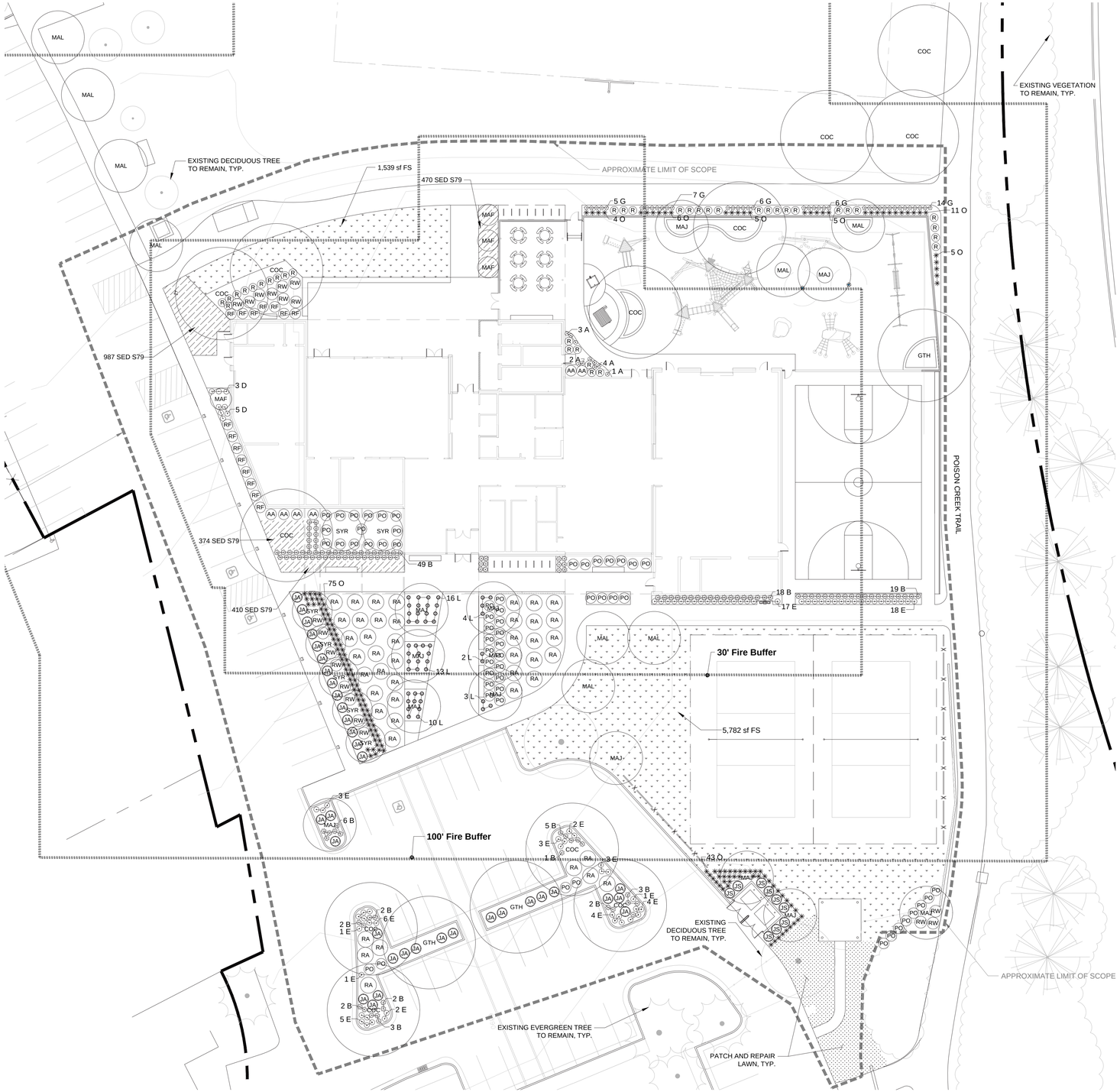
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SPARANO+MOONEY
ARCHITECTURE

LANDMARK DESIGN

PARK CITY COMMUNITY CENTER



PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	QTY	REMARKS
TREES					
	COC	CELTIS OCCIDENTALIS COMMON HACKBERRY	2" CAL.	13	DECIDUOUS | 40' X 35' | WATERWISE
	GTH	GLEDITSIA TRIACANTHOS INERMIS 'HARVE' NORTHERN ACCLAIM® HONEY LOCUST	2" CAL.	3	DECIDUOUS | 40' X 35'
	MAL	MALUS X 'INDIAN MAGIC' INDIAN MAGIC CRABAPPLE	2" CAL.	9	DECIDUOUS | 20' X 20' | WATERWISE
	MAJ	MALUS X 'JEFLITE' STARLITE FLOWERING CRABAPPLE	2" CAL.	13	DECIDUOUS | 25' X 20' | WATERWISE
	MAF	MALUS X 'JEFSPIRE' PURPLE SPIRE® COLUMNAR CRABAPPLE	2" CAL.	4	DECIDUOUS | 20' X 8' | WATERWISE
	SYR	SYRINGA RETICULATA 'IVORY SILK' IVORY SILK JAPANESE TREE LILAC	2" CAL.	7	DECIDUOUS | 25' X 15'
SHRUBS					
AA	AA	AMELANCHIER ALNIFOLIA 'OBELISK' STANDING OVATION™ SERVICEBERRY	5 GAL.	6	DECIDUOUS | 12' X 4'
JA	JA	JUNIPERUS COMMUNIS 'ALPINE CARPET' CREEPING JUNIPER	5 GAL.	35	EVERGREEN | 1' X 4' | WATERWISE
JS	JS	JUNIPERUS SCOPULORUM 'SKYROCKET' SKYROCKET JUNIPER	5 GAL.	9	EVERGREEN | 15' X 4' | WATERWISE
PO	PO	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' LITTLE DEVIL™ DWARF NINEBARK	5 GAL.	57	DECIDUOUS | 4' X 4'
RF	RF	RHAMNUS FRANGULA 'COLUMNARIS' TALLHEDGE BUCKTHORN	5 GAL.	15	DECIDUOUS | 12' X 4' | WATERWISE
RA	RA	RHUS AROMATICA 'GRO-LOW' GRO-LOW FRAGRANT SUMAC	5 GAL.	45	DECIDUOUS | 3' X 6' | WATERWISE
R	R	RIBES ALPINUM 'GREEN MOUND' GREEN MOUND ALPINE CURRANT	5 GAL.	37	DECIDUOUS | 3' X 3'
RW	RW	ROSA WOODSII MOUNTAIN ROSE	5 GAL.	19	DECIDUOUS | 4.5' X 4.5' | WATERWISE
ORNAMENTAL GRASSES					
	B	BOUTELOUA GRACILIS 'HONEYCOMB' HONEYCOMB BLUE GRAMA GRASS	1 GAL.	127	2' X 2' | WATERWISE
	O	CALAMAGROSTIS X ACUTIFLORA 'OVERDAM' OVERDAM FEATHER REED GRASS	1 GAL.	153	3' X 2'
	L	SCHIZACHYRIUM SCOPARIUM LITTLE BLUESTEM	1 GAL.	48	1.5' X 1.5' | WATERWISE
PERENNIALS					
	A	AQUILEGIA CAERULEA ROCKY MOUNTAIN COLUMBINE	1 GAL.	10	HERBACEOUS | 1.5' X 1' | WATERWISE
	D	AQUILEGIA X 'SONGBIRD DOVE' SONGBIRD DOVE COLUMBINE	1 GAL.	8	HERBACEOUS | 2.5' X 2'
	E	ECHINACEA PURPUREA 'MAGNUS' MAGNUS PURPLE CONEFLOWER	1 GAL.	70	HERBACEOUS | 2' X 2' | WATERWISE
	G	RUDBECKIA X 'AMERICAN GOLD RUSH' AMERICAN GOLD RUSH CONEFLOWER	1 GAL.	38	HERBACEOUS | 2' X 1.5' | WATERWISE
GROUND COVERS					
	FS	FESTUCA SP TURF TYPE TALL FESCUE BLEND	SOD	7,298 SF	
	SED S79	SEDUM MIX	4" POT	2,241	MIX: LITTLE MISS SUNSHINE, UTAH STONECROP SEDUM ACRE, SEDUM ACRE AUREUM, SEDUM RUPESTRE 'ANGELINA'

WATERWISE PLANT COUNTS

TREE	QTY	%
Deciduous	49	
Waterwise Deciduous	*39*	*80%*
Evergreen	0	
Waterwise Evergreen	*0*	*0%*
Total Trees	**49**	
Waterwise Trees	*39*	*80%*

SHRUB	QTY	%
Deciduous	179	
Waterwise Deciduous	*79*	*44%*
Evergreen	44	
Waterwise Evergreen	*44*	*100%*
Total Shrubs	223	
Total Waterwise Shrubs	*123*	*55%*

HERBACEOUS	QTY	%
Perennial	126	
Waterwise Perennial	*118*	*94%*
Ornamental Grass	328	
Waterwise Orn. Grass	*145*	*44%*
Total Herbaceous	454	
Total Waterwise Herbaceous	*263*	*58%*

GROUNDCOVER	QTY	%
Groundcover	2241	
Waterwise Groundcover	*2241*	*100%*
Total Waterwise Groundcover	*2241*	*100%*

Note: Lawn not included

Total Plants	**2967**	
Total Waterwise Plants	*2666*	*90%*

TREES OF SIGNIFICANCE

TREE	QTY
Deciduous Trees (Individual) Removed	**34**
Deciduous Trees (Clump/Multistem) Removed	**9**
Deciduous Trees Added	**49**
Evergreen Trees Removed	**5**
Evergreen Trees Added	**0**

PLEASE NOTE THAT LANDSCAPE AND PLAYGROUND DESIGNS ARE CONCEPTUAL, AND THAT ELEMENTS MAY CHANGE AS THE DESIGN IS REFINED IN COORDINATION WITH THE CITY.

CONCEPTUAL LANDSCAPE PLAN

SCALE: 1:20

pcrecreation A higher degree of play

SPARANO+MOONEY ARCHITECTURE

LANDMARK DESIGN

TREES


COMMON HACKBERRY


INDIAN MAGIC CRABAPPLE

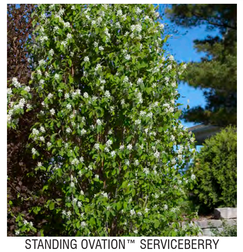

NORTHERN ACCLAIM® HONEY LOCUST


STARLITE FLOWERING CRABAPPLE


IVORY SILK JAPANESE TREE LILAC


PURPLE SPIRE® COLUMNAR CRABAPPLE

SHRUBS


STANDING OVATION™ SERVICEBERRY


GRO-LOW FRAGRANT SUMAC

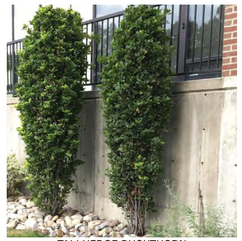

CREEPING JUNIPER


GREEN MOUND ALPINE CURRANT


SKYROCKET JUNIPER


MOUNTAIN ROSE


LITTLE DEVIL™ DWARF NINEBARK


TALLHEDGE BUCKTHORN

ORNAMENTAL GRASSES


HONEYCOMB BLUE GRAMA GRASS


OVERDAM FEATHER REED GRASS


LITTLE BLUESTEM

PERENNIALS


ROCKY MOUNTAIN COLUMBINE


SONGBIRD DOVE COLUMBINE

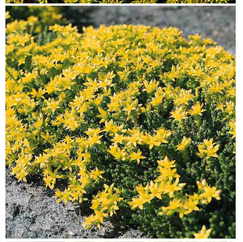

MAGNUS PURPLE CONEFLOWER


AMERICAN GOLD RUSH CONEFLOWER

GROUND COVERS


TURF TYPE TALL FESCUE BLEND


Sedum - Little Muss Sunshine


Sedum acre


Sedum acre 'Aureum'


Sedum rupestre 'Angelina'

SEDUM MIX

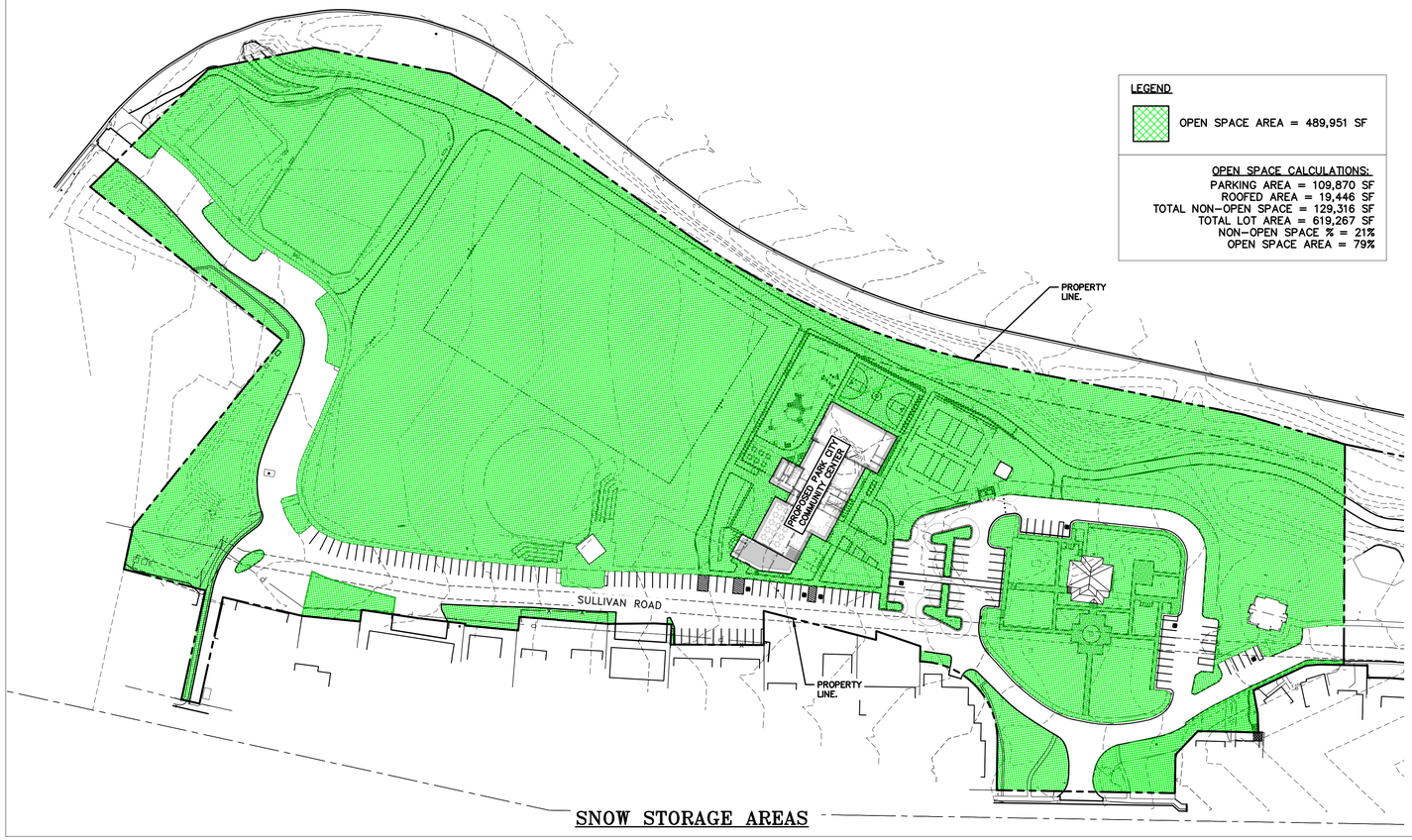
PLEASE NOTE THAT LANDSCAPE AND PLAYGROUND DESIGNS ARE CONCEPTUAL, AND THAT ELEMENTS MAY CHANGE AS THE DESIGN IS REFINED IN COORDINATION WITH THE CITY.

CONCEPTUAL LANDSCAPE PLANT PHOTOS

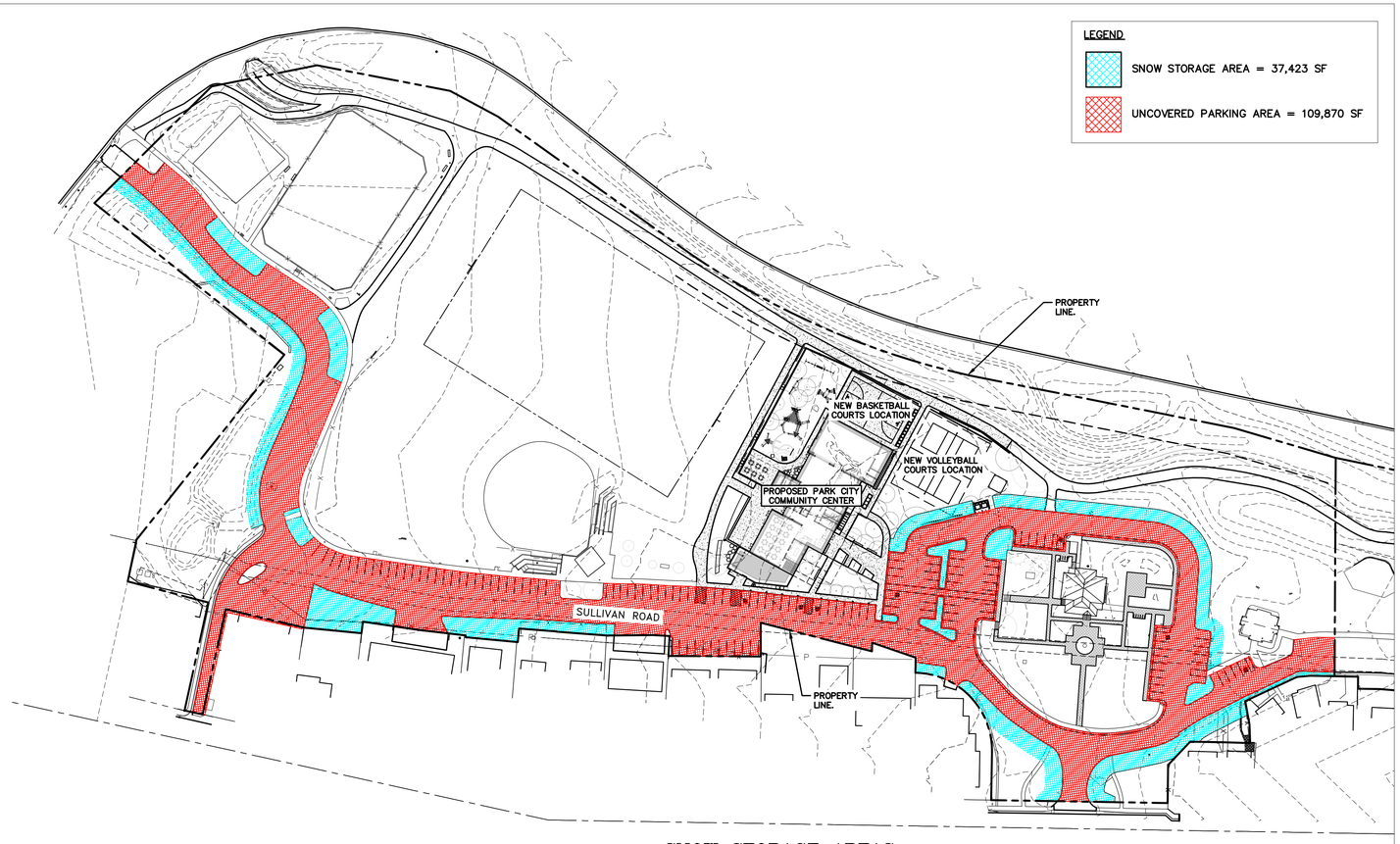
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SPARANO+MOONEY
ARCHITECTURE

LANDMARK DESIGN



SNOW STORAGE AREAS



SNOW STORAGE AREAS

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
08/26/24
STATE OF UTAH

80' 0 80' 160'

ALLIANCE ENGINEERING
2700 W HOMESTEAD RD
STE 50 & 60
PARK CITY, UT 84098
435.258.6934

STAFF:
MICHAEL DEMKOWICZ
IVANOE S LOZANO

DATE: 08/26/2024

SNOW STORAGE AND OPEN SPACE AREAS
PARK CITY COMMUNITY CENTER
CONDITIONAL USE PERMIT

FOR: SPARANO MOONEY ARCHITECTURE
JOB NO.: 7-11-2023
FILE: X:\SnydersAddition\dwg\Projects\City Park\71123-civil.dwg

SHEET 5 OF 5

Memo

To: Planning Team Reviewing the City Park Community Center
Subject: City Park Community Center Housing Mitigation Plan
Author: Rhoda Stauffer, Housing Program Manager
Date: December 5, 2024

Recommendation

Review the Housing Mitigation Plan for the affordable housing obligation generated by the new City Park Community Center building in City Park and forward a recommendation to the Housing Authority.

Executive Summary

Historically, affordable housing obligations for City-initiated MPD and Annexation projects have been determined case-by-case, which is common for cities and town. For additional history and context, the Housing Team reviewed city projects back to 2006, or when the Council adopted 10-06 RESOLUTION ADOPTING AFFORDABLE HOUSING GUIDELINES AND STANDARDS. A review of Housing Authority meetings prior to 2006 did not reveal any discussion of affordable housing obligations generated by City capital projects.

- 2009 - Seismic upgrade to the Marsac Building, or City Hall: No housing obligation generated, as square footage and original use remained unchanged.[1]
- 2009 - Quinns Junction Water Treatment Plant: The housing obligation of .25 Affordable Unit Equivalents (AUEs) for office uses was waived, and the final Action Letter is linked here.
- 2010 to 2019 - Snow Creek Cottages, The Retreat at the Park, Central Park City Condos, and Woodside Park, Phase I: These projects successfully met housing obligations as the City proactively developed 100% affordable housing. They created 44 units of new deed restricted affordable housing.
- 2010 - the old Racquet Club was renovated into the larger PC MARC: Based on a memo in the planning file (attached as Exhibit A), there was no housing obligation. The memo from the Recreation Team stated that they would hire no new employees to staff the upgraded facility, as it could be operated with roughly the same number of employees as the existing facility.

It is common for certain types of public facilities to be exempt from generating a housing obligation. Typically, public facilities like schools, libraries, government buildings, and

[1] Section 8.E. of the 20-07 Housing Resolution states that redevelopment or changes to an MPD that increase the size of a building or change its use may generate a housing obligation.

other infrastructure intended for public use are not subject to the same housing requirements as private commercial or residential developments.

Housing obligations, such as the inclusion of affordable housing units, generally apply to residential and commercial projects that increase the population and, therefore, the demand for housing in the area. Public facilities, however, are usually built to support the existing population or provide essential services, rather than to increase residential or commercial density.

Under the current Resolution, 05-2021 Affordable Housing Guidelines, there are options[2] to consider for reducing or waiving housing obligations:

SECTION 8.C. Reduction of Employee Generation for Institutional/Nonprofit Use. The City Council may reduce the base employee generation rate by up to fifty percent for uses that are "non-commercial or non-residential in nature, which provide educational, social or related services to the community and which are proposed by public agencies, nonprofit agencies, foundations, and other similar organizations" upon finding that the benefits/impacts of such development as they relate to the Community's Critical Priorities and General Plan goals outweigh the housing impacts.

SECTION 8.D. Independent Calculation. An applicant may submit an independent calculation of the number of employees to be generated by a proposed development, to be used in place of the Employee Generation Table. The independent calculation must be described in detail as to formulas used and the basis for those formulas. The City Council may choose to accept the independent calculation if the Council determines the calculation constitutes compelling evidence of a more accurate calculation of employee generation than Table 1: Employee Generation Table...

SECTION 22. WAIVERS. The City Council may waive all or part of the requirements of this Resolution in exchange for enhanced project affordability or livability, including but not limited to the incorporation of sustainable building practices and systems in the unit design and development.

Finally, between the years of 2010 and 2019, the City served as sole developer for four projects that resulted in 44 units totalling to 53,064 SF (equal to 58.96 AUEs). These units can be considered as fulfillment of housing obligations generated by City capital projects.

The City Park Community Center

On February 15, 2024, the City Council was presented with a conceptual design for the proposed new Community Center and supported the project (Staff Report, Minutes). On June 20, 2024, the City Council reviewed the proposed plans for the Community Center and approved a Professional Services Agreement with Sparano + Mooney Architecture (Staff Report pg. 76, Minutes, pg. 7).

City Council has approved replacing the existing and well-worn recreation building in City Park with a larger, more modern space to address growing community recreation needs.

[2] There are also separate sections on economic hardship waivers and redevelopment if the prior redevelopment was pursuant to an MPD, which is not the case here.

The approved plan for the Park City Community Center is a new building of approximately 15,000 Gross Square Feet (GSF). Notably, the new building replaces a 40-year-old undersized facility that will expand programming to include multipurpose spaces, classrooms, recreational spaces, new City Park public restrooms, and maintenance functions under separate and secure entry.

The primary purpose and goals of the new facility include:

- Provide indoor/outdoor community event space directly connected to the Park.
- Expand access to summer and school break day camps for Park City residents.
- Provide flexible multipurpose space for community programming.
- Provide universally accessible facilities for people of all ages and abilities.
- Provide a new fenced playground with an outdoor shaded seating area.
- Relocate and replace the basketball and volleyball courts.
- Provide improved park restrooms and maintenance facilities.

Commercial development equal to or larger than 10,000 square feet requires submission of an MPD application. The Planning Commission began reviewing the City Park Community Center MPD in September 2024, with favorable results thus far.

The MPD will expand the existing building from 5,000 SF to 15,000 SF. Under 05-2021 Affordable Housing Guidelines, MPDs for non-residential development generate housing obligations in line with projected employee generation. Section 8.B. lists recreational employee generation as 5.3 per 1,000 SF.

With 10,000 SF of expanded square footage, the employee generation equals 53 new employees, or 7.06 AUEs. The calculation method in 05-2021 Affordable Housing Guidelines Section 8.B. assumes a new enterprise rather than one that already employs a substantive and experienced team of staff, both full and seasonal.

In place of an independent calculation (provided within 05-2021 Affordable Housing Guidelines Section 8.D.), the Recreation Department submitted immediate and future staffing plans. The Recreation Department plans no new staff immediately. Instead, they may increase staff for the new facility as needed as programs ramp up over time. They project that the maximum new hires will be up to five seasonal staff and one full-time employee. The seasonal and full-time combined equal two Full-Time Equivalents (FTEs). The Recreation Department Housing Mitigation Plan is attached as Exibit B.

Two FTEs would generate a housing obligation of .27 Affordable Unit Equivalents (one AUE equals 900SF) or 243 SF. One unit at the Retreat at the Park will fulfill this housing obligation. The unit is 1450A Park Avenue, a 773 SF historic one-bedroom unit in the Retreat at the Park project, sold for $192,153 in 2018 to a qualified buyer.

The new Community Center is also a public facility that aims to serve local children and community programming. It will feature an expanded and affordable summer day camp within the City, relocate programs from the existing PC MARC, and host community events in both indoor and outdoor spaces.

Analysis

City infrastructure projects serve a public benefit, as outlined in Section 8.C. (copied above), which permits a reduction of housing obligations by up to 50%. Section 8.D. allows for an independent calculation in which the Recreation Department presents a compelling argument for a more reasonable staffing increase based on actual plans.

The City is also a large producer of off-site affordable housing, achieving far greater numbers of new affordable housing units than the obligation generated by the new Community Center. The Housing Team proposes that the housing obligation generated by the Community Center is fulfilled by the construction of 1450A Park Avenue, a 773 SF unit sold to a qualified buyer in 2018.

Funding

This request requires no funding.

Attachment

Exhibit A: 2010 Memo to the Planning File regarding the Affordable Housing obligation resulting from the reconstruction of the PC MARC

Exhibit B: Recreation Department Housing Mitigation Plan for the affordable housing obligation generated by the Park City Community Center

MEMO

Recreation Department

1200 Little Kate RD
P.O. Box 1480
Park City, UT 84060
Tel 435.615.5411
Fax 435.615.4908
www.parkcityrecreation.org

To: **Kayla Sintz**
From: **Ken Fisher**
Subject: **Affordable Housing**
Date: **January 15, 2010**
CC: **Phyllis Robinson**

The proposed renovation of the Park City Racquet Club will not generate any additional employees for the facility. In fact it is likely that there could be a reduction since the proposed plans are a more efficient layout of the facility that will enable a better cross utilization of staff.

pcrecreation

To: Housing Team

From: Ken Fisher, Recreation Director

Date: November 15, 2024

RE: Housing Mitigation Plan for the Affordable Housing Obligation generated by the City Park Community Center.

The 05-2021 Affordable Housing Guidelines provide a basis for calculating the number of employees that will be generated with the added square footage to the new center. The calculation is based on the assumption that for every 1,000 square feet of new space, 5.3 employees are generated. This totals 53 employees for the added 10,000 square feet of new space. Using the method of calculation prescribed, a total of 7.06 AUEs would be required.

The Recreation Department is using the option listed in Section 8.D which allows for an independent calculation. See this Section excerpted below:

SECTION 8.D. Independent Calculation. *An applicant may submit an independent calculation of the number of employees to be generated by a proposed development, to be used in place of the Employee Generation Table. The independent calculation must be described in detail as to formulas used and the basis for those formulas. The City Council may choose to accept the independent calculation if the Council determines the calculation constitutes compelling evidence of a more accurate calculation of employee generation than Table 1: Employee Generation Table. Should the independent calculation not be accepted, then the applicable employee generation factor from the Employee Generation Table shall be applied to the proposed Development. Any acceptance of an Independent Calculation shall be site and use specific, non-transferable, and be memorialized in a Development Agreement between the developer and the City. Such Agreement shall be executed prior to the issuance of any building permit.*

In lieu of an abstract calculation, the Recreation Department staffing plan for the new space is the following:

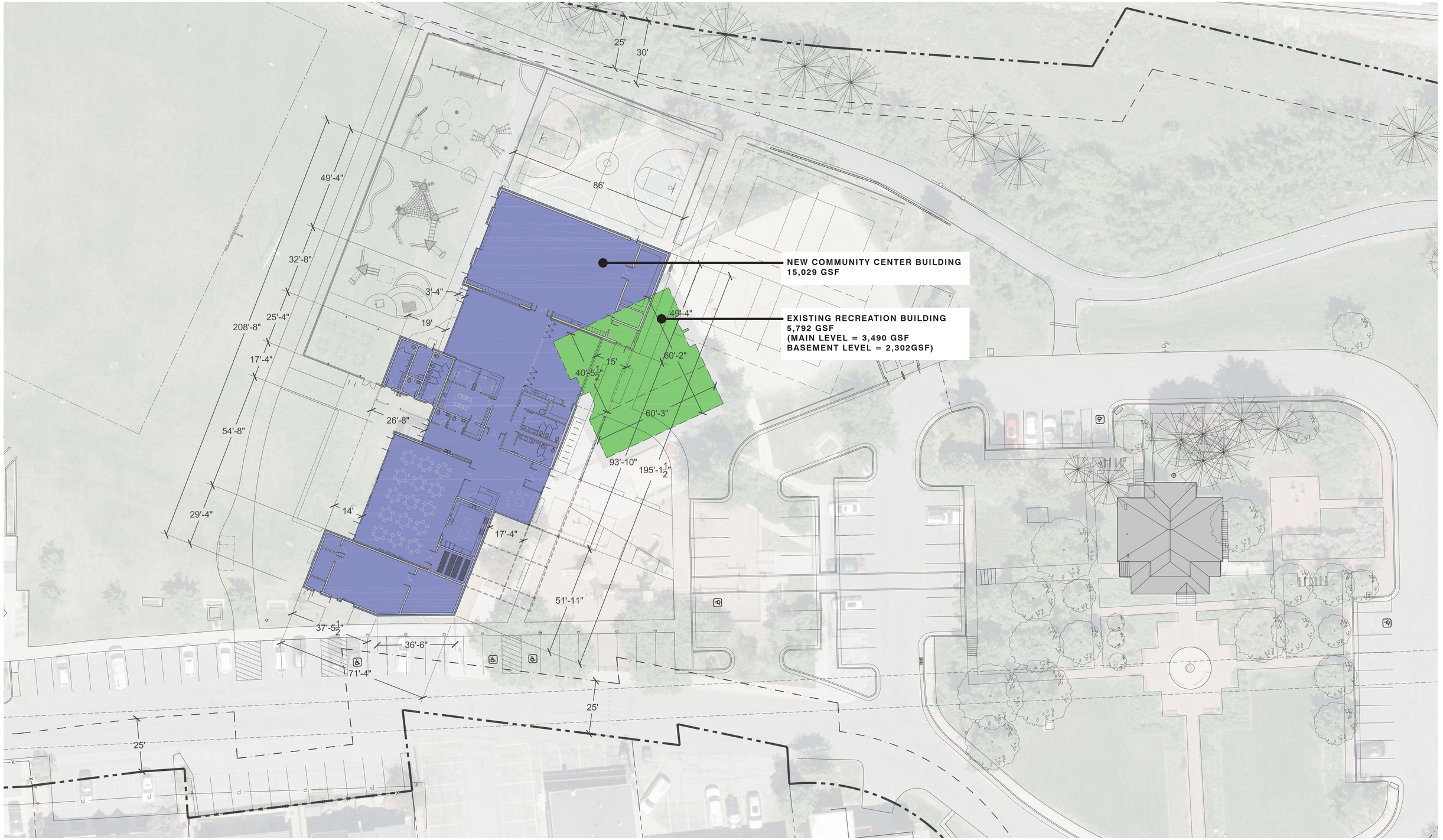
- Currently, the summer day camp operates with 14 staff per day. If the camp increases to 150 campers' staff would increase to 19 employees per day. This increases staff by 5 employees for 40 hrs. per week for 10 weeks or 2,000 hours of employment.

- Once the facility is fully operational, the Recreation Department anticipates hiring a full- time regular employee to manage the facility. The seasonal and full-time combined would total two Full-Time Equivalents (FTEs), and the housing obligation for adding two FTEs would amount to .27 AUE.

The new Community Center is a public facility that aims to serve local children and community programming. It will feature an expanded and affordable summer day camp

within the City, relocate programs from the PC MARC, and host community events in both indoor and outdoor spaces.

In conclusion, the Recreation Department proposes that no affordable housing obligation be assigned to the City Park Community Center. If the City Park Community Center use is changed in any way in the future, the affordable housing obligation will be re-examined.



DIMENSIONED FLOOR PLAN - NEW AND EXISTING

SCALE: 1:20

pcrecreation
A higher degree of play

SPARANO+MOONEY
ARCHITECTURE

LANDMARK DESIGN

Sustainability Department Review

The Sustainability Department coordinated with the Recreation team and design team multiple times to discuss the approach for meeting the City's building energy requirements. Specifically, the Sustainability team directed that the team set an ambitious target for Energy Use Intensity (EUI), which is a measure of energy use per square foot. The lower the EUI, the more efficient the building. The initial energy model shows and EUI of 34 to 37, which is anticipated to lower as design decisions are made throughout the timeline.

On October 11, 2024 the Sustainability Department received Council direction to align the City's energy performance requirement for municipal facilities with the National Definition for Zero Emissions Buildings (LINK). This definition provides clarity and includes nationally designated criteria that must be met for Zero Emissions Buildings. The design team was informed early of the intent to apply this Definition, its Criteria, and have proceeded accordingly. The Definition provides guidance on how to meet the Criteria, which are:

1. Energy Efficient.
2. Free of on-site emissions from energy use.
3. Powered solely from clean energy.

According to the first energy model, the project will meet the efficiency criteria of 10% better than ASHRAE 90.1. The energy model will be updated at each milestone, the next being Design Development at the end of January. This energy model will allow the design team to weigh tradeoffs that will result in a financially sensible approach to a high performing building.

Early decisions that contribute to the low EUI include passive elements such as solar orientation, maximizing day lighting, minimizing eastern and western exposure, and overhangs at south facing glazing. Additional efficiency measures include continuous exterior insulation versus cavity insulation to eliminate thermal breaks, minimizing thermal breaks wherever possible such as from foundation to slab, warm edge spacers and thermal broken window systems, fluid applied air and water barriers. The building will be all electric, using efficient heat pumps for HVAC. The initial designs included a large solar array, but Council directed the Sustainability team to pursue district scale energy systems instead of rooftop solar.

The Sustainability team has coordinated early sustainability charette with the design team and Rocky Mountain Power to ensure that the building's incentives package is maximized, and will continue to advise on available incentives.

Additional sustainability measures that have been discussed include water efficient appliances and fixtures, water wise landscaping, and rainwater harvesting.

The Sustainability Department recommends that the project continues its pursuit of an ambitious EUI, including the necessary energy modeling and commissioning requirements.

Planning Commission
Staff Report

Subject:	**Snow Park Village**
Applications:	**PL-21-04767 - Master Planned Development**
	PL-21-04811 - Conditional Use Permit
	PL-22-05168 - Subdivision
Author:	**Rebecca Ward, Planning Director**
Date:	**December 11, 2024**
Type of Item:	**Public Hearing**

Public comment may be provided in public hearings or submitted to the Planning Department: alexander.barton@parkcity.org. The application's return to the Planning Commission is governed by administrative review standards. Substantive feedback on the pending application should not be directed to individual Commissioners nor by ex parte contacts (speaking to a Commissioner outside of public meetings). The applicant and community members should avoid calling, emailing, texting, or talking to individual Commissioners about the application except at designated public hearings.

For project background, please visit the Park City Planning Department Snow Park Village webpage.

Recommendation

(I) Review:

- The Applicant's request to amend the Deer Valley Master Planned Development regarding:
  - The gondola and support square footage.
  - Affordable housing.
  - Parking.
- The Applicant's updated traffic and Transportation Demand Management submittals.
- Snow Park Village compliance with Master Planned Development and Conditional Use criteria.

(II) Conduct a public hearing.

(III) Discuss and provide input to the Applicant, including information the Planning Commission requires prior to taking Final Action.

(IV) Continue the public hearing to January 22, 2025.

Project Review

- September 11, 2024 – Applicant presentation of updated plans (Packet, Work Session Item 5.A; Minutes, p. 2).
- October 9, 2024 – Transportation background (Packet, Item 5.E; Minutes, p. 20).

- October 30, 2024 – Transportation discussion (Packet, Item 4.A; Minutes).
- November 13, 2024 – Construction Mitigation Plan review (Packet, Item 5.E; Audio).
- December 11, 2024 – Amendments to the Master Planned Development and code criteria.
- January 22, 2025 – In-depth review of Phase I, including Uses, Transportation Demand Management, Construction Mitigation Plan updates, Subdivision Regulations, and Project Phasing.
- February 26, 2025 – Continued review with potential Final Action or continuation.
- The Planning Commission may schedule additional meetings in 2025.

The Applicant requests the Planning Commission consider Final Action in January with the possibility of a special meeting on January 29, 2025.

Description

Applicant:	Deer Valley Resort Company Deer Valley Development Company Hannah Tyler, Applicant Representative
Location:	2250 Deer Valley Drive
Zoning District:	Residential Development
Adjacent Land Uses:	Multi-Unit Dwellings Deer Valley Resort
Reason for Review:	The Planning Commission conducts a public hearing and takes Final Action on commercial and Multi-Unit Dwelling Subdivision Plats, Conditional Use Permits, and Master Planned Developments pursuant to Land Management Code Section 15-1-8.

Summary

Snow Park Village is part of the Deer Valley Master Planned Development (Deer Valley MPD) and includes 209.75 Residential Unit Equivalents (419,500 square feet), 21,890 square feet of commercial and support space, and accessory, residential accessory, support commercial, meeting space, and resort accessory uses (Exhibit A – *Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit*). The Applicant submitted a Subdivision, Conditional Use Permit (CUP), and MPD application to develop Snow Park Village in two phases:

- Phase I: 1,971 parking spaces in a three-level partially underground parking structure, an underground transit hub, and road, utility, and pedestrian and pathway improvements.

- Phase II: vertical development.

The Applicant's plans, dated October 24, 2024, are attached as Exhibit B.



Figure 1: Applicant's Project Location Map

Background

Please see the October 9, 2024 Staff Report for the Deer Valley MPD and Snow Park Village background.

Analysis

(I) The Applicant Requests the 13th Amendment to the Deer Valley Master Planned Development Regarding (A) the Gondola Connecting to Silver Lake and Deer Valley East with Related Maintenance and Restaurant/Commercial Support Uses, (B) Affordable Housing, and (C) Parking.

(A) The Applicant Requests an Amendment to the Master Planned Development to Include Transportation and Parking Mitigation Measures Related to the Gondola and Related Maintenance and Restaurant/Commercial Support Uses.

Ordinance No. 2023-56 vacating 2.62 acres of Deer Valley Drive requires the Applicant to update their application with the following transportation and parking mitigation measures:

- Construct a gondola between Snow Park and Silver Lake to service or connect to another gondola servicing the base facilities of Deer Valley East [formerly Mayflower Development].
- Amend Exhibit 2 to the MPD to include additional integrated resort infrastructure to support the expanded gondola, including:
    - Up to 15,000 additional square feet at the current Deer Valley maintenance facilities south of Silver Lake.
    - Up to 15,000 additional square feet of restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge.

Resolution No. 24-2023 regarding the City and Deer Valley public-private partnership for a regional, off-site parking and transportation facility requires Deer Valley to amend the MPD application to include "use of the full gondola alignment including the area [Deer Valley East] . . ." Exhibit A to the Resolution includes the gondola alignment:



Figure 2: Exhibit A to Resolution No. 24-2023 Showing the Proposed Gondola Alignment.

The Applicant's Construction Mitigation Plan timeline estimates completion of the gondola in 2029.

In addition to the 30,000-square-foot maintenance and restaurant/commercial increase pursuant to Resolution No. 24-2023, the Applicant proposes adding the following to the 13th Amendment to the Deer Valley MPD:

S. Gondola. Permittee shall install a gondola that connects Snow Park Village to Park Peak with a stop in the Silver Lake Community Area, as conceptually depicted by the blue line in the image attached hereto as Exhibit 6. If necessary, Permittee shall realign the existing Carpenter Express lift to facilitate the construction of the Snow Park Village gondola. Nothing in this Subsection S or Exhibit 6 authorizes the City to regulate any portion of Permittee's resort located outside of Park City's boundaries.

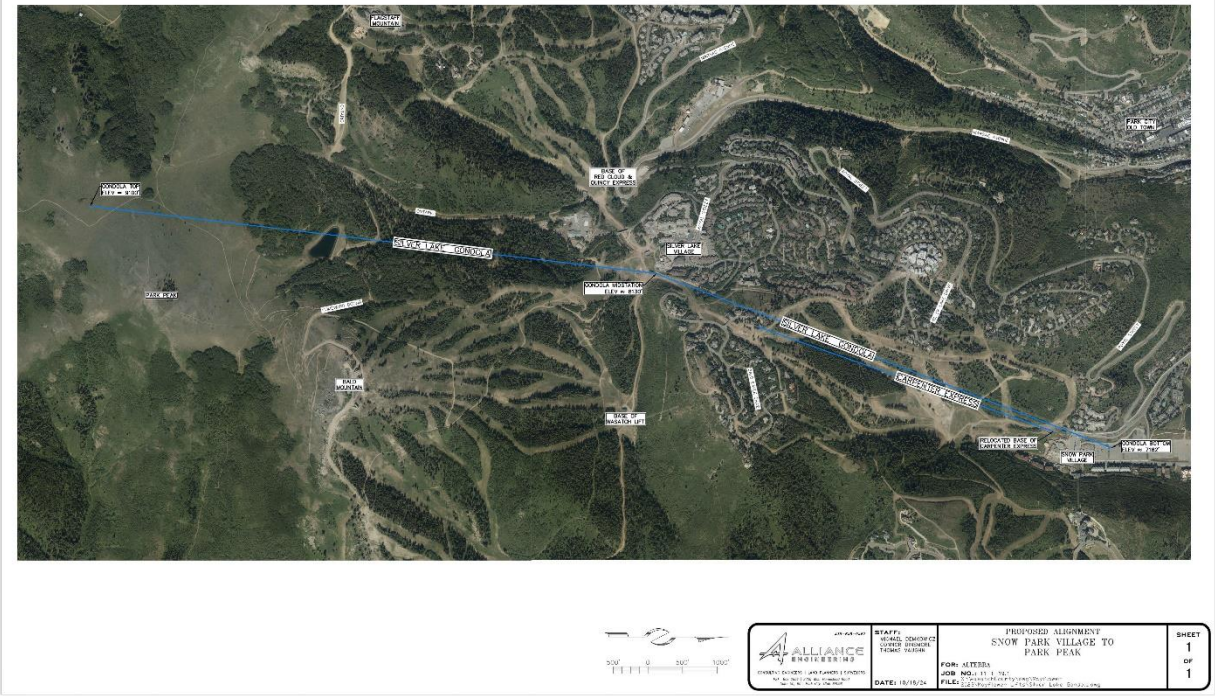


Figure 3: Applicant's Proposed Gondola and Carpenter Lift Alignment

The Applicant is working through the details of the service connection to connect to another gondola in Deer Valley East to submit for future Planning Commission review.

(B) The Applicant Requests an Amendment to the Master Planned Development to Include Snow Park Village Affordable Housing Obligations.

MPDs must be consistent with the employee affordable housing requirements adopted by the City Council.[1] On April 7, 2022, the Housing Authority (City Council) discussed the Snow Park Village affordable housing requirements (Housing Authority Staff Report; Meeting Minutes, p. 25). The Housing team outlined obligations based on the Deer Valley Snow Park Redevelopment Employee Generation and Affordable Housing Calculation Plan:

[1] LMC Section 15-6-6(H)

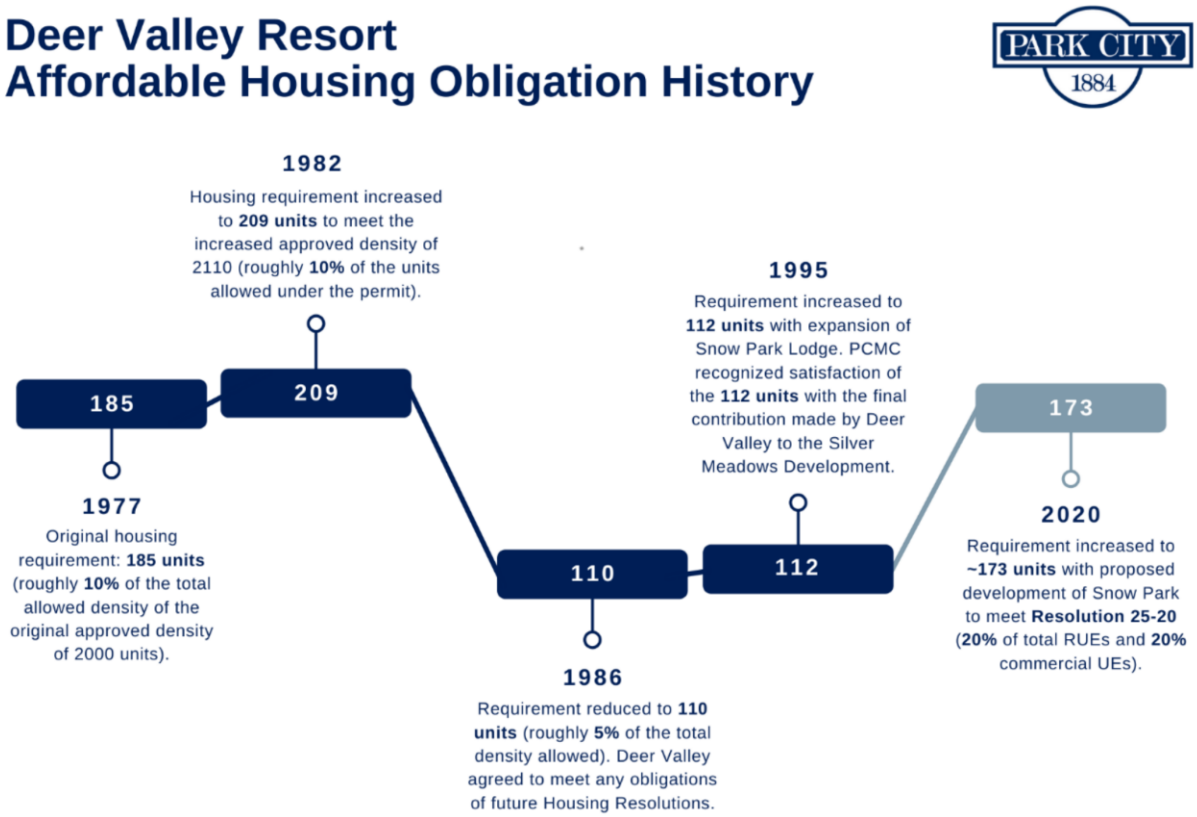


Figure 4: Housing Team Summary of Affordable Units Required through the Deer Valley MPD

Resolution No. 24-2023 requires Deer Valley to amend the MPD application to address the project affordable housing obligations:

"Deer Valley's affordable housing obligations under the MPD of 67.1 AUEs shall be satisfied by construction of new affordable housing, subject to confirmation on final uses, and using housing authority calculations at the time of CUP permit filing. Housing shall be located within City limits and near public transit. The Ski Rail site may be considered a pre-approved location for DVR's affordable housing units for Snow Park project."

The Applicant proposes adding this language to the 13th amendment to the Deer Valley MPD:

> The City acknowledges full satisfaction of Permittee's employee housing obligations for development occurring prior to the date of this Agreement in accordance with the Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016 (the "12th Amendment") with respect to the then applicable Affordable Housing Guidelines under Park City Resolution 13-15 ("Resolution 13-15"). Resolution 13-15 has since been replaced by Resolution 25-2020, which increased the required ratio of affordable housing unit equivalents from 15% to 20% of the total residential unit equivalents being constructed. Regardless of future amendments, the obligation to deliver affordable unit equivalents (AUEs) for future development under the Agreement shall be governed by Resolution 25-2020, unless the city chooses to reduce the ratio of affordable housing unit equivalents. Based on this, the number of AUEs required for the development of the remaining unit equivalents allowed under this Agreement is set at [67.1] AUEs, which may be located anywhere within the municipal boundaries of Park City, including the site commonly referred to as the Ski Rail site. AUEs must be delivered and made available for use within [___] months of completion of the unit equivalents to which they relate.

Staff recommends modifications to the language above related to (i) calculation of final AUEs pursuant to final use and density determinations with subsequent phases; (ii) Housing Authority approval of location of the affordable units consistent with Resolution No. 24-2023;[2] and (iii) Conditions of Approval requiring the amendment of an affordable housing phasing plan with the Phase II CUP for vertical development that outlines completion of affordable units prior to issuance of certificates of occupancy for market-rate units based on project phasing.

(C) The Applicant Requests an Amendment to the Master Planned Development to Reflect Updated Parking Requirements.

Park City Forward, the City's Long-Range Transportation Plan, highlights the importance of parking management and its relation to traffic in the Lower Deer Valley neighborhood. "Proactive parking management and robust employee commuter programs will be needed to further reduce vehicle trips and congestion. New technologies can support more guest and visitor mobility options."[3]

Ordinance No. 2023-56 found good cause in part because of the Applicant's commitment to reduce the number of allowed parking spaces that are designated for day skier use to 1,360 and by restricting parking spaces for hotel, residential, dining, retail, entertainment, and commercial uses from day skier parking.

The Applicant proposes 1,971 parking spaces with 1,360 allocated for day skiers and 611 for all remaining uses.

The Deer Valley MPD requires Planning Commission to evaluate capacity:

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[2] Deer Valley's affordable housing obligations under the MPD of 67.1 AUEs shall be satisfied by construction of new affordable housing, subject to confirmation on final uses, and using housing authority calculations at the time of CUP permit filing. Housing shall be located within City limits and near public transit. The Ski Rail site may be considered a pre-approved location for Deer Valley's affordable housing units for Snow Park project

[3] *Park City Forward*, p. 32

Paragraph G, Off-Street Parking

> *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.*

This provision has been in the Deer Valley MPD since 1993 and Deer Valley increased parking supply and management efficiency over the years to address demand. During the 2018-2019 season, Deer Valley worked with the Planning Commission and City Council to permit on-street parking on Deer Valley Drive – Deer Valley may use up to 142 on-street parking spaces not to exceed 10% of the operating season (generally 13 to 14 days per season) (Staff Report, Minutes, p. 10).

The Applicant proposes satisfying all parking related to Snow Park Village within its parking structure and discontinuing on-street parking during peak periods, requiring updates to the Deer Valley MPD. The Applicant's proposed updated language is below:

> **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.
>
> Notwithstanding anything herein to the contrary, Permittee shall limit the construction of parking spaces within Snow Park Village to 1,971 parking spaces. With respect to these 1,971 parking spaces, only 1,360 of the parking spaces may be reserved for day skiers. The remaining 611 parking spaces shall be restricted from being used by day skiers. Permittee may implement a paid parking system for these 1,971 parking spaces.

Staff recommends a Condition of Approval that incorporates the off-site parking required by Ordinance No. 2023-56 and requires Planning Commission evaluation if demand exceeds the 1,971 parking spaces on site.

(II) The Applicant Submitted Supplemental Memos Related to (A) Traffic and Trips Generated and (B) Transportation Demand Management and Plans to Reduce Single-Occupancy Vehicles.

(A) The Applicant Submitted a Memo Describing Changes to Trips Generated Between the 2022 and 2024 Traffic Impact Study.

As part of the CUP[4] and MPD[5] criteria, the Planning Commission evaluates traffic considerations and capacity of the existing streets in the area. The Applicant submitted a 2022 Traffic Impact Study (TIS) and an updated 2024 TIS (Exhibit C), discussed during the October 9 and October 30 Planning Commission meetings.[6]

The General Plan highlights that "[e]ssential to the continued success of Deer Valley is the ongoing collaboration between the City and Deer Valley Resort to manage traffic flows in and out of Deer Valley Drive. As the base area and surrounding neighborhoods build out, it is essential that priority be given to alternative modes of transportation to encourage less dependency on personal automobiles and greater use of public transportation."[7]

The October 30 Planning Commission Staff Report noted vehicle traffic related to Snow Park Village results in part from Density, Uses, and trips generated, established in the Deer Valley MPD:

- 209.75 Residential Unit Equivalents (419,500 square feet).
- 21,890 square feet of commercial and support space.
- Accessory, residential accessory, support commercial, and meeting spaces.

The Applicant modified the proposed Density and Uses from the previous iteration, and updated the 2024 TIS, which reduces trips generated. The 2022 TIS concluded 3,850 weekday trips and 224 Saturday AM and 385 Saturday PM peak trips because of the project. Under the updated 2024 TIS, 2,575 weekday trips and 75 Saturday AM and 380 Saturday PM peak will be generated. The Applicant is prepared to clarify the reduction.

The Applicant submitted a Fehr and Peers memo dated November 27, 2024, based on new trips generated by the project, outlining:

- Land use changes between 2022 and 2024, including:
  - A 30% to 38% decrease in residential/lodging uses.
  - A 16% increase in commercial uses (4,100 square feet).
  - A 50% reduction in event space.
  - A 15,000-square-foot ski club addition.
- Updates to the Institute of Transportation Engineers Trip Generation Manual.
- An increased walk/bike/transit mode shift.
- Parking reduction (Exhibit D).

The Applicant will provide an overview of the these reductions.

(B) The Applicant Submitted a Supplemental Memo to the Transportation

[4] LMC Section 15-1-10(E)(2)
[5] LMC Section 15-6-6(P)
[6] The 2024 TIS has been reviewed by third-party consultant WCG for conformance with the adopted TIS Guidelines
[7] General Plan, Neighborhoods 3, p. 240

Demand Management Plan to Include a Five-Year Plan to Reduce Single-Occupancy Vehicles.

According to *Park City Forward*, nearly 60% of vehicle trips to the Lower Deer Valley neighborhood are single occupancy.[8] The Applicant's 2024 TIS describes vehicles observed driving to Snow Park and on Friday, February 16, 2024, 58% were single-occupancy and on Saturday, February 17, 2024, 48% were single-occupancy.

The General Plan emphasizes the importance of reducing single-occupancy vehicles to bring employees and visitors to Snow Park Village on transit, shuttle, foot, bike, and alternative modes like the proposed gondola.[9]

The Applicant submitted a Fehr and Peers memo outlining a 2030-2035 Transportation Demand Management (TDM) goal to reduce single-occupancy vehicles from 48% to 30% through reduced car trips, increased alternate modes of transportation, and spreading of peak period traffic patterns (Exhibit E).

The Applicant will provide an overview of these reductions.

(III) The Proposed Phase I Project May Be Conditioned to Meet the Requirements of the Land Management Code.

LMC § 15-6-6(A) requires that the Planning Commission find an MPD complies with the LMC. The analysis below outlines relevant standards:

(A) Conditions of Approval may be imposed through the Conditional Use Permit to mitigate Phase I of the Snow Park Village Development.

The proposed Snow Park Village is in the Residential Development (RD) Zoning District and LMC § 15-2.13-2(B)(29) requires a CUP for the proposed parking structure. CUPs are reviewed to ensure the Use is compatible with surrounding structures in Use, scale, mass, and circulation, and that the effects of any differences in Use or scale are mitigated through careful planning. According to LMC § 15-1-10, the Planning Commission shall approve a CUP "if reasonable conditions are proposed, or can be imposed to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with the applicable standards."

The 16 criteria reviewed when considering a CUP are outlined with analysis below:

(1) Size and Location of the Site

This site has long been envisioned for the Snow Park Village. In 1977, the City approved a Special Exception Permit for the Deer Valley MPD, which has been amended 12 times through 2016. The Deer Valley MPD outlines the following for Snow

[8] Park City Forward, p. 33
[9] General Plan, Neighborhoods 3, p. 240

Park Village:

- 209.75 Residential Unit Equivalents.
- 21,890 square feet of commercial and support space.
- Support Commercial as defined in the LMC at the time of application.

Additionally, the 2014 General Plan anticipates Snow Park Village and highlights several opportunities: "[t]he 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."[10]

The existing Snow Park Lodge was constructed on three parcels: the 6.15-acre metes-and-bounds Parcel No. PC-900-4-A, 0.96-acre metes-and-bounds Parcel No. PC-900-3-3, and a portion of metes-and-bounds Parcel No. PC-900-4. The Snow Park Village is proposed to be developed on metes-and-bounds Parcel No. PC-745-12 (0.10 acres) and Parcel No. PC-745-11 (14.14-acres). The Applicant requests combining these Parcels—as well as the 2.62 acres gained through the vacation of a portion of Deer Valley Drive—to create a 23.98-acre Lot to encompass the existing Snow Park Lodge and future Snow Park Village:

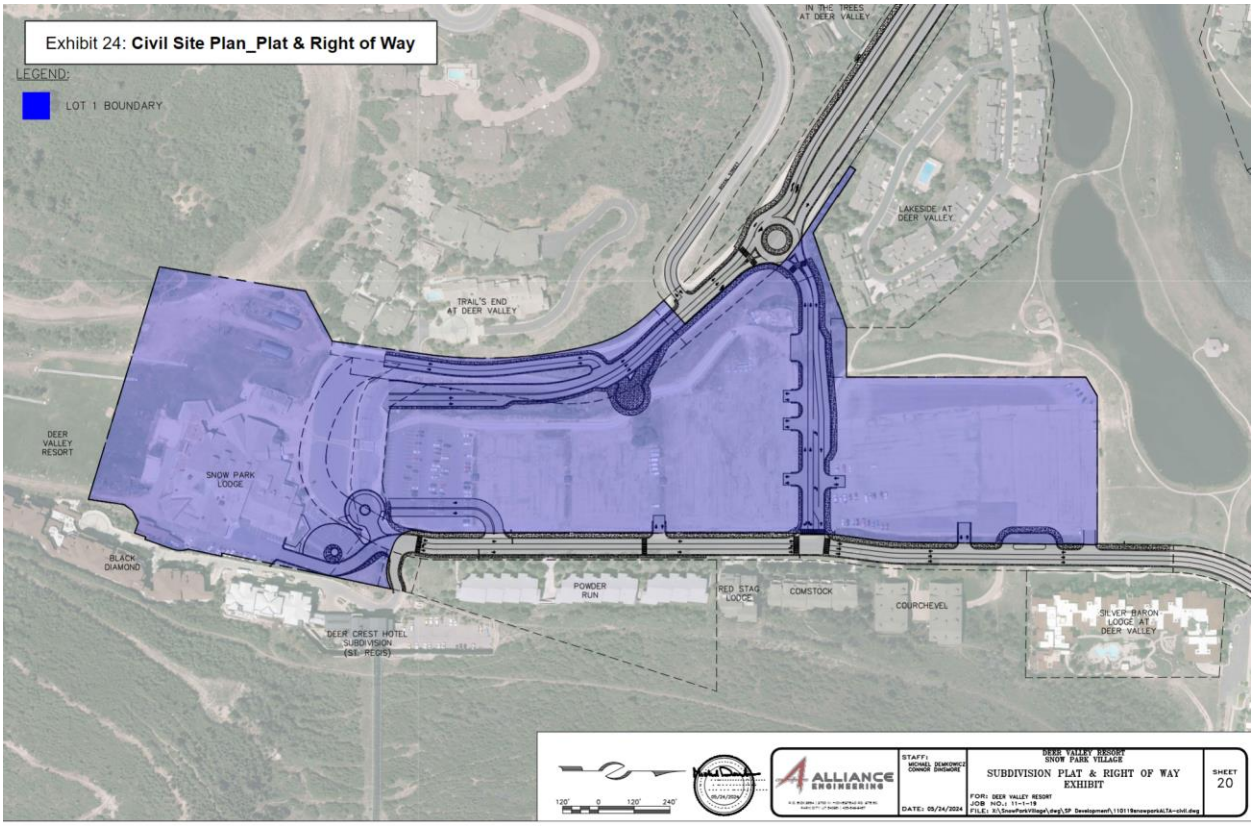


Figure 5: Applicant's Proposed Snow Park Village Subdivision in purple, a 23.98-acre Lot that encompasses the existing Snow Park Lodge and Snow Park Village

(2) Traffic Considerations, Including Capacity of the Existing Streets

[10] General Plan, Neighborhoods 3, p. 239

in the Area

Please see the October 9 and October 30 Staff Reports for analysis related to traffic. Evaluation is ongoing.

(3) Utility Capacity, Including Storm Water Run-Off

The Development Review Committee[11] evaluated Snow Park Village on April 6, 2021, February 7, 2023, and September 17, 2024, confirmed utility capacity, and recommended Conditions of Approval:

- The project is over one acre and will be required to meet the requirements of Park City's municipal separate storm sewer system (MS4) storm-water program.
- A stormwater run-off and drainage plan shall be submitted with the building plans and approved prior to issuance of any building permits. The plan shall follow Park City's Storm Water Management Plan, and the project shall implement storm water Best Management Practices. Post development drainage shall not exceed predevelopment drainage.

(4) Emergency Vehicle Access

The Applicant proposes a Shared Managed Lane to serve not only transit access, but also emergency vehicles along Deer Valley Loop. To ensure emergency access within Snow Park Village, the Applicant continues to meet with the Park City Fire District (PCFD).

The PCFD requires the following Conditions of Approval:

- Cul-de-sacs must be a minimum of 96 feet in diameter. This includes drop-off areas.
- The inside radius of all round-abouts must be no less than 28 feet.
- The inside radius of all corners on fire vehicle access roads must be no less than 28 feet.
- All fire vehicle access roads must be no less than 20 feet wide. This includes areas in the parking structure that are considered fire vehicle access roads.
- All fire vehicle access roads must have a vertical clearance of no less than 13 feet 6 inches.
- Provide a detail showing how the Aerial Fire Apparatus Roads requirements in Section of D105 of the International Fire Code will be met or provide a detail showing the location of protected stairwells with access to each roof. Please note

[11] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

that if the second option is chosen, additional access will be required on the west, north and east sides of the structure that will allow firefighter access to the deck level of the structure.

- Access capable of supporting a fire apparatus weighing up to 70,000 pounds across the top of the structure connecting Deer Valley Drive East and Deer Valley Drive West must be provided. The access will not be required to be kept clear during the ski season as determined by Deer Valley Mountain Resort winter operation dates. The access may be blocked for snowmaking up to 30 days prior to Deer Valley Mountain Resort winter opening date and for snow removal up to 30 days after Deer Valley Mountain Resort winter closing date.
- The location of the FDCs will be reviewed at the building permit stage.
- All portions of the parking structure that include a fire vehicle access road in which the fire vehicle must travel below grade must be of IA construction.
- Include a note indicating that the parking structure will be protected with an NFPA 13 fire sprinkler system designed to the Ordinary Hazard 2 requirements.
- All sidewalk curbs must be “rolled” and all sidewalks must be designed to withstand the weight of a fire apparatus.
- Access to the top of the structure has not been evaluated. This will be reviewed at the building permit stage. Submittal documents for the parking structure must include details of the structures being built on top of the structure. These details must include construction type, maximum height as measured from the lowest level of fire vehicle access, and square footage.
- PCFD will not consider any requests to waive high-rise requirements for structures built on top of the parking structure.

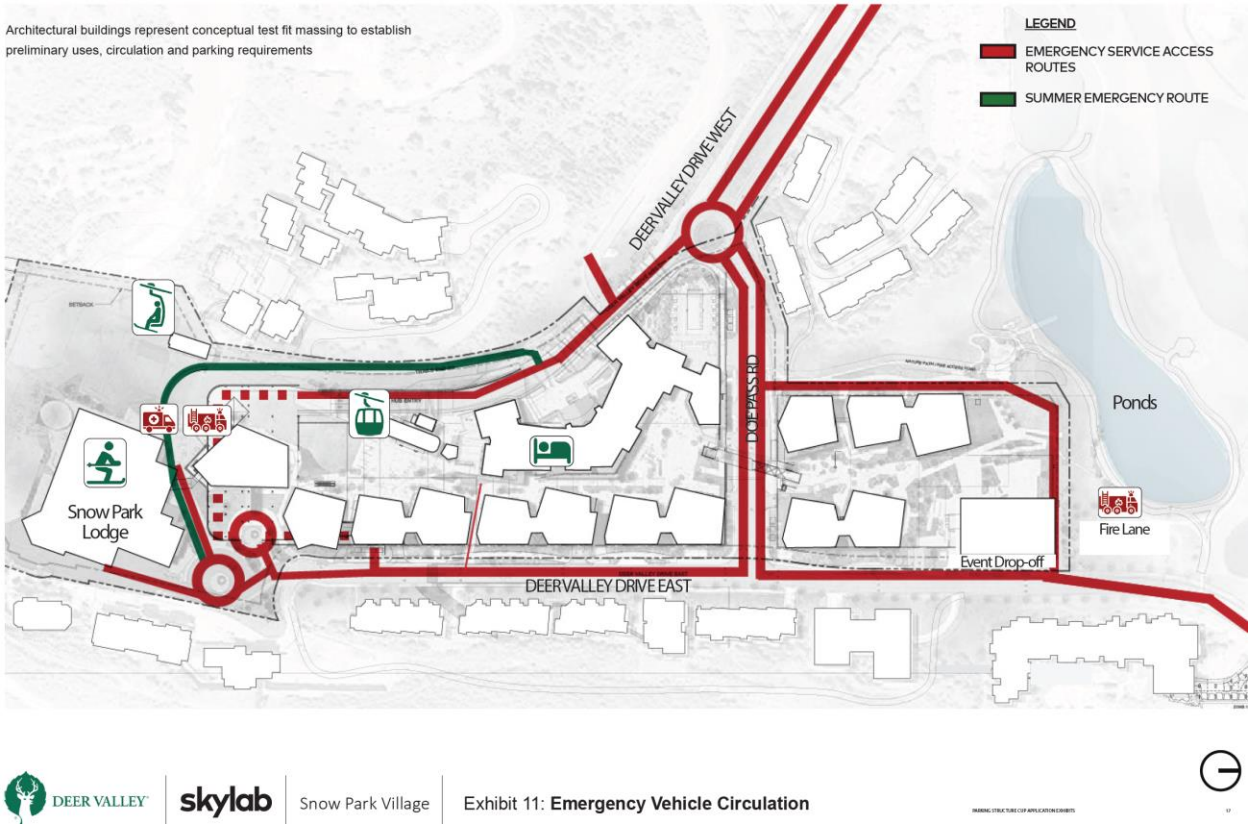


Figure 6: Applicant's Emergency Vehicle Circulation Exhibit

Additionally, the General Plan recommends improved traffic flow and emergency egress to HWY 40 for the Lower Deer Valley neighborhood. “Emergency management concerns for the Deer Valley area must be resolved to create alternate routes for evacuation if Guardsman Pass and/or Deer Valley Drive become impassible. The City should work with surrounding subdivisions to come to agreement on utilization of private roads in the case of an emergency. Safe egress connections between Lower Deer Valley Drive, SR 248, and HWY 40 must be maintained.”[12] The City and Deer Valley continue to work with surrounding subdivisions to utilize private roads in emergencies.

On June 15, 2017, the City Council approved an amendment to the 1995 Deer Crest Settlement Agreement that outlines the following regarding emergency egress from Deer Valley Drive to HWY 40:

- Official vehicles of emergency service providers (police, fire, and emergency medical) are allowed to use Deer Hollow Road to provide emergency services to properties, residents, guests, and others within the project.
- Deer Hollow Road is otherwise for exclusive use by the owners, guests, and invitees within the project.
- The public may use Deer Hollow Road for:
    - An evacuation necessary to protect human life.

[12] General Plan, Neighborhoods 3, p. 240

    - A natural disaster.
    - A major public safety event determined by the Park City Fire Marshal, Park City Police Chief, Wasatch County Fire Chief, or other public safety officer of similar rank in Park City or Wasatch County.
- The public may not use Deer Hollow Road for non-life endangering causes like:
    - Traffic congestion.
    - Delays caused by weather.
    - Public or private events and gatherings.
- Deer Crest Master Association must maintain and operate the Queen Esther and Jordanelle Gates in accordance with the 1995 Settlement Agreement to prevent public vehicle access between HWY 40 and Park City.
- If the gates are not operated in accordance with the 1995 Settlement Agreement and the Deer Crest Master Association does not cure the defect, the City may reinstate the Deer Hollow Road disconnection requirement at Deer Crest Master Owner Association expense.



Figure 7: Founders Place Vicinity Map showing Deer Hollow Road connection between Deer Valley Drive and HWY 40 and the Queen Ester and Jordanelle Gatehouses that prohibit through-traffic unless in an emergency

(5) Location and Amount of Off-Street Parking

Conditions of Approval outlined in Ordinance No. 2023-56 and Resolution No. 24-2023 require the Applicant to update skier, day use, and employee parking plans.

As part of the Applicant's transportation and parking mitigation measures, a maximum

allowance of 1,360 day skier parking spaces was established to reduce peak day skier traffic. In addition to the 1,360 day skier parking spaces limitation, the Applicant proposes 250 ski club parking spaces and an exclusive ski club drop off area at the Snow Park Lodge. The Applicant is prepared to clarify how ski club parking and drop-off are distinguished from day skier parking.

Please see the October 9 and October 30 Staff Report for background. Parking evaluation is ongoing, and the Applicant is preparing to address ski club parking in a future meeting.

(6) Internal Vehicular and Pedestrian Circulation System

LMC Section 15-6-5(G)(5) requires MPDs to provide adequate internal vehicular, pedestrian, and bicycle circulation, and that "[p]edestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the [MPD] and safe travel to adjoining public sidewalks, trails, and Rights-of-Way." Ordinance No. 2023-56 vacating 2.62-acres of Deer Valley Drive requires the Snow Park Village to maintain public pedestrian and bicycle access through the plaza area, effectively maintaining the loop for active transportation.

The Applicant proposes pedestrian and multi-use paths along Deer Valley Loop and Doe Pass Road:

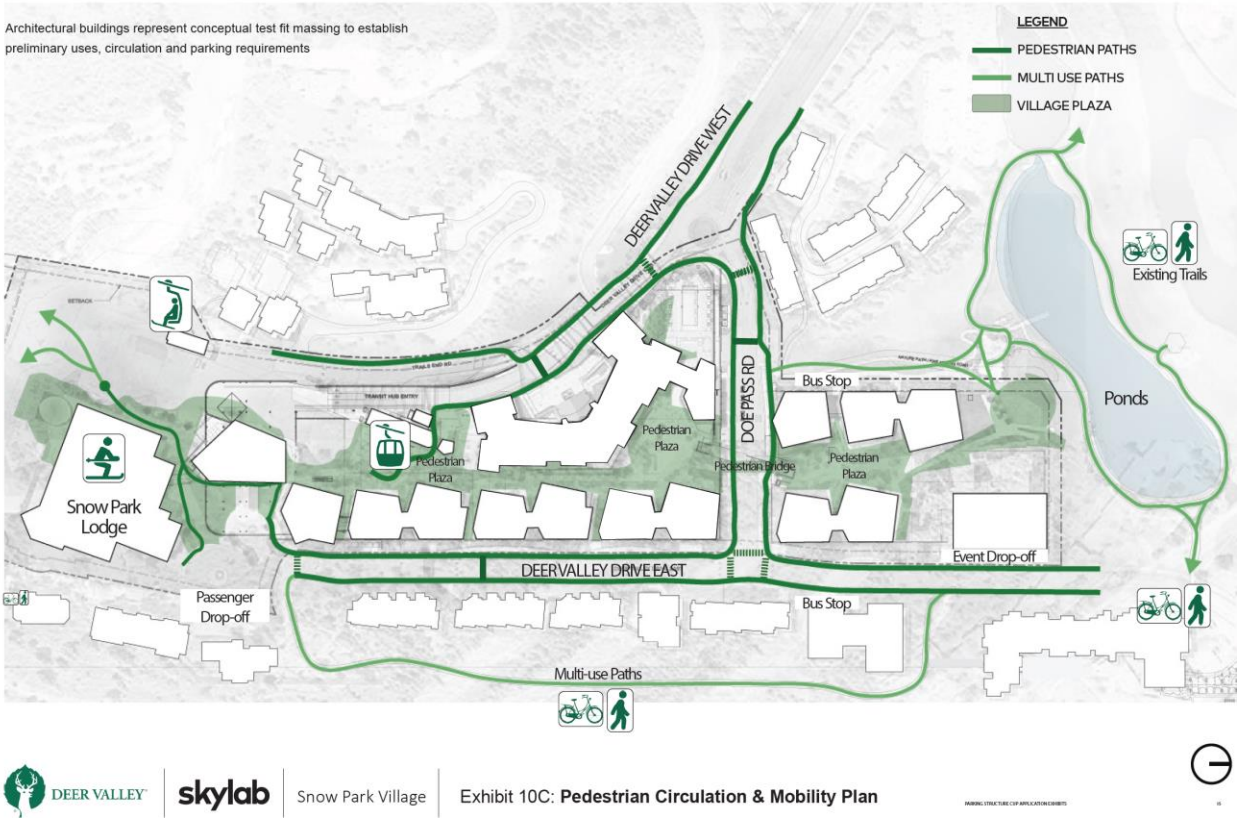


Figure 8: Applicant's Pedestrian and Circulation & Mobility Plan

The Applicant proposes sidewalks ranging five to six feet in width and multi-use paths ranging eight to 12 feet in width:

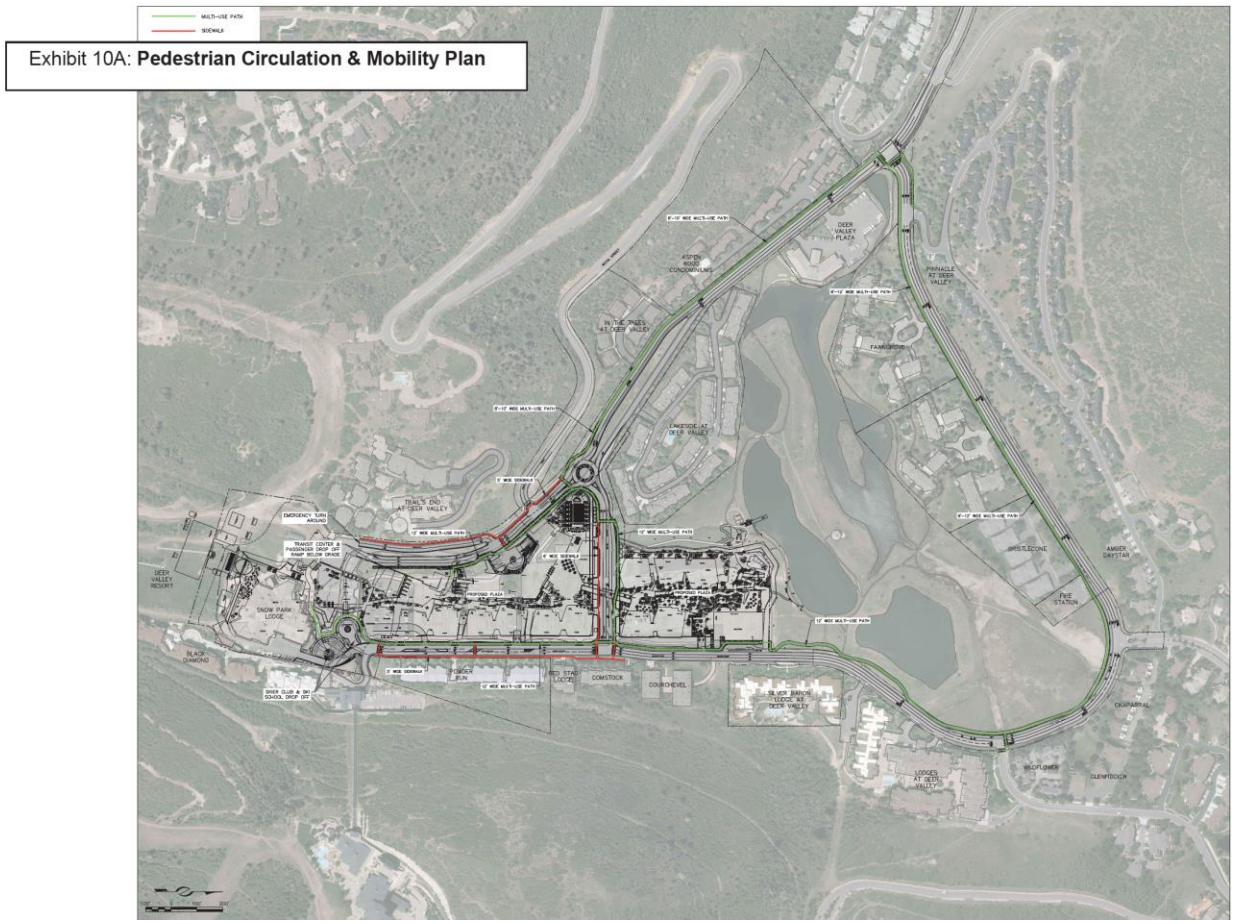


Figure 9: Applicant's Pedestrian Circulation & Mobility Plan

The Applicant maintains pedestrian access through Snow Park Village:



Figure 10: Applicant's Pedestrian Circulation & Mobility Plan

The Shared Managed Lane will accommodate bicyclists during off-peak seasons. The City Engineer, Transportation Director, Public Works Director, Public Improvements Engineer, and Chief of Police submitted a memo outlining the initial management of the Shared Managed Lane and iterative evaluation and improvements (Exhibit F).

(7) Fencing, Screening, and Landscaping to Separate the Use from Adjoining Uses

The Applicant does not propose fencing and has not yet submitted a landscape plan. According to the Applicant's Construction Mitigation Plan dated November 6, 2024, Phase I construction of the parking structure will be ongoing through at least the summer of 2030 (Exhibit G). They indicate they will submit a Phase II CUP application in early 2025. Staff recommends a Condition of Approval requiring a phased landscape plan that screens the exposed facades of the parking structures:

- The Applicant shall submit a landscape plan that meets the requirements of the Park City Wildland-Urban Interface Code (Municipal Code of Park City Chapter 11-21) and the waterwise landscaping regulations outlined in LMC Section 15-5-5(N). The landscape plan shall adequately screen the exposed facades of the parking structure and must include a phasing plan that outlines the timeline for

viable plantings and landscaping protections in consideration of overall project construction and timelines. The landscape plan associated with the Phase I CUP may be submitted as a separate plan or as part of the Phase II CUP application but must be submitted no later than six months of Phase I CUP approval.

(8) Building Mass, Bulk, and Orientation, and the Location of Buildings on the Site, Including Orientation to Buildings on Adjoining Lots

The Planning Commission approves the type of development, number of units, and density permitted within an MPD based on a site suitability analysis. The MPD "shall be designed to take into consideration the characteristics of the site upon which it is proposed to be placed. The project should be designed to fit the site, not the site modified to fit the project."[13] Site plans must cluster density on the most developable and least visually sensitive portions of the site and minimize grading and need for large retaining structures.[14]

These elements were reviewed, and buildable areas were established in the Deer Valley MPD with a baseline density for Snow Park Village: 209.75 Residential Unit Equivalents (419,500 square feet), 21,890 square feet of commercial and support space, and accessory, residential accessory, support commercial, meeting space, and resort accessory uses. Additionally, the Deer Valley MPD establishes a building height range of 28-45 feet. This range is compatible with the approved building heights of adjacent projects:

[13] LMC Section 15-6-5(G)
[14] LMC Section 15-6-5(G)(1) and (2)

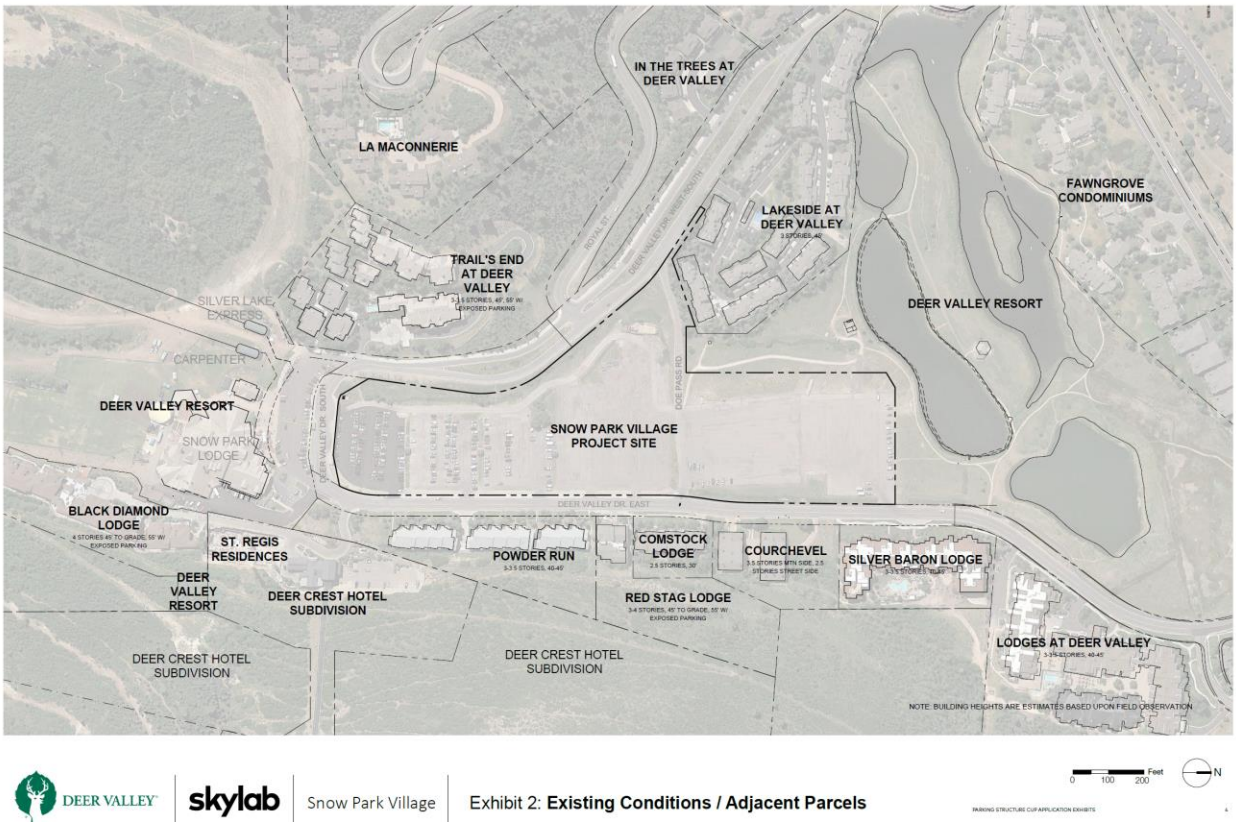


Figure 11: Applicant's Existing Conditions Submittal Showing Adjacent Building Heights

Regarding Snow Park Village, the 2014 General Plan says "[t]he future development of the parking lots at Snow Park will have a tremendous influence on the character of the Lower Deer Valley neighborhood. 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."[15] The Deer Valley MPD requires CUP review of a site-specific plan for Snow Park Village that is complementary and compatible with the neighborhood. The Phase I CUP establishes the parameters of the parking structure that will be the foundation for all vertical development in Phase II, and the Applicant will be required to demonstrate building mass, bulk, and orientation of buildings on the site and to buildings on adjoining lots through the Phase II CUP.

On February 19, 2021, a Notice of Planning Director Determination was issued for the natural grade of the site, which is based on pre-development 1955 USGS topography. The maximum height is measured from this determination. While the height of the parking structure is well below the allowable 45-foot project height, it will be the foundation for all vertical development.

The proposed three-story parking structure, which is partially underground is located predominantly within the footprint of the existing surface parking lots. The exposed facades of the structure range in massing and will be most visible along the east elevation, Doe Pass Road, and the northernmost elevation and less visible on the west

[15] General Plan, Neighborhoods 3, p. 239

elevation. Please see Exhibit B, p. 29-31 - *Site/Building Elevations* to review the Applicant's elevations. As conditioned above in (7), staff recommends the Applicant's landscape plan address screening of the exposed parking structure facades.

LMC Section 15-6-5(C) requires a minimum perimeter Setback of 25 feet for the Snow Park Village MPD, which provides a buffer area for landscaping and other transitional elements to adjacent properties.

(9) Usable Open Space

LMC Section 15-6-5(D) and the *Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit* Paragraph C require each development parcel within the MPD to contain a minimum of 60% Open Space. The Planning Commission designates the preferable type and mix of Open Space for each MPD based on guidance in the General Plan. Landscaped Open Space may include pathways and plazas. The Applicant proposes creating a 24.3-acre Lot with 14.92 acres designated "green area," a total of 61% Open Space. The Open Space integrates portions of the Snow Park Base Area, with the majority of the Open Space plaza area above the parking structure.



Figure 12: Applicant's Open Space Plan & Snow Storage

(10) Signs and Lighting

Staff recommends Conditions of Approval:

- **Master Sign Plan** – Prior to sign installations regulated in Municipal Code of Park City Chapter 12, the Applicant must submit a master sign permit application and obtain approval. Individual signs within the master sign permit require a sign permit.
- **Dark Sky Compliant Lights** – Outdoor lighting must be Fully Shielded, down-directed, with bulbs 3,000 degrees Kelvin or less. Outdoor lights shall not exceed 2,500 Lumens per light or 100,000 Lumens per acre.
- **Interior Parking Structure Lighting** – Light sources within the first 30 feet of the open parking structure entryway must be partially shielded to direct light inward pursuant to LMC Section 15-3-3(C)(4).

(11) Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing

The parking structure is proposed to be constructed primarily over the existing surface parking footprint and will provide the foundation for vertical development. The massing, scale, style, design, and architectural detailing of vertical development will be evaluated during the Phase II CUP. The Applicant proposes stacked stone, metal, and concrete for the parking structure:

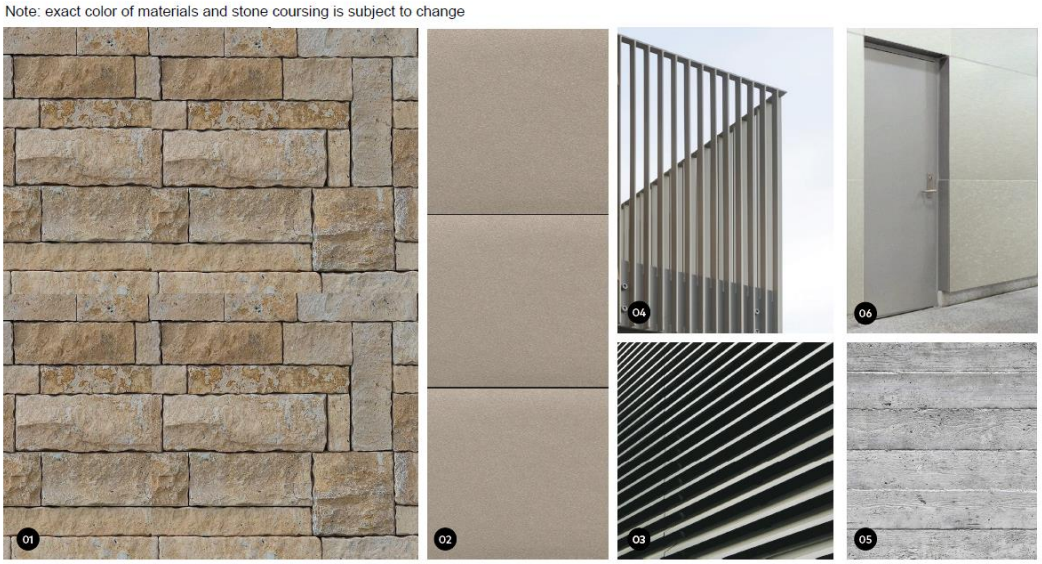


Figure 13: Applicant's Proposed Materials

(12) Noise, Vibration, Odors, Steam, or Other Mechanical Factors that Might Affect People and Property Off-Site

Conditions of Approval will require compliance with Municipal Code of Park City Chapter 6-3 *Noise*. Staff recommends an additional Condition of Approval related to mechanical equipment:

- The Applicant's building permit plans shall include detailed information regarding mechanical equipment related to the parking structure, which shall be screened when visible from the public rights-of-way and Doe Pass Road.

(13) Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas

The site plan for MPDs must show adequate areas for trash and recycling containers and circulation for pick-up vehicle and pedestrian access.[16] The Applicant proposes a loading dock along Doe Pass Road on parking level 2:

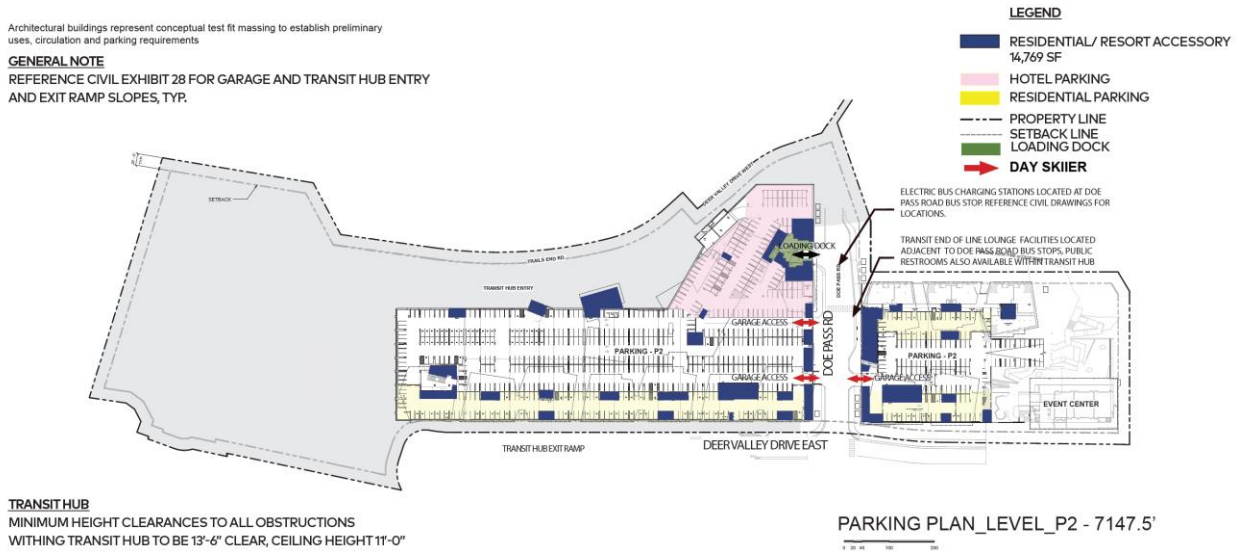


Figure 14: Applicant's Parking Plan Level P2

And a second loading dock accessed along Deer Valley Drive East near the proposed event center on parking level 3:

[16] LMC Section 15-6-5(G)(7)

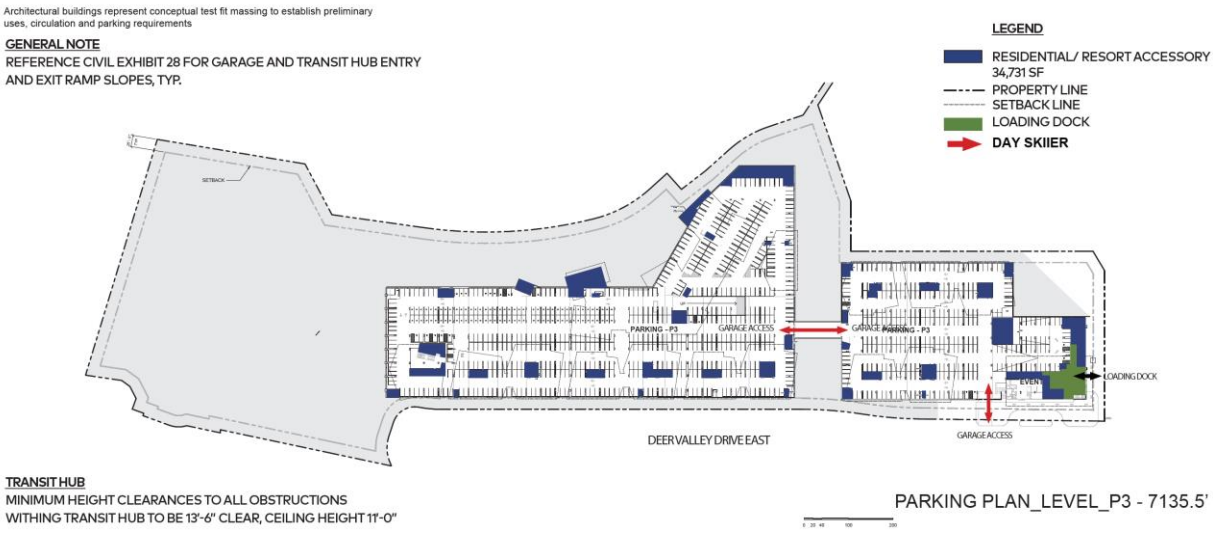


Figure 15: Applicant's Parking Plan Level P3

Staff recommends Conditions of Approval to be met at the building permit phase to comply with the requirements of the LMC:

- A mandatory recycling program including Recycling Facilities that accommodate the option of dual-stream recycling is required for the site. The building permit plans must show Recycling Facility capacity for tenants, residents, users, operators, and owners. Recycling Facilities must include, but are not limited to, glass, paper, plastic, cans, cardboard, or other household or commercially generated recyclable and scrap materials.
- Centralized trash and recycling containers shall be in a completely enclosed structure with a pedestrian door and truck door or gate, designed with materials compatible with the principal structures within the MPD, constructed of masonry, steel, or other substantial materials.[17]
- Openings of trash and recycling shall be oriented away from public view or screened.[18]

(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 parking structure is proposed to be constructed on one Lot under the ownership and operation of Deer Valley Resort Company and Deer Valley Development Company. The ownership and management of vertical development will be evaluated in the Phase II CUP.

(15) Within and Adjoining the Site, Environmentally Sensitive

[17] LMC Section 15-6-5(G)(7)
[18] LMC Section 15-5-5(K)(4)

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

Snow Park Village is not within the Sensitive Land Overlay or Soils Ordinance Boundary. The development is proposed primarily within the area previously disturbed for the construction of the surface parking lots. Areas of Steep Slopes along the perimeter of the existing parking lots will be disturbed.

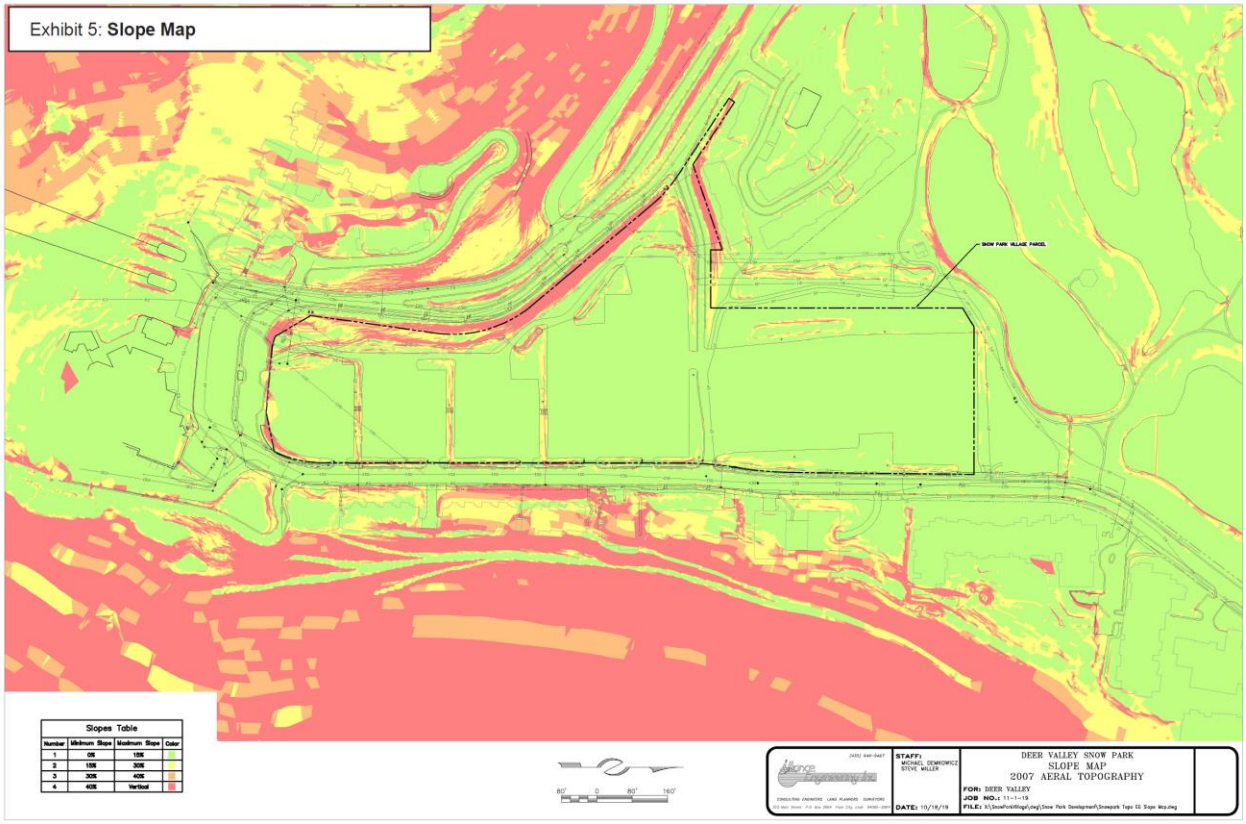


Figure 16: Applicant's Slope Map

Staff recommends the following Conditions of Approval:

- The property is outside the Soils Ordinance and not regulated by the City for mine related impacts. The Applicant must handle mine waste or mine waste-impacted soils in accordance with Resolution No. 24-2023, state, and federal law.
- At the time of building permit submittal, a geotechnical report, grading and drainage plans, and compaction and erosion control plans will be required.

(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

When adopting Ordinance No. 2023-56, the City Council found good cause in part because the Snow Park Village "is consistent with the General Plan for the Lower Deer Valley Neighborhood which emphasizes maintaining the world-class resort experience, creating a village base area that is complimentary to the surrounding neighborhood, encouraging alternative modes of transportation, and expanding winter and summer recreation amenities which are important to the economy and well-being of Park City."

Additional recommendations from the General Plan related to Snow Park Village are addressed through this and previous reports.

Department Review

The Planning Department, Executive Department, and City Attorney's Office reviewed this report.

Public Notice

Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on August 28, 2024. Staff published notice on the City's website and the Utah Public Notice website on August 24, September 28, October 12, October 30, and November 27, 2024. The *Park Record* published courtesy notice on August 24, September 28, October 12, October 30, and November 22, 2024.[19]

Public Input

Public input is attached as Exhibit H.

Exhibits

A: Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit
B: Snow Park Village Submission Package dated October 24, 2024
C: October 2, 2024 Traffic Impact Study
D: November 27, 2024 Fehr and Peers Trip Generation Memo
E: November 29, 2024 Fehr and Peers Updated Transportation Demand Management
F: Shared Managed Lane Management Memo
G: Construction Mitigation Plan
H: Public Input

[19] LMC § 15-1-21

FEE EXEMPT
UTAH CODE ANNOTATED § 11-13-102

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

FEE EXEMPT
UTAH CODE ANN. STATED § 11-13-102

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:

Parcel Designation	Authorized Dwelling Units
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:

Parcel Designation	Authorized Unit Equivalents
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:

Project Location	Number of Qualifying Units
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
Belleterre Single Family	10	10		28	11.42
Bellevue Townhomes (NSL Subdivision Lot 1)	24	14	10	28	4.62
Bellemont 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				
Stag 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

DEER VALLEY RESORT

PARKING STRUCTURE CUP APPLICATION EXHIBITS

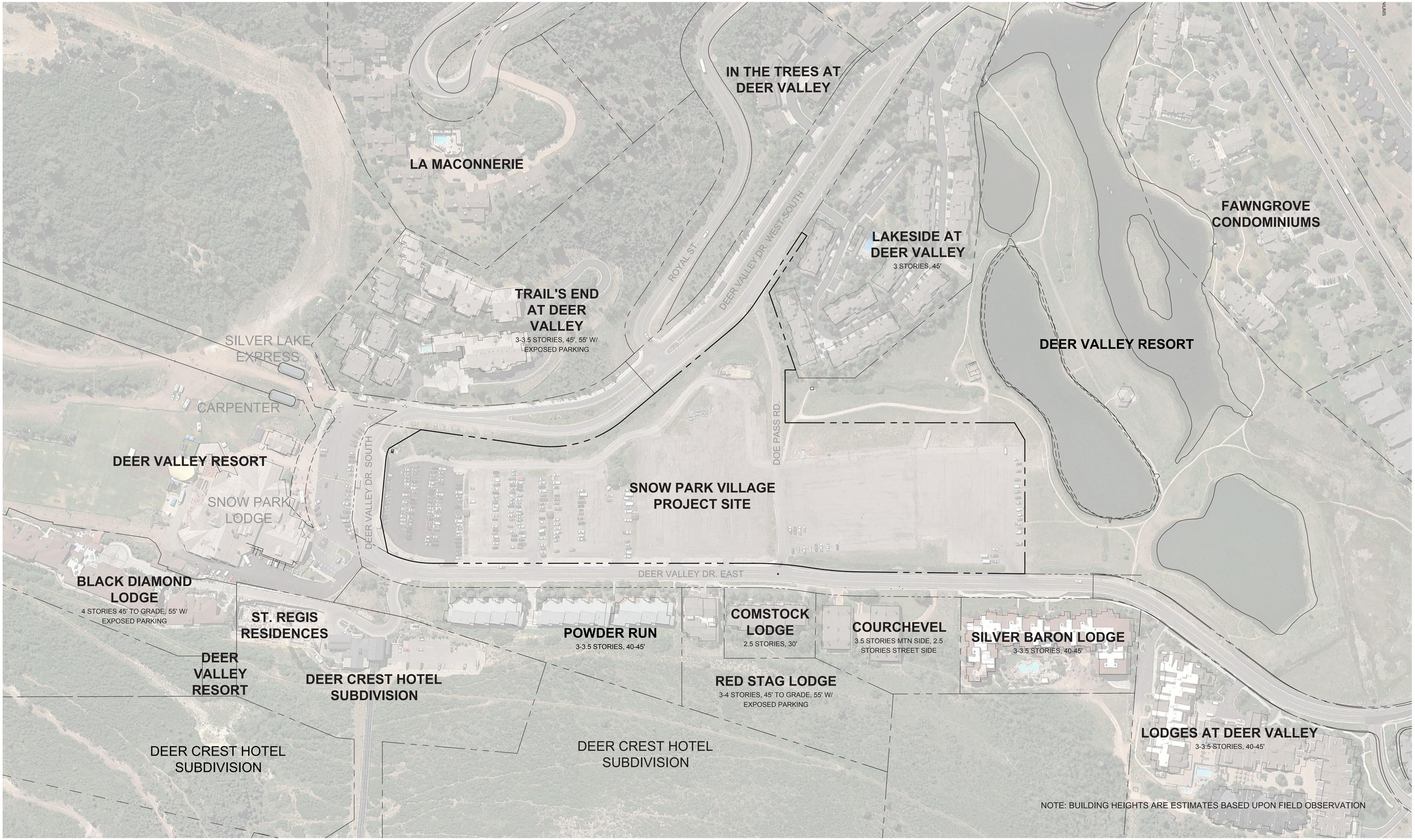
OCTOBER 24, 2024 - REV 04

Exhibit 1	Project Location
Exhibit 2	Existing Conditions / Adjacent Parcels
Exhibit 3	ALTA / ACSM Land Title Survey_REV 01
Exhibit 4	ALTA Survey with Aerial
Exhibit 5	Slope Map
Exhibit 6	Existing Conditions and Topography
Exhibit 7	Context Circulation Plan_REV 02, REV 03
Exhibit 8	Drop-off Circulation Plan_REV 02, REV 03
Exhibit 9	Site Circulation & Mobility Plan_REV 02, REV 03
Exhibit 10A-1OC	Pedestrian Circulation & Mobility Plan_REV 02, REV 03
Exhibit 10D	Pedestrian Vertical Circulation & Garage_REV 02, REV 03
Exhibit 11	Emergency Vehicle Circulation_REV 02, REV 03
Exhibit 12A	Development Data Summary_Rev 02, REV 03, REV 04
Exhibit 12B	Development Data Summary_Rev 02
Exhibit 13A-13D	Parking Garage, Transit Center, Ski School & Floor Plans_REV 02, REV 03
Exhibit 14	Transit Center Drop-Off Plans_REV 02, REV 03
Exhibit 15	Civil Transit Drop-Off Plans_REV 02, REV 03
Exhibit 16	Garage Exterior Material Palette Concept, REV 03, REV 04
Exhibit 17	Garage Roof Top Plan, REV 03
Exhibit 18	Site/Building Sections - Key Plan, REV 03
Exhibit 19	Site/Building Sections & Height Compliance, REV 03
Exhibit 20A-20C	Site/Building Elevation_REV 02, REV 03
Exhibit 21	1955 USGS Topography
Exhibit 22	Natural Grade Approval
Exhibit 23A-B	Open Space Plan & Snow Storage_REV 02, REV 03
Exhibit 24	Civil Site Plan - Plat & Right of Way_REV 02, REV 03
Exhibit 25	Civil Site Plan - Roads_REV 02, REV 03

Exhibit 27	Civil Site Plan - P2_REV 02, REV 03
Exhibit 28	Civil Site Plan - P1_REV 02, REV 03
Exhibit 29A-29G	Civil Site Plan - Neighborhood and Access - Road Design_REV 02, REV 03
Exhibit 30	Civil Site Plan - Wayfinding_REV 02, REV 03
Exhibit 31	Civil Site Plan - Utilities_REV 02, REV 03
Exhibit 32	Civil Site Plan - Grading Plan_REV 02, REV 03
Exhibit 33	Civil Site Plan - Overall Site Key Plan_REV 02, REV 03
Exhibit 34	Civil Site Plan - Trails End Plan and Profile
Exhibit 35	Civil Site Plan - Deer Valley West - Plan and Profile 1_REV 02, REV 03
Exhibit 36	Civil Site Plan - Deer Valley West - Plan and Profile 2_REV 02, REV 03
Exhibit 37	Civil Site Plan - Deer Valley West - Plan and Profile 3_REV 02, REV 03
Exhibit 38	Civil Site Plan - Doe Pass Drive - Plan and Profile_REV 02, REV 03
Exhibit 39	Civil Site Plan - Deer Valley East - Plan and Profile 1_REV 02, REV 03
Exhibit 40	Civil Site Plan - Deer Valley East - Plan and Profile 2_REV 02, REV 03
Exhibit 41	Civil Site Plan - Deer Valley East - Plan and Profile 3_REV 02, REV 03



DEER VALLEY® | skylab | Snow Park Village | Exhibit 1: **Project Location**



DEER VALLEY® | skylab | Snow Park Village

Exhibit 2: **Existing Conditions / Adjacent Parcels**

0 100 200 Feet

N

Exhibit 3: **ALTA / ACSM Land Title Survey**

SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR — No. 4857264 MICHAEL DEMKOWICZ — STATE OF UTAH

To Deer Valley Resort Company, LLC, a Utah limited liability company, High Country Title and Stewart Title Guaranty Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 4, 8, 11, 16 and 17 of Table A thereof.

6/25/19
Date

Michael Demkowicz, No. 4857264

LEGAL DESCRIPTION

Beginning at a point which is South 1418.41 feet and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (basis of bearing being South 00°30'11" West from the East quarter corner of said Section 16 to the Southeast corner of said Section 16); said point also being on the Westerly right-of-way line of Deer Valley Drive East Section "B" as recorded in the Summit County Recorder's Office as Entry No. 188988; and running thence along said right-of-way line, South 00°40'00" West 408.76 feet to a point on a 878.16 foot radius curve to the right (center bears North 89°20'00" West 878.16 feet); thence Southwesterly along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point on a 870.52 foot radius curve to the left (center bears South 81°00'57" East 870.52 feet); thence Southwesterly along the arc of said curve 136.50 feet through a central angle of 08°59'03" to a point of tangency; thence South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West 249.90 feet); thence along the arc of said curve and continuing along said Westerly right-of-way of Deer Valley Drive East Section "B" 114.84 feet through a central angle of 26°19'46" to the Northerly line of the Dedication Parcel as recorded in the Summit County Recorder's Office in Book 924 at Page 274; thence departing from said right-of-way and continuing along said Dedication Parcel South 78°14'07" West 89.60 feet; thence North 84°36'26" West 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears North 5°23'34" East 80.00 feet); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence North 30°26'41" West 92.29 feet to a point on the East right-of-way line of the Deer Valley Drive South Section "D" plat as recorded in the Summit County Recorder's Office, Entry No. 188987; thence along said right-of-way North 08°00'00" East 284.85 feet to the point on a 280.00 foot radius curve to the left (center bears North 82°00'00" West 280.00 feet); thence along the arc of said curve 234.57 feet through a central angle of 48°00'00"; thence North 40°00'00" West 104.22 feet to a point on the Easterly right-of-way line of the Deer Valley Road Section "C"; thence along said right-of-way North 40°00'00" West 249.01 feet to a point on a 308.50 foot radius curve to the left (center bears South 50°00'00" West 308.53 feet); thence along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence North 56°25'40" West 209.15 feet; thence leaving said right-of-way North 33°34'20" East 15.00 feet; thence South 56°25'40" East 169.67 feet; thence North 71°00'00" East 203.15 feet; thence South 26.31 feet; thence East 131.21 feet; thence North 569.98 feet; thence North 59°04'00" East 49.70 feet; thence East 332.69 feet to the point of beginning.

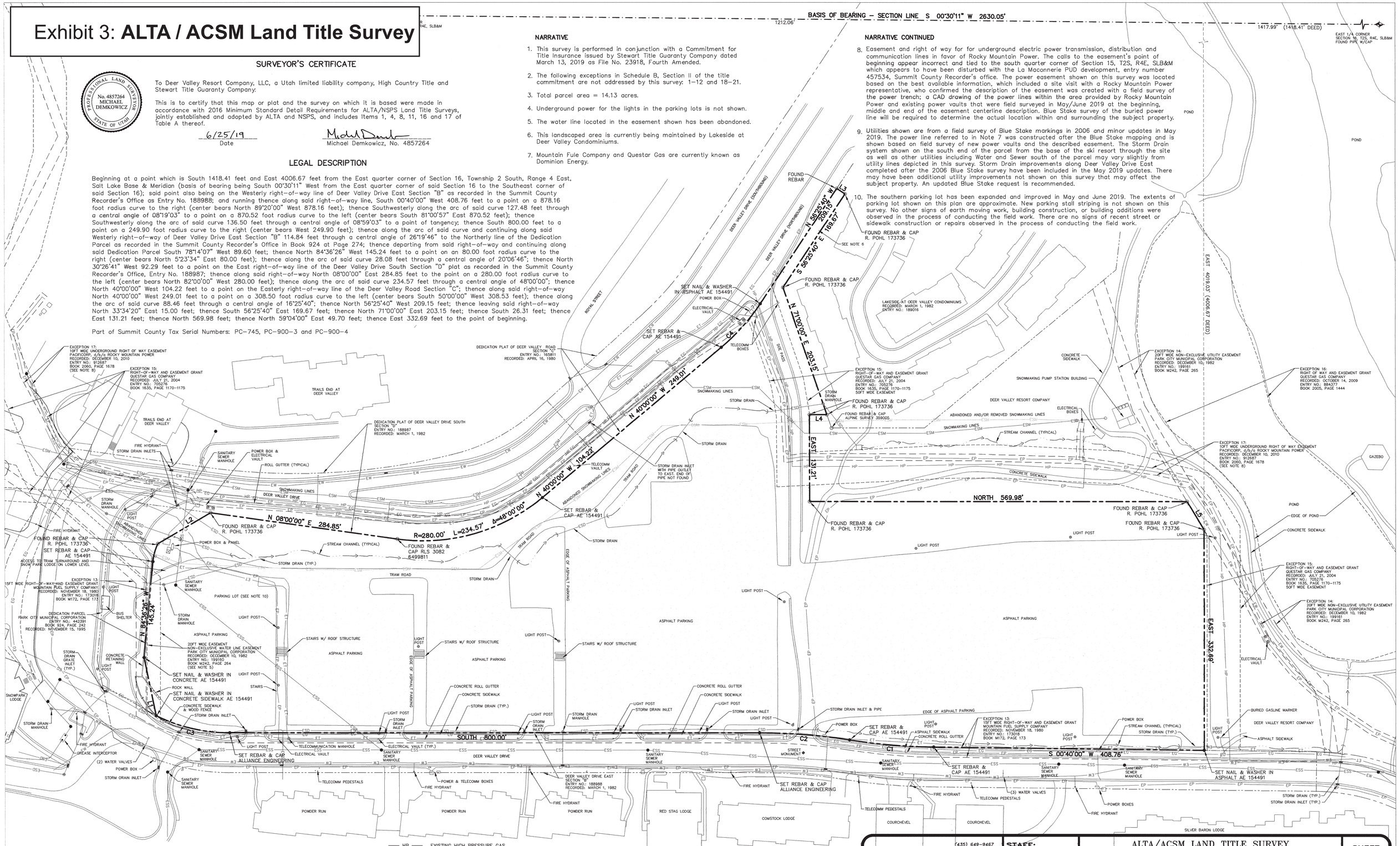
Part of Summit County Tax Serial Numbers: PC-745, PC-900-3 and PC-900-4

NARRATIVE

1. This survey is performed in conjunction with a Commitment for Title Insurance issued by Stewart Title Guaranty Company dated March 13, 2019 as File No. 23918, Fourth Amended.
2. The following exceptions in Schedule B, Section II of the title commitment are not addressed by this survey: 1–12 and 18–21.
3. Total parcel area = 14.13 acres.
4. Underground power for the lights in the parking lots is not shown.
5. The water line located in the easement shown has been abandoned.
6. This landscaped area is currently being maintained by Lakeside at Deer Valley Condominiums.
7. Mountain Fule Company and Questar Gas are currently known as Dominion Energy.

NARRATIVE CONTINUED

8. Easement and right of way for for underground electric power transmission, distribution and communication lines in favor of Rocky Mountain Power. The calls to the easement's point of beginning appear incorrect and tied to the south quarter corner of Section 15, T2S, R4E, SLB&M which appears to have been disturbed with the La Maconnerie PUD development, entry number 457534, Summit County Recorder's office. The power easement shown on this survey was located based on the best available information, which included a site visit with a Rocky Mountain Power representative, who confirmed the description of the easement was created with a field survey of the power trench; a CAD drawing of the power lines within the area provided by Rocky Mountain Power and existing power vaults that were field surveyed in May/June 2019 at the beginning, middle and end of the easement centerline description. Blue Stake survey of the buried power line will be required to determine the actual location within and surrounding the subject property.
9. Utilities shown are from a field survey of Blue Stake markings in 2006 and minor updates in May 2019. The power line referred to in Note 7 was constructed after the Blue Stake mapping and is shown based on field survey of new power vaults and the described easement. The Storm Drain system shown on the south end of the parcel from the base of the ski resort through the site as well as other utilities including Water and Sewer south of the parcel may vary slightly from utility lines depicted in this survey. Storm Drain improvements along Deer Valley Drive East completed after the 2006 Blue Stake survey have been included in the May 2019 updates. There may have been additional utility improvements not shown on this survey that may affect the subject property. An updated Blue Stake request is recommended.
10. The southern parking lot has been expanded and improved in May and June 2019. The extents of parking lot shown on this plan are approximate. New parking stall striping is not shown on this survey. No other signs of earth moving work, building construction, or building additions were observed in the process of conducting the field work. There are no signs of record street or sidewalk construction or repairs observed in the process of conducting the field work.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 78°14'07" W	89.60
L2	N 30°26'41" W	92.29
L3	N 33°34'20" E	15.00
L4	S 00°00'00" E	26.31
L5	N 59°04'00" E	49.70

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16	127.48	8°19'03"
C2	870.52	136.50	8°59'03"
C3	249.90	114.84	26°19'46"
C4	308.53	88.46	16°25'40"

LEGEND

- HP — EXISTING HIGH PRESSURE GAS
- EG — EXISTING GAS
- EP — EXISTING POWER
- ET — EXISTING TELECOMMUNICATIONS
- EW — EXISTING WATER
- ESS — EXISTING SANITARY SEWER
- ESD — EXISTING STORM DRAIN
- ESM — EXISTING SNOW MAKING

● Set monument as noted
○ Found monument as noted

60' 0 60' 120'

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: MICHAEL DEMKOWICZ, MARSHALL KING, JASON WYNN

DATE: 6/25/19

ALTA/ACSM LAND TITLE SURVEY
SNOW PARK VILLAGE PARCEL

FOR: DEER VALLEY RESORT
JOB NO.: 11-01-19
FILE: X:\SnowParkVillage\dwg\srv\srvy2019\110119snowparkALTA\110119.dwg

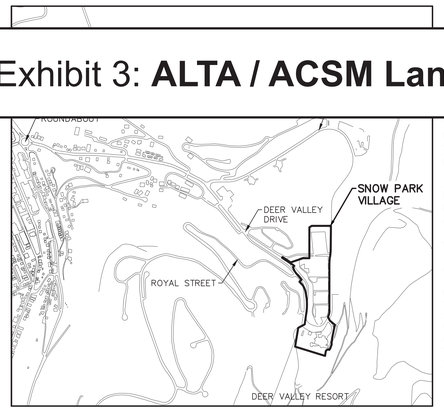
Exhibit 3: **ALTA / ACSM Land Title Survey**

LEGAL DESCRIPTION

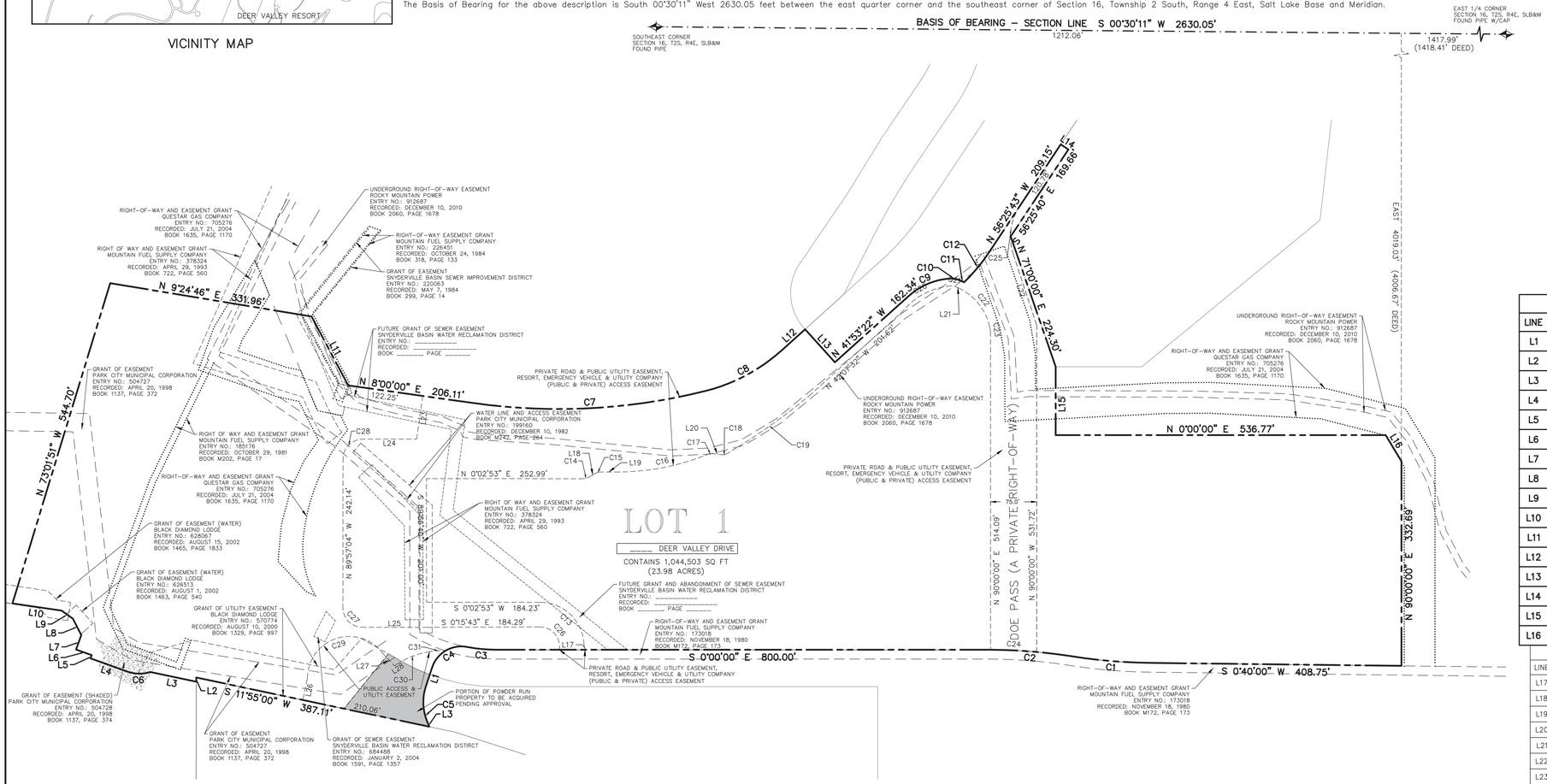
...er of Section 15 and the northeast quarter of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

...st 1417.99 feet and East 4019.03 feet from the east quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the west ...B", recorded March 1, 1982, as Entry No. 188988 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the west right-of-way of Deer Valley Drive East ...outh 00°40'00" West 408.75 feet to a point on a curve to the right having a radius of 878.16 feet, of which the radius point bears North 89°20'00" West; thence 2) along the arc of said ...8°19'03" to a point of reverse curve to the left having a radius of 870.52 feet, of which the radius point bears South 81°00'57" East; thence 3) along the arc of said curve 136.50 feet through ...300.00 feet to a point on a curve to the right having a radius of 249.90 feet, of which the radius point bears West; thence 5) along the arc of said curve 114.84 feet through a central angle ...5 feet to the southwesterly corner of Powder Run Condominiums, recorded November 1, 1985, as Entry No. 241128 in the Office of the Recorder, Summit County, Utah; thence coincident with the southerly boundary of Powder Run Condominiums South 51°00'00" East 114.86 feet to the west boundary of Deer Crest Hotel Subdivision Plat, recorded May 16, 2005, as Entry No. 736261 in the Office of the Recorder, Summit County, Utah; thence coincident with the West boundary of Deer Crest Hotel Subdivision Plat the following two (2) courses: 1) South 11°55'00" West 245.62 feet; thence 2) South 89°56'57" East 6.84 feet to the west boundary of Black Diamond Subdivision recorded September 18, 2000, as Entry No. 573025 in the Office of the Recorder, Summit County, Utah; thence coincident with the west boundary of Black Diamond Subdivision the following nine (9) courses: 1) South 11°55'00" West 76.60 feet to a point on a non tangent curve to the right having a radius of 59.50 feet, of which the radius point bears South 72°39'30" West; thence 2) along the arc of said curve 38.67 feet through a central angle of 37°14'08"; thence 3) South 19°53'38" West 62.78 feet; thence 4) North 70°06'22" West 5.50 feet; thence 5) South 19°53'38" West 27.00 feet; thence 6) North 70°06'22" West 25.00 feet; thence 7) South 62°39'43" West 30.00 feet; thence 8) South 35°56'44" West 22.53 feet; thence 9) South 08°18'18" West 80.89 feet to the south boundary of that certain Special Warranty Deed recorded August 6, 2021, as Entry No. 1170158 in Book 2683 at Page 1822 in the Office of the Recorder, Summit County, Utah; thence coincident with the south and west boundaries the following two (2) courses: 1) North 73°01'51" West 544.70 feet; thence 2) North 09°24'46" East 331.96 feet to the southernmost point of Trail's End at Deer Valley, recorded March 18, 2009, as Entry No. 867530 in the Office of the Recorder, Summit County, Utah; thence coincident with the south boundary of Trail's End at Deer Valley North 62°00'00" East 127.02 feet (record 127.00 feet) to the southwesterly corner of Deer Valley Drive South Section "D", recorded March 1, 1982, as Entry No. 188987 in the Office of the Recorder, Summit County, Utah, said point also being the southeasterly corner of the aforementioned Trail's End at Deer Valley; thence coincident with the westerly right-of-way of Deer Valley Drive South Section "D" and Trail's End at Deer Valley the following four (4) courses: 1) North 08°00'00" East 206.11 feet to a point on a curve to the left having a radius of 988.10 feet, of which the radius point bears North 82°00'00" West; thence 2) along the arc of said curve 379.40 feet through a central angle of 22°00'00" to a point of compound curve to the left having a radius of 290.00 feet, of which the radius point bears South 76°00'00" West; thence 3) along the arc of said curve 142.26 feet through a central angle of 28°06'26"; thence 4) North 42°06'26" West 21.90 feet; thence continuing North 42°06'26" West 29.08 feet coincident with the easterly boundary of Trail's End at Deer Valley to the easternmost point of the Dedication Plat of Lake Flat Road, Section "A" (also known as Royal Street), recorded April 16, 1980, as Entry No. 165813 in the Office of the Recorder, Summit County, Utah; thence North 47°53'34" East 47.72 feet; thence North 41°44'02" West 70.59 feet to a point on a curve to the right having a radius of 247.00 feet, of which the radius point bears North 48°15'58" East; thence along the arc of said curve 100.21 feet through a central angle of 23°14'46"; thence North 18°29'16" West 81.14 feet to the northerly right-of-way of the Dedication Plat of Deer Valley Road Section "C", recorded April 16, 1980, as Entry No. 165811 in the Office of the Recorder, Summit County, Utah; thence coincident with the northerly right-of-way of Deer Valley Road Section "C" North 56°25'40" West 206.59 feet to the southerly boundary of Lakeside at Deer Valley Condominiums, recorded March 1, 1982, as Entry No. 189016 in the Office of the Recorder, Summit County, Utah; thence coincident with the southerly boundary of Lakeside at Deer Valley Condominiums the following three (3) courses: 1) North 33°34'20" East 15.00 feet; thence 2) South 56°25'40" East 169.66 feet; thence 3) North 71°00'00" East 224.30 feet, and the easterly 21.16 feet of the aforementioned third course also being coincident with the northerly boundary of that certain Special Warranty Deed recorded August 6, 2021, as Entry No. 1170159 in Book 2683 at Page 1827 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed East 111.20 feet to the boundary of that certain Special Warranty Deed recorded July 1, 2021, as Entry No. 1167578 in Book 2676 at Page 1205 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed the following three (3) courses: 1) North 536.77 feet; thence 2) North 59°04'00" East 49.70 feet; thence 3) East 332.69 feet to the point of beginning.

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



VICINITY MAP



SURVEYOR'S CERTIFICATE

No. 4857264 MICHAEL DEMKOWICZ — PROFESSIONAL LAND SURVEYOR — STATE OF UTAH

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah. 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 divided said land into lots, hereafter to be known as SNOW PARK VILLAGE and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the hereon described tract of land, and hereby causes the same to be divided into lots and a public right-of-way, together with easements as set forth to be hereafter known as SNOW PARK VILLAGE and does hereby dedicate for the perpetual use of the public the areas shown on this plat as intended for public use, reserving unto the aforementioned owner a perpetual air space easement for the installation of a bridge or other improvement over Doe Pass and allowing aerial connection between Lot 1 and Lot 2. 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 _____, 2024.

Deer Valley Development Company, a Delaware corporation

By: _____

Its: _____

ACKNOWLEDGMENT

STATE OF _____)

:ss.

COUNTY OF _____)

On this _____ day of _____ 2024, _____ 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 president of Deer Valley Development Company, a Delaware corporation, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed SNOW PARK VILLAGE.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

NOTES

1. This plat is subject to the Conditions of Approval in Ordinance 2024_____.

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 71°45'39" E	32.36'
L2	S 89°56'57" E	6.84'
L3	S 11°55'00" W	76.60'
L4	S 19°53'38" W	62.78'
L5	N 70°06'22" W	5.50'
L6	S 19°53'38" W	27.00'
L7	N 70°06'22" W	25.00'
L8	S 62°39'43" W	30.00'
L9	S 35°56'44" W	22.53'
L10	S 8°18'18" W	80.89'
L11	N 62°00'00" E	127.02'
L12	N 42°06'26" W	50.98'
L13	N 47°53'34" E	72.38'
L14	N 33°34'20" E	15.00'
L15	N 90°00'00" E	111.20'
L16	N 59°04'00" E	49.70'

LINE TABLE		
LINE	DIRECTION	LENGTH
L17	S 77°50'26" W	7.37'
L18	N 29°57'07" W	11.28'
L19	N 0°02'53" E	27.56'
L20	N 6°54'25" E	15.57'
L21	N 27°10'31" E	1.32'
L22	S 71°42'24" W	121.44'
L23	N 82°00'00" W	71.00'
L24	N 0°00'00" E	87.68'
L25	S 0°02'47" W	104.00'
L26	N 78°05'00" W	36.15'
L27	N 46°47'14" E	25.77'
L28	N 35°15'36" W	4.51'

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16'	127.48'	8°19'03"
C2	870.52'	136.50'	8°59'03"
C3	249.90'	47.96'	10°59'42"
C4	50.00'	72.22'	82°45'21"
C5	82.13'	62.85'	43°50'56"
C6	59.50'	38.67'	37°14'08"
C7	988.10'	379.40'	22°00'00"
C8	290.00'	142.26'	28°06'26"
C9	109.50'	70.13'	36°41'49"
C10	42.50'	20.34'	27°25'29"
C11	89.50'	6.85'	4°22'58"
C12	308.50'	65.03'	12°04'40"

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C13	72.00'	111.09'	88°24'13"
C14	25.00'	13.09'	30°00'00"
C15	15.00'	7.85'	30°00'00"
C16	389.00'	151.23'	22°16'28"
C17	15.00'	7.63'	29°08'01"
C18	12.50'	6.86'	31°26'06"
C19	1033.52'	168.34'	9°19'57"
C20	112.81'	87.76'	44°34'21"
C21	30.50'	14.60'	27°25'29"
C22	92.99'	84.98'	52°21'34"
C23	50.00'	10.93'	12°31'21"
C24	887.81'	75.11'	4°50'51"
C25	89.97'	81.45'	51°51'56"
C26	31.99'	55.52'	99°25'10"
C27	32.00'	50.27'	90°00'09"
C28	32.00'	50.24'	89°57'04"
C29	68.00'	172.27'	145°09'01"
C30	139.59'	57.52'	23°36'34"
C31	166.00'	27.21'	9°23'30"

100' 0 100' 200'

SNOW PARK VILLAGE

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15
THE NORTHEAST QUARTER OF SECTION 22
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SHEET 1 OF 1

5/31/2024 JOB NO.: 11-1-19 FILE: X:\SnowParkVillage\dwg\srv\plat2019\110119-option2 -June 2024.dwg

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2024	RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2024	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2024	APPROVED AS TO FORM THIS _____ DAY OF _____, 2024	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2024	I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2024	APPROVED THIS _____ DAY OF _____, 2024	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____ ENGINEERING DEPARTMENT	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ MAYOR	BY _____ PARK CITY RECORDER	BY _____ SUMMIT COUNTY GIS COORDINATOR	_____ FEE _____ RECORDER TIME _____ DATE _____ ENTRY NO. _____

Exhibit 4: **ALTA Survey w/ Aerial**

BOUNDARY DESCRIPTION

and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (basis of bearing being South 00°30'11" West from the East quarter corner of said Section 16) to the Southeast corner of said Section 16); said point also being on the Westerly right-of-way line of Deer Valley Drive East Section "B" as recorded in the Summit County Recorder's Office as Entry No. 188988; and running thence along said right-of-way line, South 00°40'00" West 408.76 feet to a point on a 878.16 foot radius curve to the right (center bears North 89°20'00" West 878.16 feet); thence Southwesterly along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point on a 870.52 foot radius curve to the left (center bears South 81°00'57" East 870.52 feet); thence Southwesterly along the arc of said curve 136.50 feet through a central angle of 08°59'03" to a point of tangency; thence South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West 249.90 feet); thence along the arc of said curve and continuing along said Westerly right-of-way of Deer Valley Drive East Section "B" 114.84 feet through a central angle of 26°19'46" to the Northerly line of the Dedication Parcel as recorded in the Summit County Recorder's Office in Book 924 at Page 274; thence departing from said right-of-way and continuing along said Dedication Parcel South 78°14'07" West 89.60 feet; thence North 84°36'26" West 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears North 5°23'34" East 80.00 feet); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence North 30°26'41" West 92.29 feet to a point on the East right-of-way line of the Deer Valley Drive South Section "D" plat as recorded in the Summit County Recorder's Office, Entry No. 188987; thence along said right-of-way North 08°00'00" East 284.85 feet to the point on a 280.00 foot radius curve to the left (center bears North 82°00'00" West 280.00 feet); thence along the arc of said curve 234.57 feet through a central angle of 48°00'00"; thence North 40°00'00" West 104.22 feet to a point on the Easterly right-of-way line of the Deer Valley Road Section "C"; thence along said right-of-way North 40°00'00" West 249.01 feet to a point on a 308.50 foot radius curve to the left (center bears South 50°00'00" West 308.50 feet); thence along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence North 56°25'40" West 209.15 feet; thence leaving said right-of-way North 33°34'20" East 15.00 feet; thence South 56°25'40" East 169.67 feet; thence North 71°00'00" East 203.15 feet; thence South 26.31 feet; thence East 131.21 feet; thence North 569.98 feet; thence North 59°04'00" East 49.70 feet; thence East 332.69 feet to the point of beginning.

Part of Summit County Tax Serial Numbers: PC-745, PC-900-3 and PC-900-4

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 78°14'07" W	89.60
L2	N 30°26'41" W	92.29
L3	N 33°34'20" E	15.00
L4	S 00°00'00" E	26.31
L5	N 59°04'00" E	49.70

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16	127.48	8°19'03"
C2	870.52	136.50	8°59'03"
C3	249.90	114.84	26°19'46"
C4	308.53	88.46	16°25'40"

HP —— EXISTING HIGH PRESSURE GAS
EG —— EXISTING GAS
EP —— EXISTING POWER
ET —— EXISTING TELECOMMUNICATIONS
EW —— EXISTING WATER
ESS —— EXISTING SANITARY SEWER
ESD —— EXISTING STORM DRAIN
ESM —— EXISTING SNOW MAKING

LEGEND

● Set monument as noted
○ Found monument as noted

60' 0 60' 120'

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
10/17/19
STATE OF UTAH

(435) 649-9467
Alliance Engineering, Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
JASON WYNN

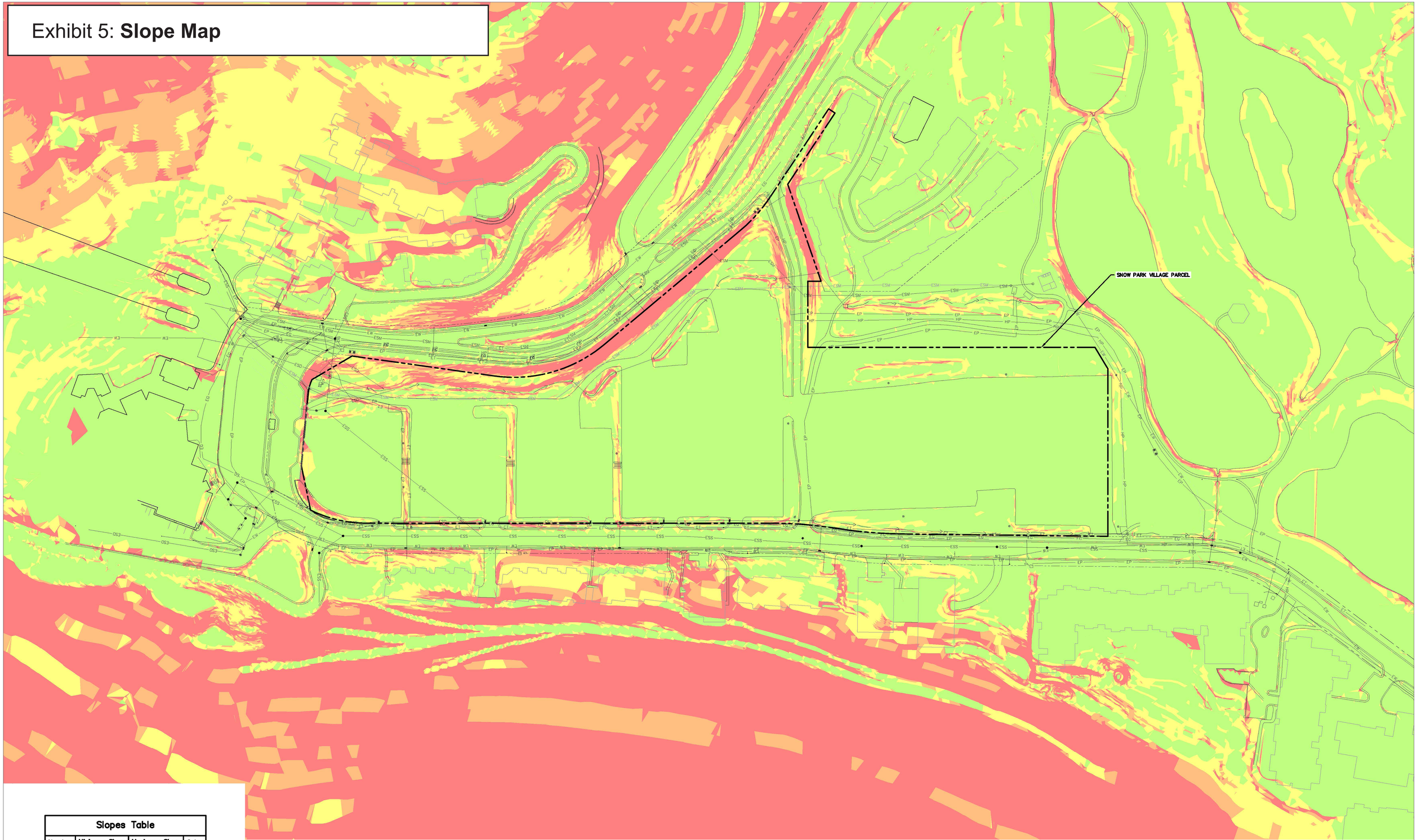
DATE: 10/17/19

ALTA SURVEY EXHIBIT WITH AERIAL
SNOW PARK VILLAGE PARCEL

FOR: DEER VALLEY RESORT
JOB NO.: 11-01-19
FILE: X:\SnowParkVillage\dwg\srv\srvy2019\110119snowparkALTA\110119.dwg

SHEET 1 OF 1

Exhibit 5: **Slope Map**



Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	0%	15%	
2	15%	30%	
3	30%	40%	
4	40%	Vertical	

80' 0 80' 160'

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

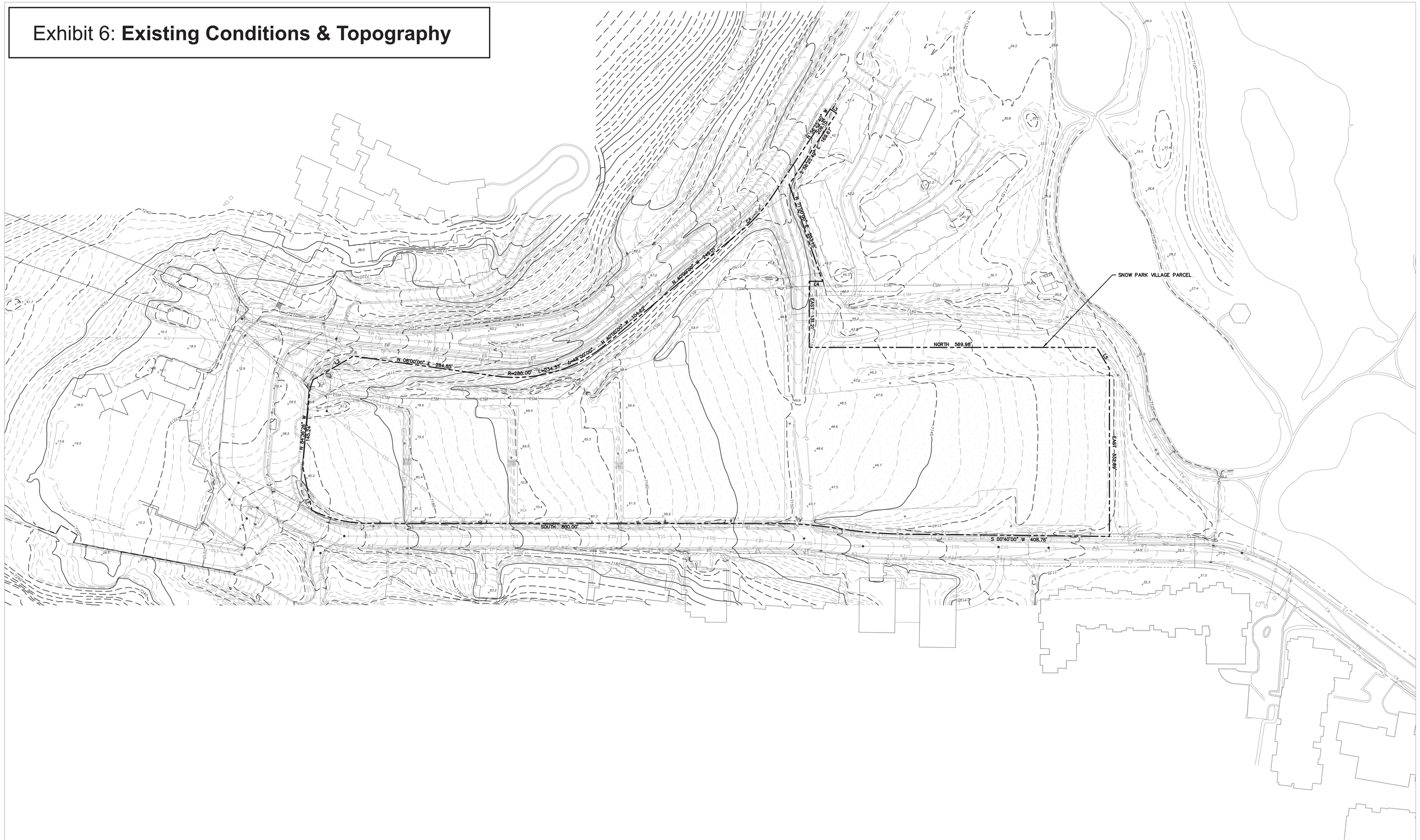
STAFF:
MICHAEL DEMKOWICZ
STEVE MILLER

DATE: 10/18/19

DEER VALLEY SNOW PARK
SLOPE MAP
2007 AERAL TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo EG Slope Map.dwg

Exhibit 6: **Existing Conditions & Topography**



LEGEND:

2007 AERIAL CONTOURS

2007 SPOT ELEVATION

DEER VALLEY®

skylab

Snow Park Village

80' 0 80' 160'

(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

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

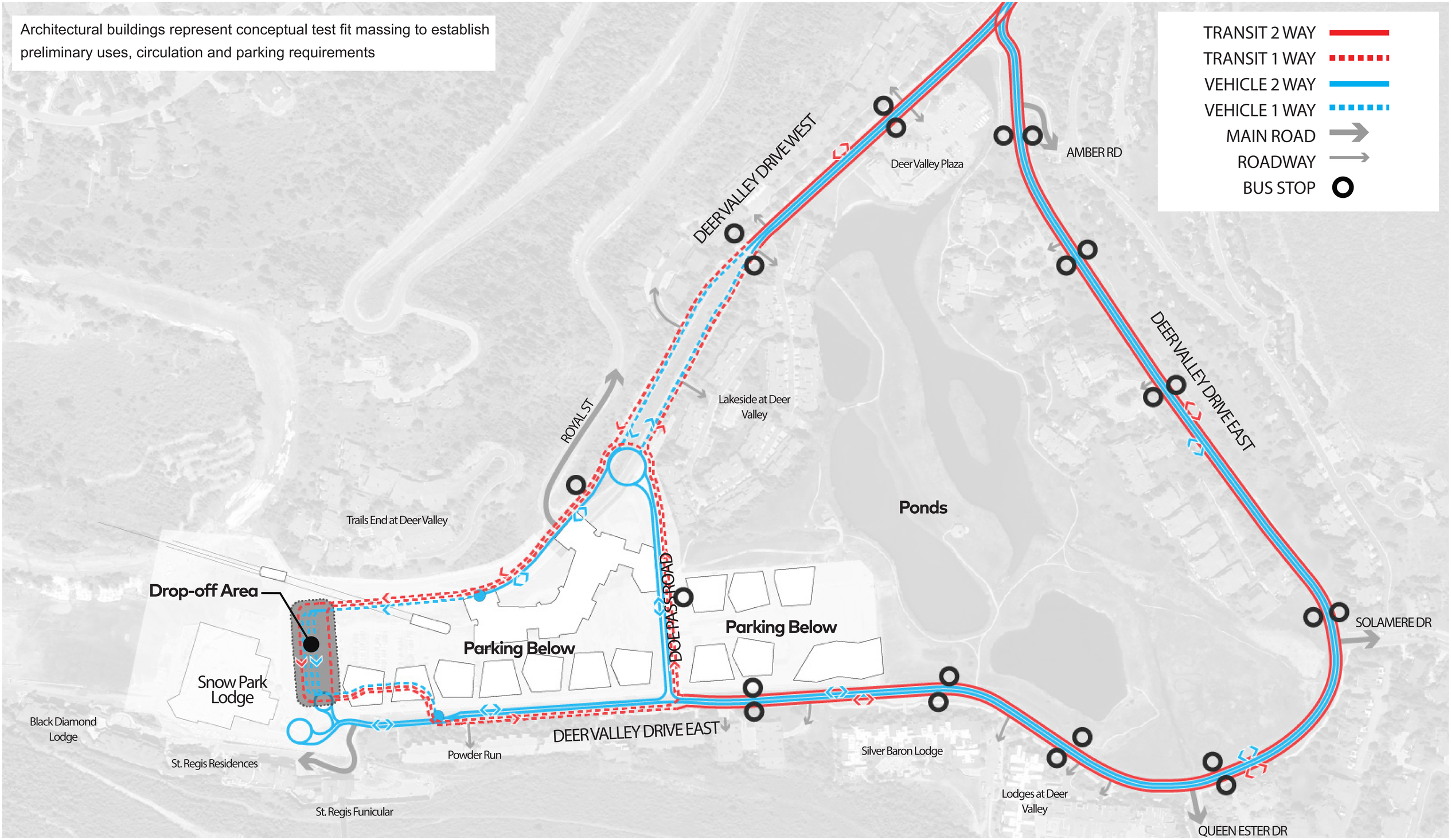
STAFF: MICHAEL DEMKOWICZ
STEVE MILLER

DATE: 10/18/19

DEER VALLEY SNOW PARK
EXISTING CONDITIONS
2007 AERIAL TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo EG.dwg

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



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

Transit one way 1 loop through DV Drive West, Drop-Off, DV Drive East, to Doe Pass Rd.

Passenger Vehicle traffic changes from 2 way to 1 way for drop-off loop

Passenger Vehicle traffic changes from 1 way to 2 way for Ski School drop- off and exiting/parking options

TRANSIT 2 WAY
TRANSIT 1 WAY
VEHICLE 2 WAY
VEHICLE 1 WAY
MAIN ROAD
ROADWAY
BUS STOP

Deer Valley Plaza

DEER VALLEY DRIVE WEST

DOE PASS ROAD

Drop-off Area

Parking Below

Parking Below

Parking Below

Snow Park Lodge

Ski School Drop off

DEER VALLEY DRIVE EAST

Powder Run

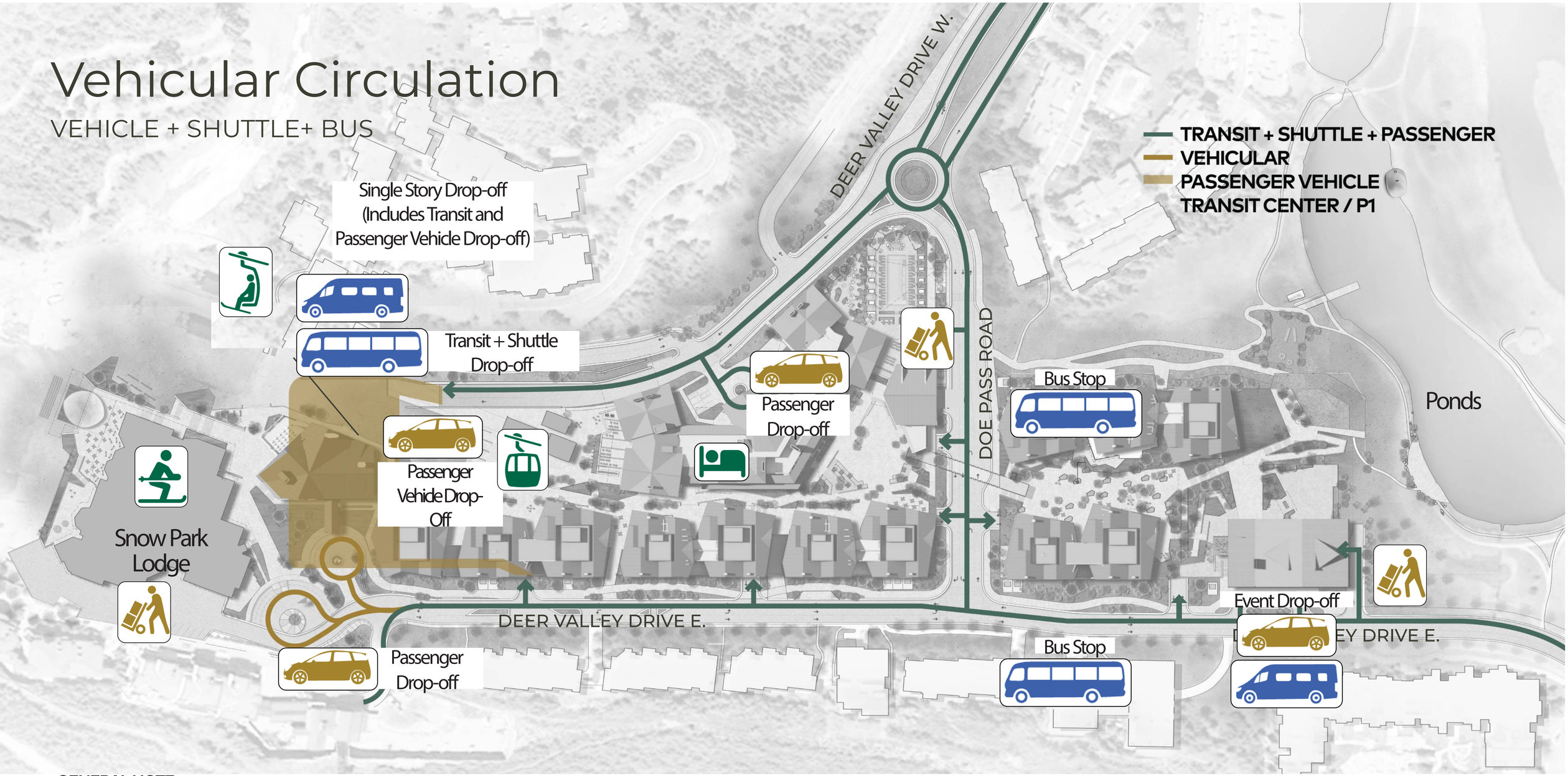
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Exhibit 8: **Drop-off Overall Circulation Plan**

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

Vehicular Circulation

VEHICLE + SHUTTLE+ BUS



GENERAL NOTE

EXHIBIT TO SHOW DIAGRAMATIC SITE TRANSPORTATION CIRCULATION. REFERENCE CIVIL EXHIBIT SHEETS FOR ROAD DESIGN, GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP CONFIGURATIONS, TYP.

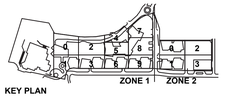
Exhibit 10A: **Pedestrian Circulation & Mobility Plan**

MULTI-USE PATH
SIDEWALK

8'-10' WIDE MULTI-USE PATH
8'-12' WIDE MULTI-USE PATH
8'-10' WIDE MULTI-USE PATH
5' WIDE SIDEWALK
EMERGENCY TURN AROUND
12' WIDE MULTI-USE PATH
TRANSIT CENTER & PASSENGER DROP OFF RAMP BELOW GRADE
6' WIDE SIDEWALK
12' WIDE MULTI-USE PATH
PROPOSED PLAZA
PROPOSED PLAZA
8'-12' WIDE MULTI-USE PATH
12' WIDE MULTI-USE PATH
5' WIDE SIDEWALK
12' WIDE MULTI-USE PATH
SKIER CLUB & SKI SCHOOL DROP OFF

DEER VALLEY PLAZA
ASPEN WOOD CONDOMINIUMS
ROYAL TREES
IN THE TREES AT DEER VALLEY
PINNACLE AT DEER VALLEY
FAWNGROVE
LAKESIDE AT DEER VALLEY
TRAIL'S END AT DEER VALLEY
DEER VALLEY RESORT
SNOW PARK LODGE
BLACK DIAMOND
POWDER RUN
RED STAG LODGE
COMSTOCK
COURCHEVEL
SILVER BARON LODGE AT DEER VALLEY
BRISTLECONE
AMBER DAYSTAR
FIRE STATION
CHAPARRAL
WILDFLOWER
GLENFIDDICH
LODGES AT DEER VALLEY

100' 0 100' 200'



KEY PLAN

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

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (903) 224-9656
gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
29045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

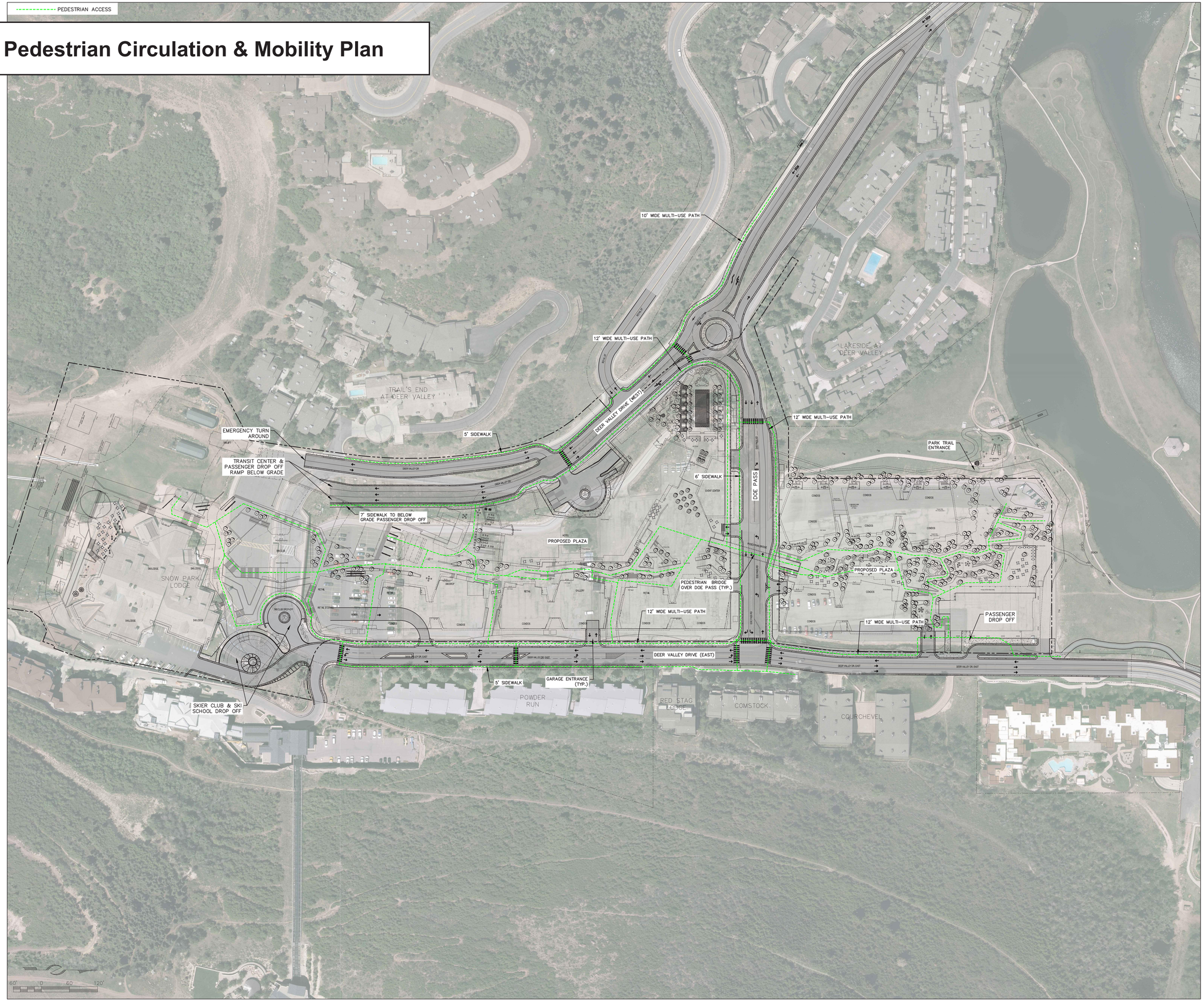
REVISION

NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-4

Exhibit 10B: **Pedestrian Circulation & Mobility Plan**


PEDESTRIAN ACCESS
10' WIDE MULTI-USE PATH
12' WIDE MULTI-USE PATH
12' WIDE MULTI-USE PATH
12' WIDE MULTI-USE PATH
12' WIDE MULTI-USE PATH
DEER VALLEY DRIVE (WEST)
DEER VALLEY DRIVE (EAST)
DOE PASS
5' SIDEWALK
6' SIDEWALK
7' SIDEWALK TO BELOW GRADE PASSENGER DROP OFF
5' SIDEWALK
EMERGENCY TURN AROUND
TRANSIT CENTER & PASSENGER DROP OFF RAMP BELOW GRADE
SKIER CLUB & SKI SCHOOL DROP OFF
PASSENGER DROP OFF
PARK TRAIL ENTRANCE
PROPOSED PLAZA
PROPOSED PLAZA
PEDESTRIAN BRIDGE OVER DOE PASS (TYP.)
GARAGE ENTRANCE (TYP.)
TRAIL'S END AT DEER VALLEY
LAKESIDE AT DEER VALLEY
SNOW PARK LODGE
POWDER RUN
RED STAG LODGE
COMSTOCK
CHAMONIX
CHAMONIX
CHAMONIX

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

LEGEND

- PEDESTRIAN PATHS
- MULTI USE PATHS
- VILLAGE PLAZA

DEER VALLEY DRIVE WEST

DEER VALLEY DRIVE EAST

DOE PASS RD

TRAILS END RD.

TRANSIT HUB ENTRY

SETBACK

Snow Park Lodge

Pedestrian Plaza

Pedestrian Plaza

Pedestrian Bridge

Pedestrian Plaza

Bus Stop

Bus Stop

Ponds

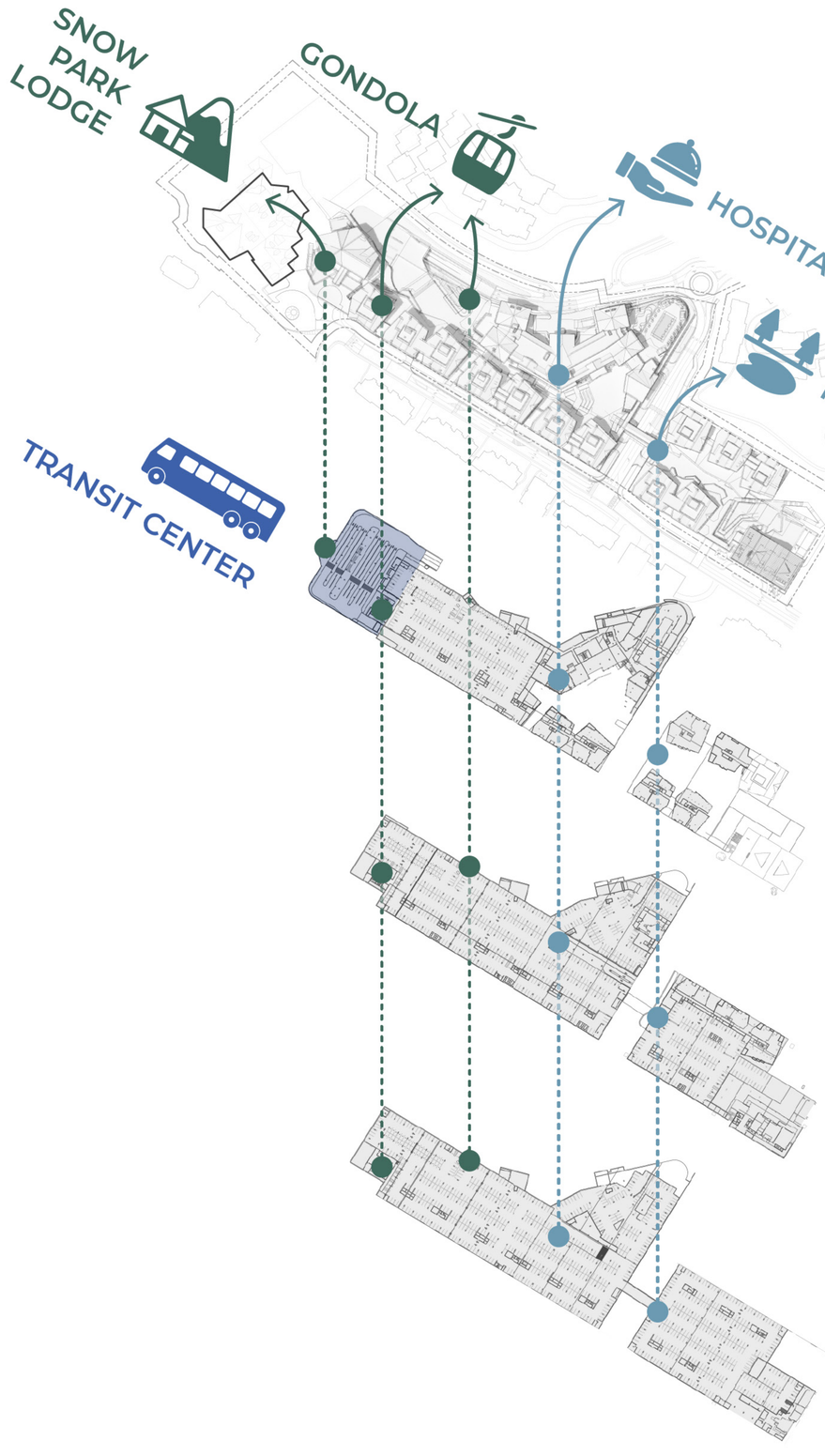
Existing Trails

Event Drop-off

Passenger Drop-off

Multi-use Paths

Diagram use: to represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



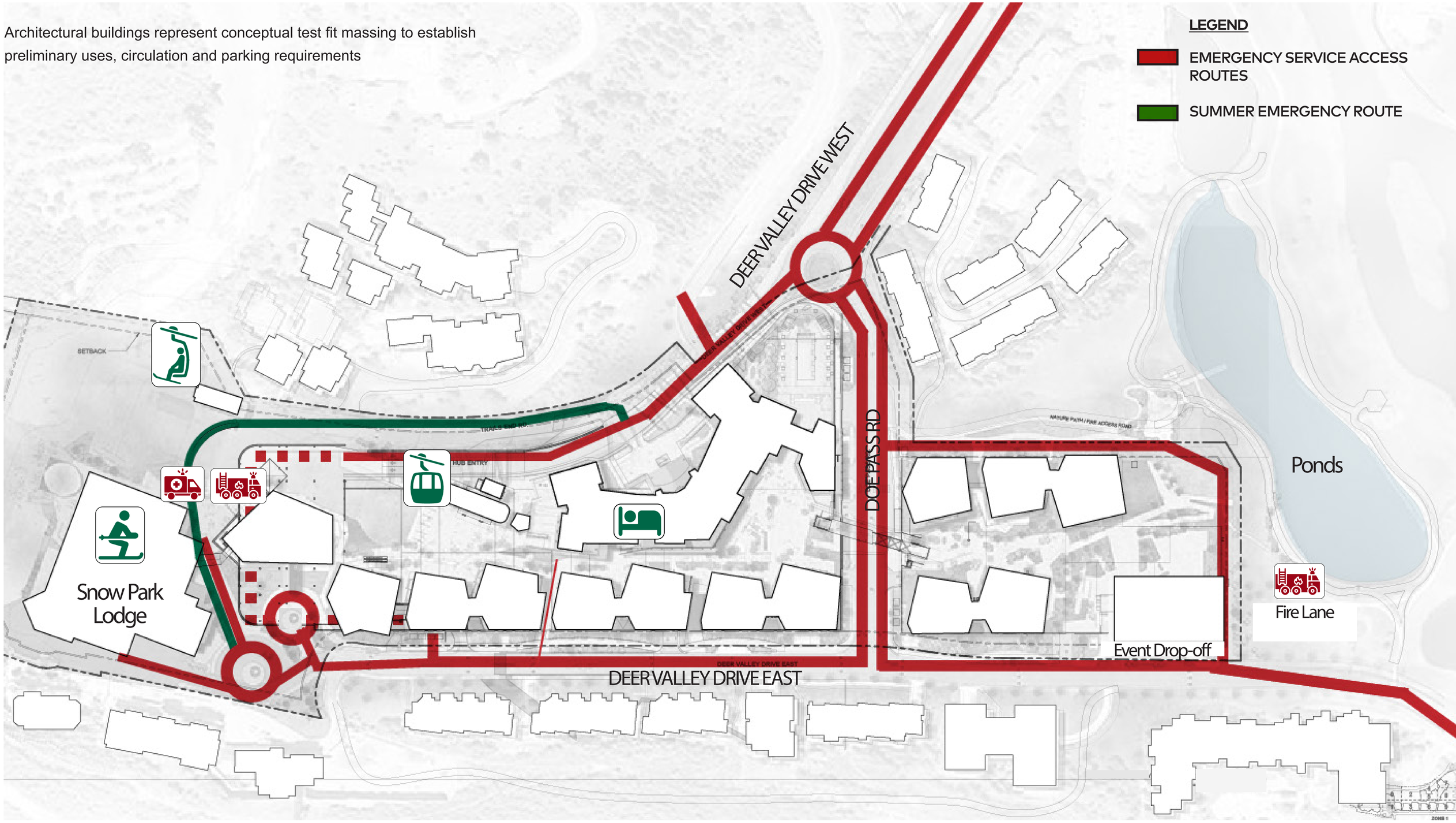
L0 VILLAGE PLAZA LEVEL

P1 UPPER LEVEL PARKING

P2 MIDDLE LEVEL PARKING

P3 LOWER LEVEL PARKING

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



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Exhibit 11: **Emergency Vehicle Circulation**

DEVELOPMENT NUMBERS

PARKING NUMBERS

Program	Day Skier	Residential	Event	Hotel	Commercial	TOTAL	Notes
Gross Level P1					284	284	
Gross Level P2	439	181	13	120		753	
Gross Level P3	922		12			934	
Gross Overall	1,361	181	25	120	284	1,971	

Requiremetns by PROGRAM by LEVEL							
ADA Required							per IBC table 1106.1
ADA Required P1					7	7	
ADA Required P2	9	6	1	5		21	
ADA Required P3	19		1			20	
						48	dispersed

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1					75	75	
EV Required P2	89	65	8	57		219	
EV Required P3	139		7			146	
						440	total = EV ready + EV Charger

Requirements by GROSS by LEVEL							
ADA Required	n/a	n/a	n/a	n/a	n/a		per IBC table 1106.1
ADA Required P1						7	
ADA Required P2						16	
ADA Required P3						19	
						42	centralized per level

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1						75	number shown counts both requirements
EV Required P2						121	
EV Required P3						139	
						335	total = EV ready + EV Charger

Requirements by GROSS OVERALL							
ADA Required	n/a	n/a	n/a	n/a	n/a		per IBC table 1106.1
ADA Required P1							
ADA Required P2							
ADA Required P3							
						30	centralized on P2, north & south

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1							
EV Required P2							
EV Required P3							
Total 1,971						243	total = EV ready + EV Charger

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

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

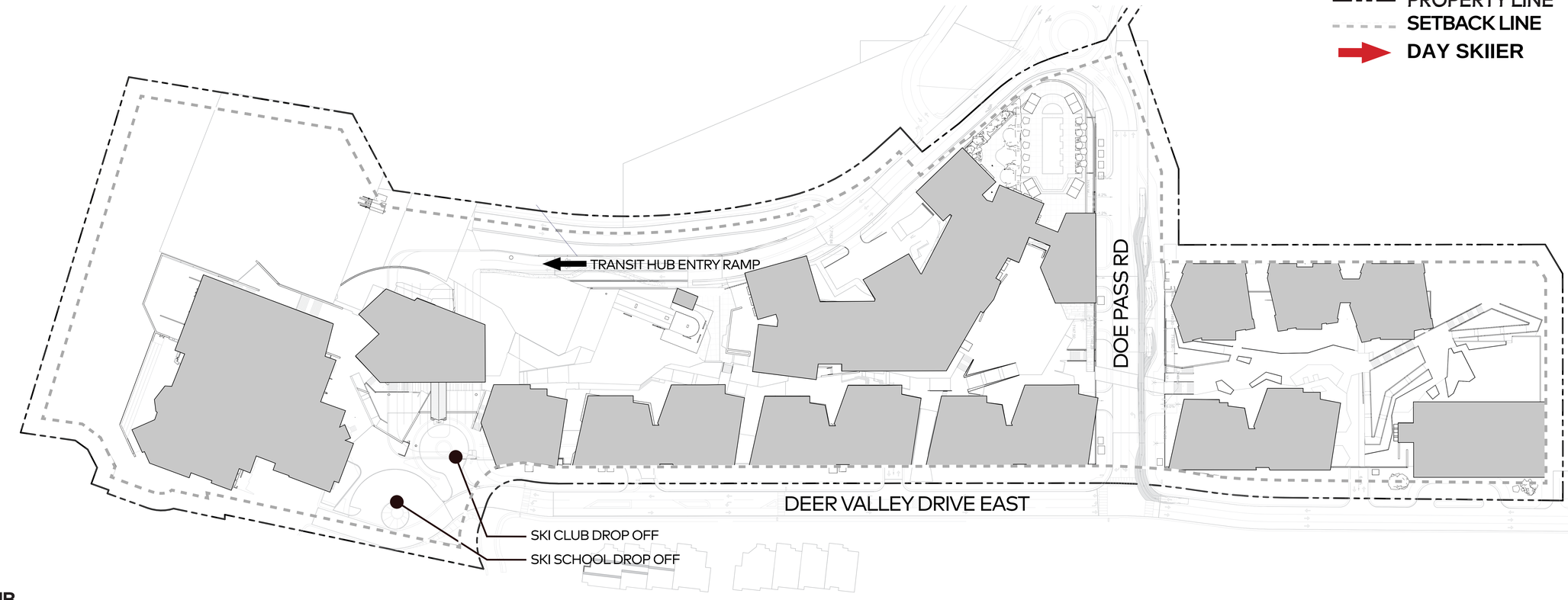
LEGEND

RESIDENTIAL/ RESORT ACCESSORY

PROPERTY LINE

SETBACK LINE

DAY SKIIER



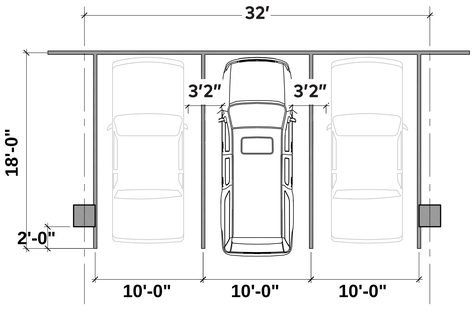
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

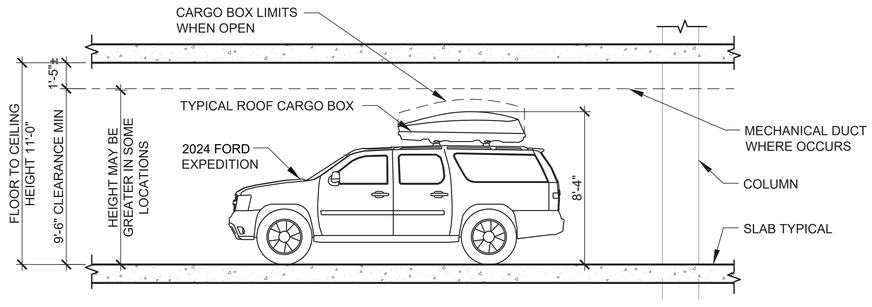
SITE PLAN

0' 20' 50' 100' 250'

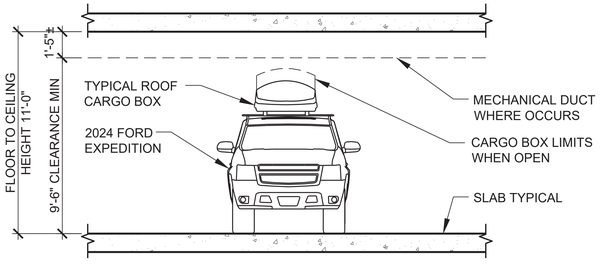
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

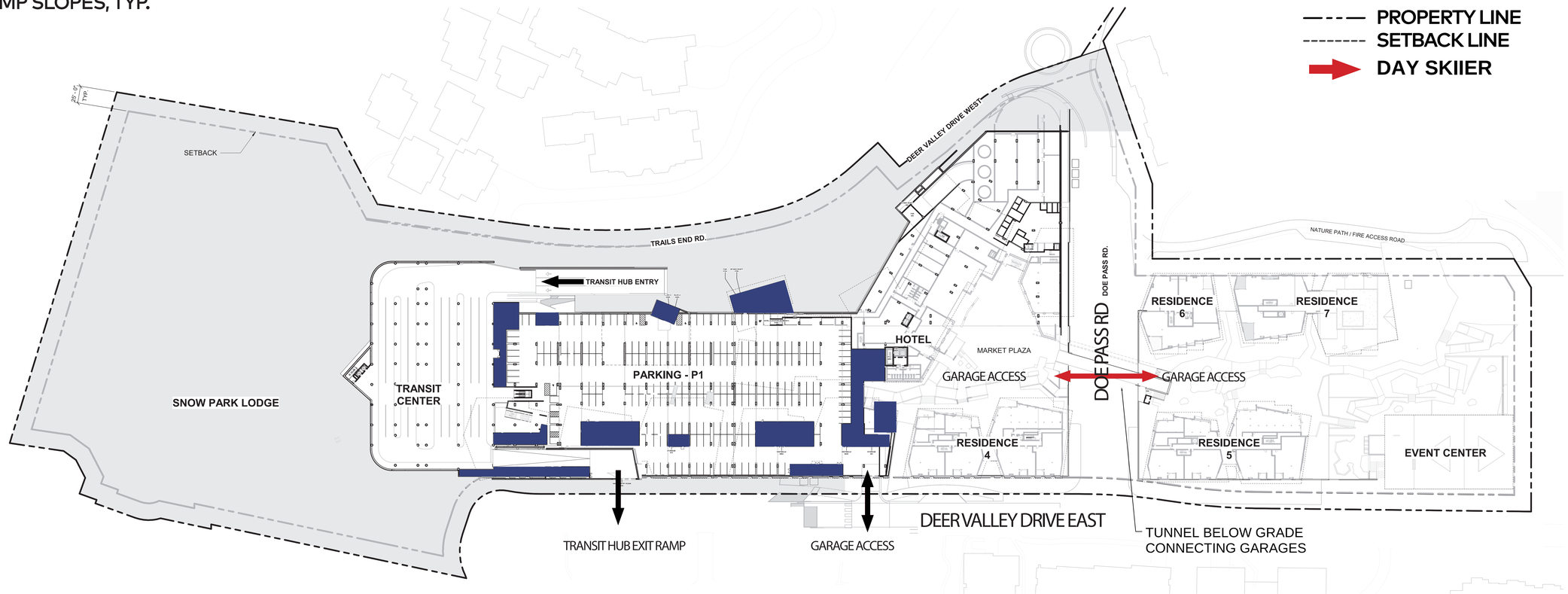
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 3992 SF
- PROPERTY LINE
- SETBACK LINE
- DAY SKIIER



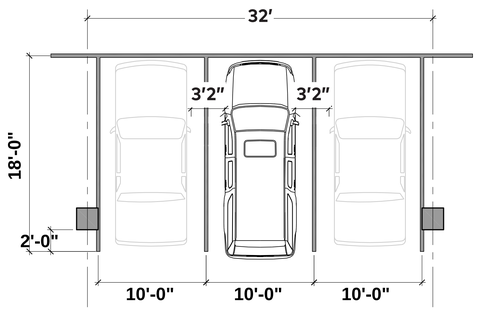
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

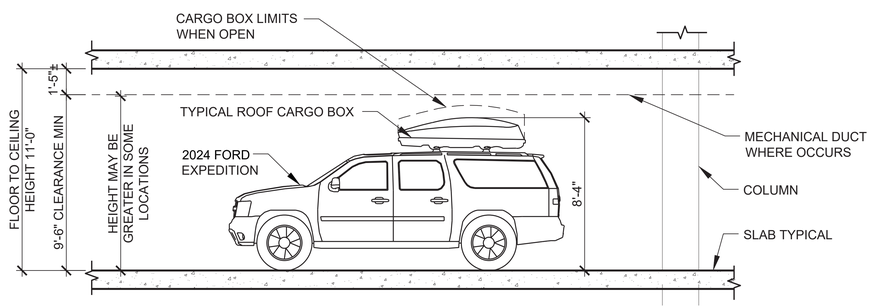
PARKING PLAN_LEVEL_P1 - 7170.3'

0 20 40 100 200

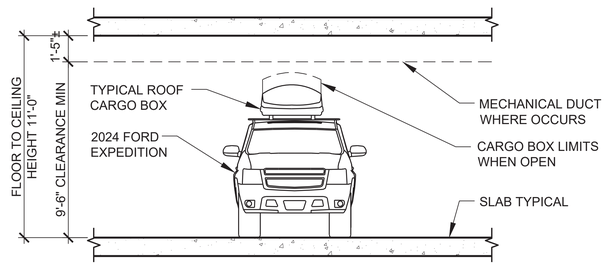
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

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Exhibit 13B: **Parking Garage & Floor Plans_P1 & Transit & Passenger Drop-off**

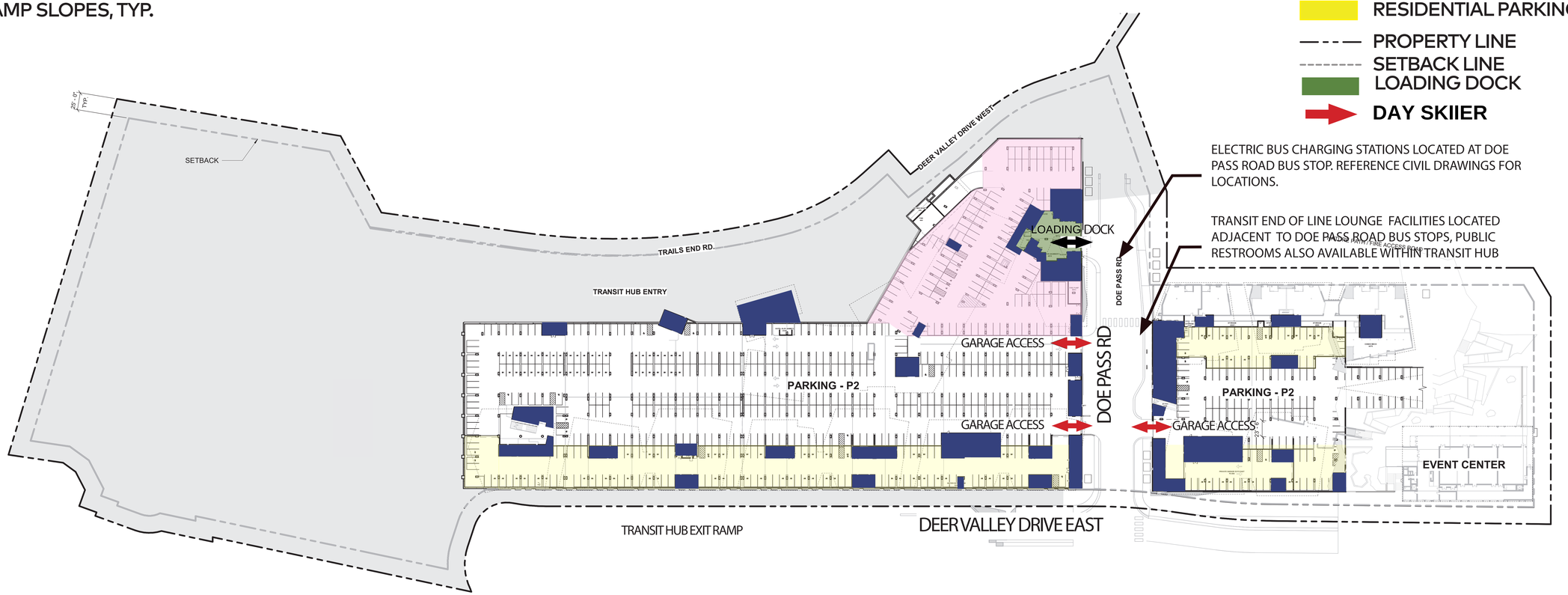
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 14,769 SF
- HOTEL PARKING
- RESIDENTIAL PARKING
- PROPERTY LINE
- SETBACK LINE
- LOADING DOCK
- DAY SKIIER



ELECTRIC BUS CHARGING STATIONS LOCATED AT DOE PASS ROAD BUS STOP. REFERENCE CIVIL DRAWINGS FOR LOCATIONS.

TRANSIT END OF LINE LOUNGE FACILITIES LOCATED ADJACENT TO DOE PASS ROAD BUS STOPS, PUBLIC RESTROOMS ALSO AVAILABLE WITHIN TRANSIT HUB

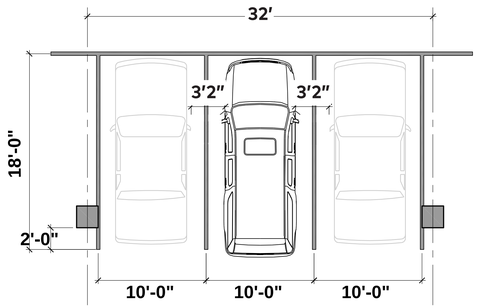
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

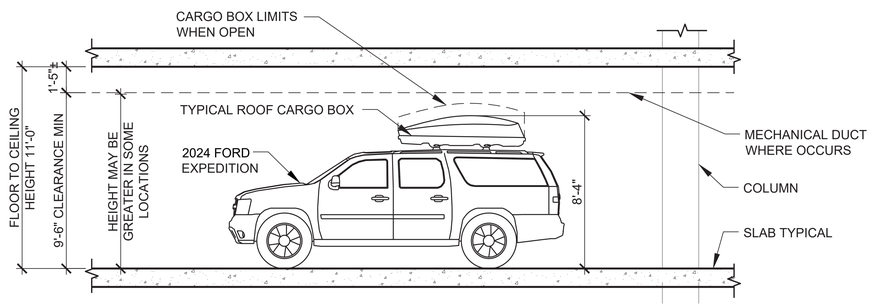
PARKING PLAN_LEVEL_P2 - 7147.5'

0 20 40 100 200

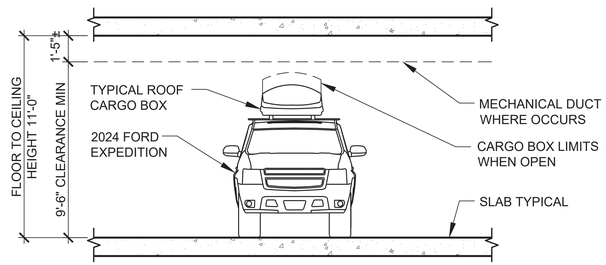
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

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

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 34,731 SF
- PROPERTY LINE
- SETBACK LINE
- LOADING DOCK
- DAY SKIIER



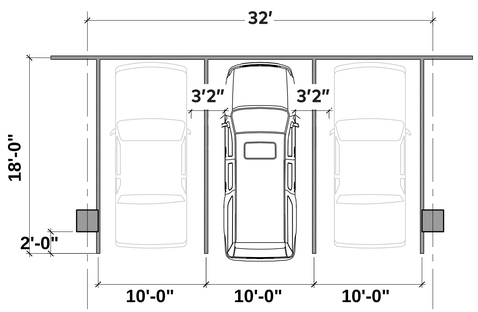
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

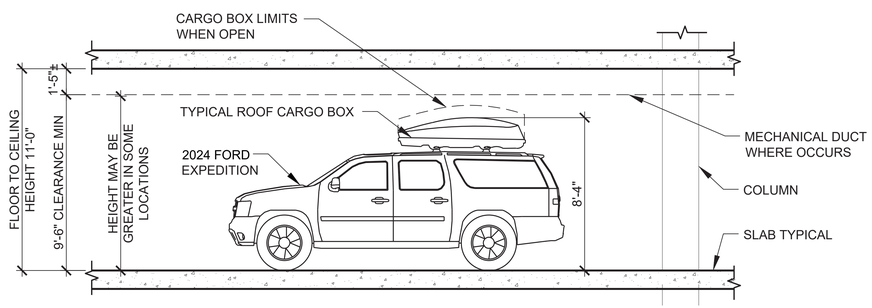
PARKING PLAN_LEVEL_P3 - 7135.5'

0 20 40 100 200

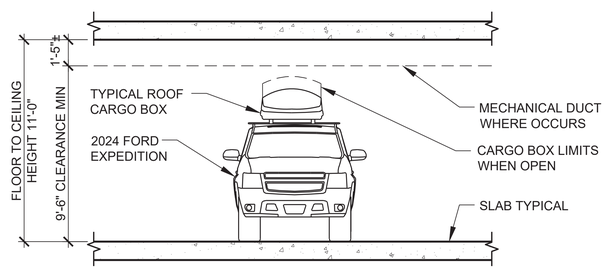
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP

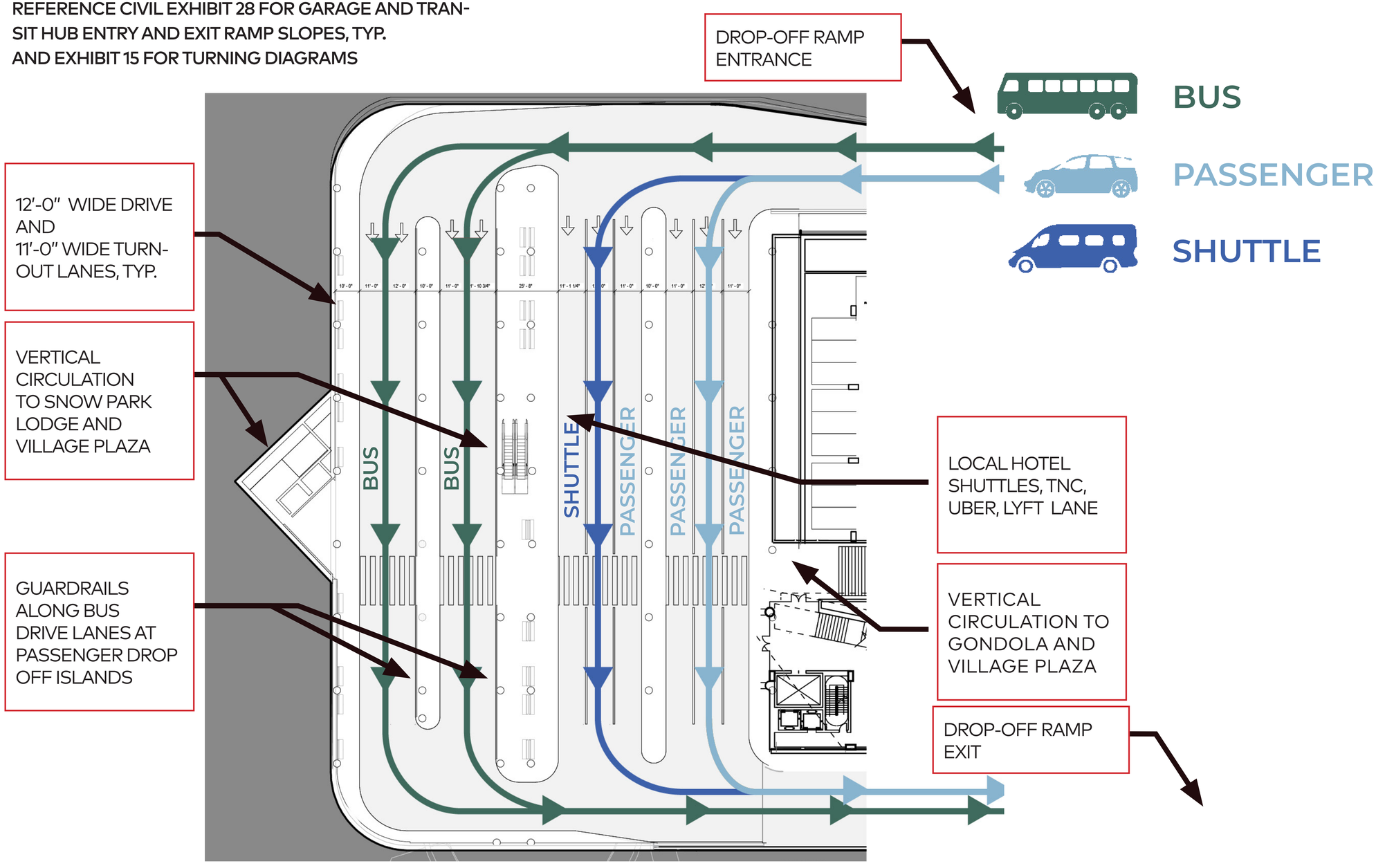


PARKING STALL SECTION TYP

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

GENERAL NOTES

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.
AND EXHIBIT 15 FOR TURNING DIAGRAMS



TRANSIT HUB

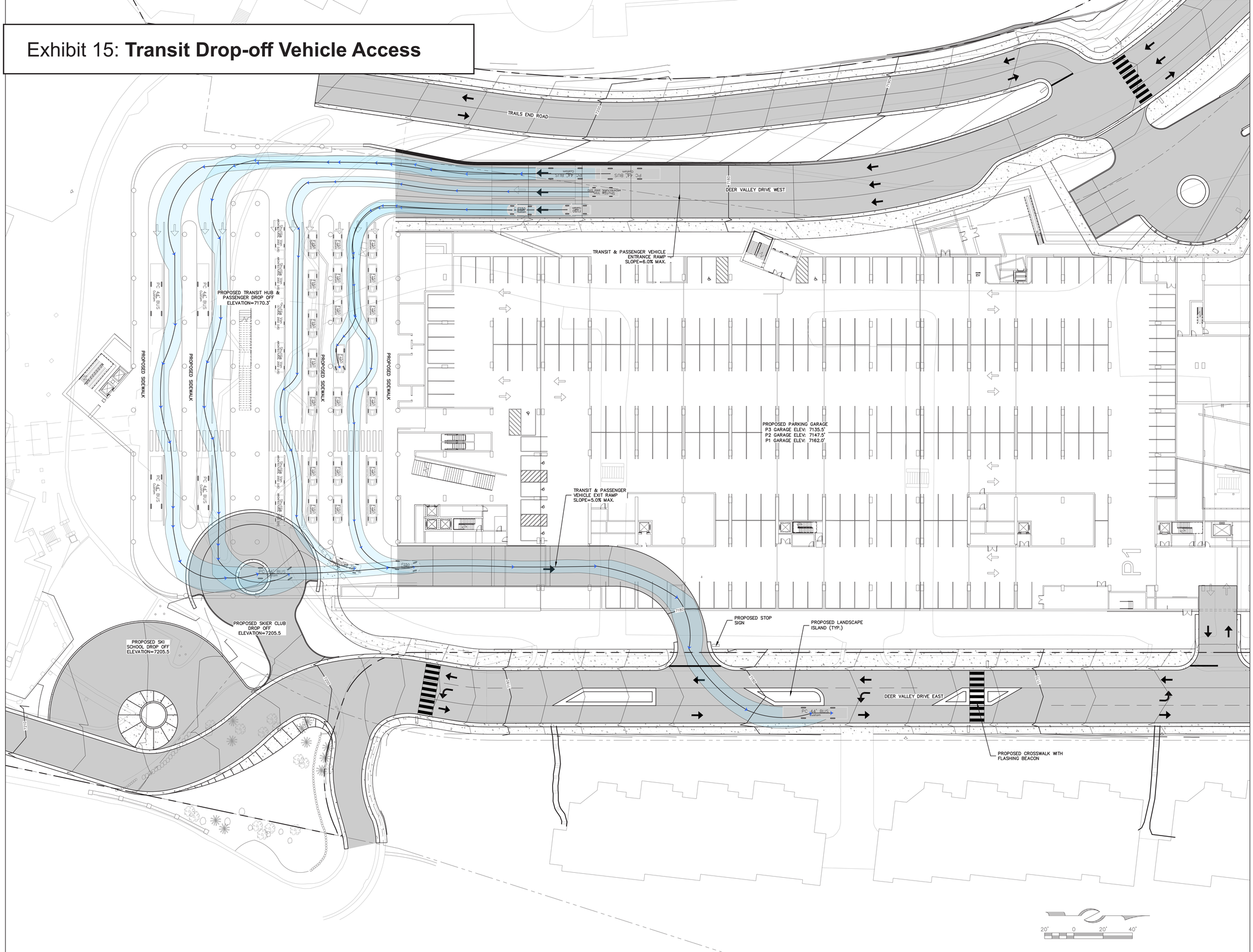
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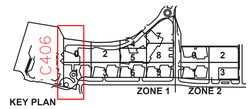
TRANSIT DROP-OFF_LEVEL P1 - 7170.3'

0 20 40 100

N

Exhibit 15: **Transit Drop-off Vehicle Access**





KEY PLAN

ALLIANCE ENGINEERING

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

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (503) 224-9656
gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

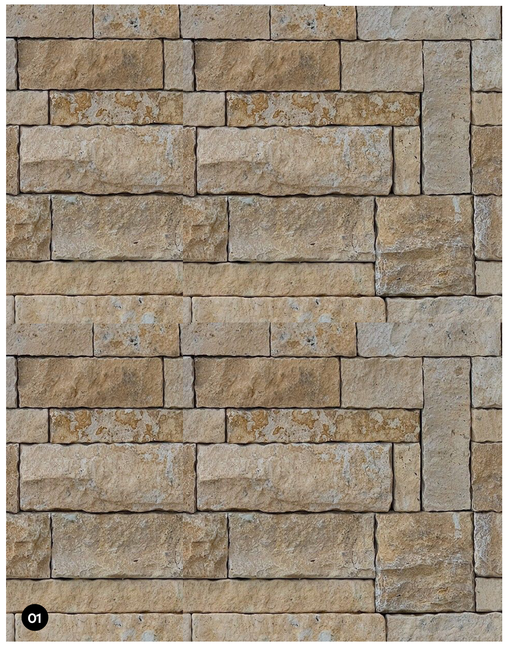
REVISION

NOT FOR CONSTRUCTION

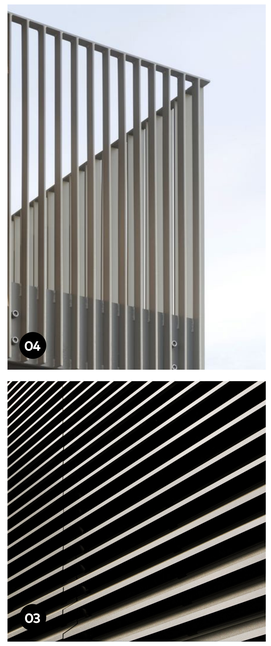
SHEET
TRANSIT HUB AUTO TURN

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

Note: exact color of materials and stone coursing is subject to change





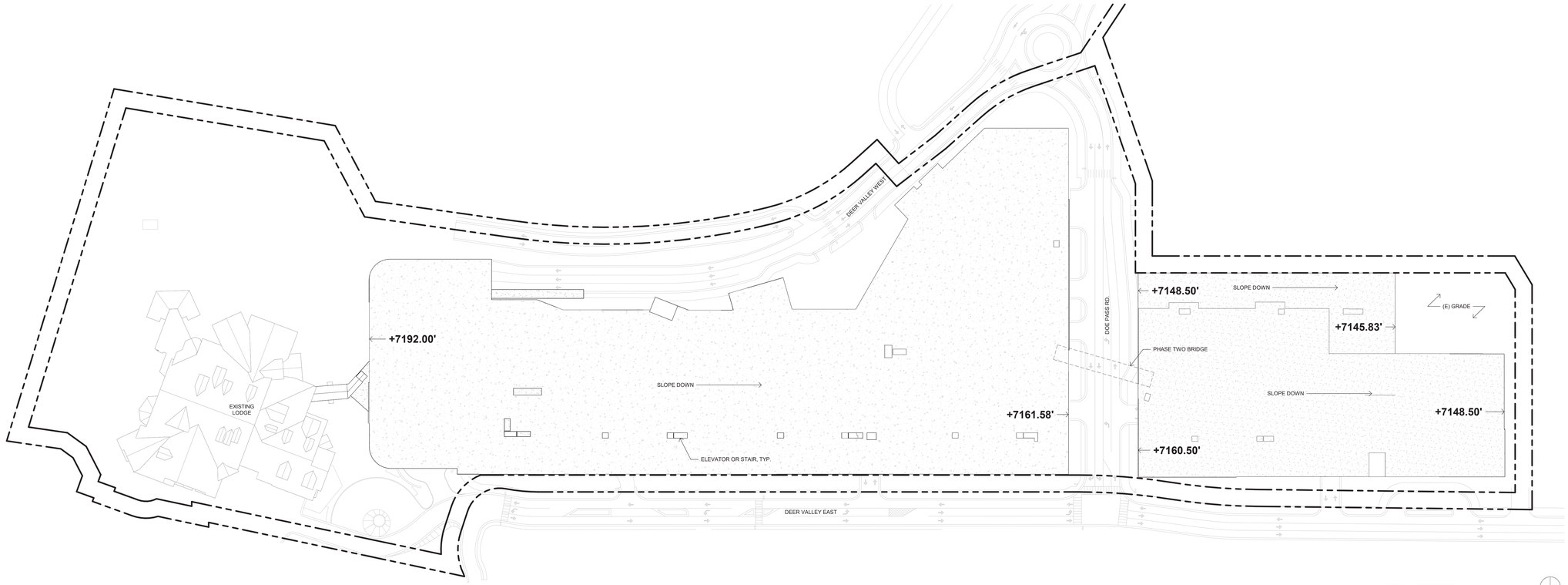






01_STACKED STONE CLADDING
02_PAINTED METAL PANEL
03_LOUVERS
04_PAINTED METAL GUARDRAILS
05_SMOOTH CONCRETE BASE
06_ACCESS DOORS

Exhibit 17: **Parking Garage_Podium Roof Top**



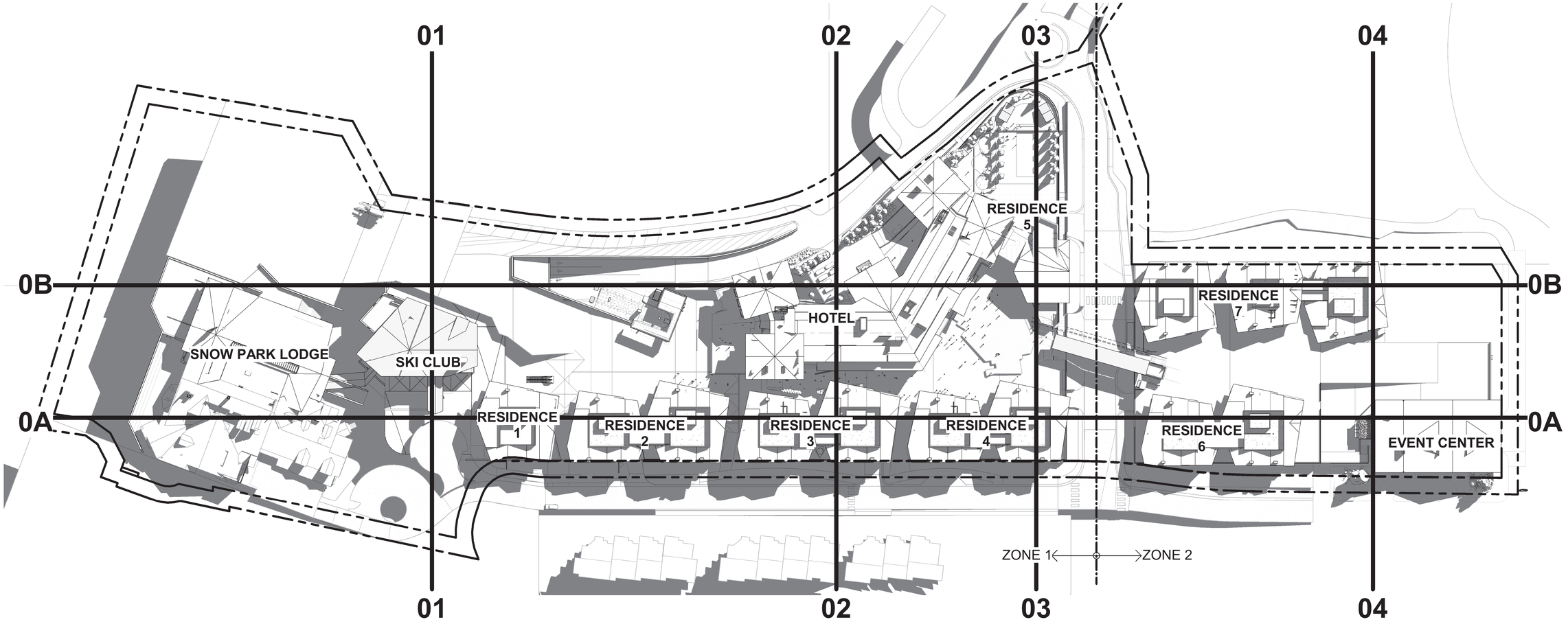
PARKING GARAGE_PODIUM ROOF TOP

0 20 40 100 200

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N

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



DEER VALLEY®

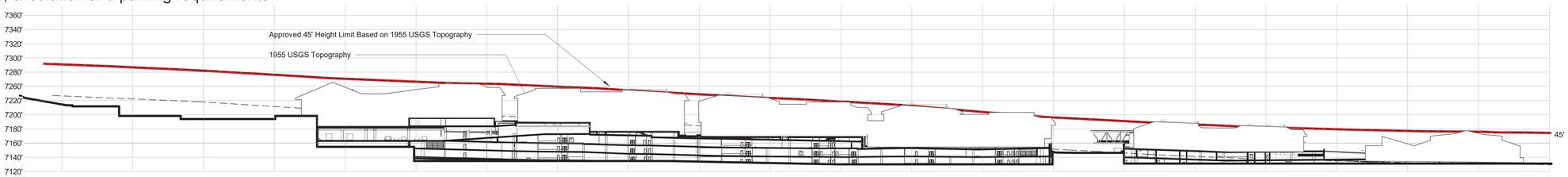
skylab

Snow Park Village

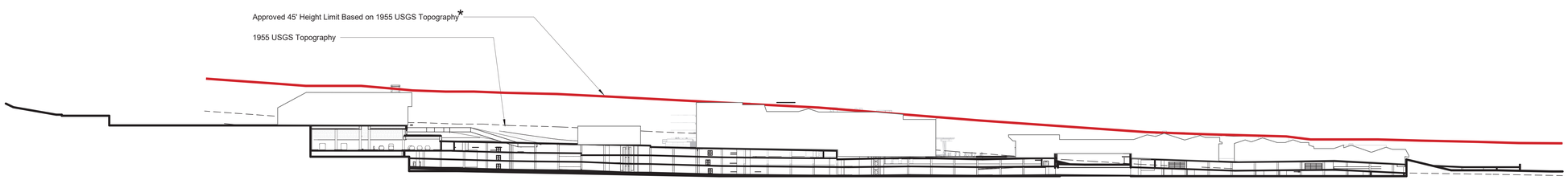
Exhibit 18: **Site/Building Sections Key Plan**

N

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

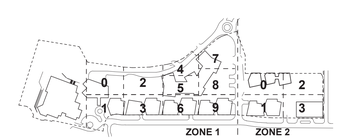


NS SITE SECTION - HEIGHT COMPLIANCE B
1" = 80'-0"
0B

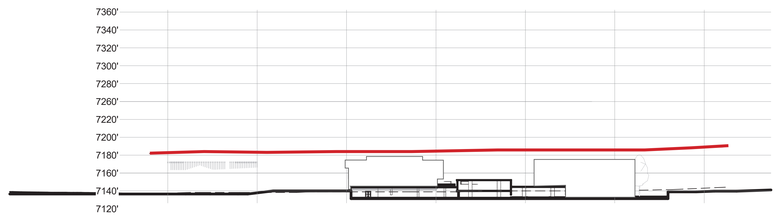


NS SITE SECTION - HEIGHT COMPLIANCE A
1" = 80'-0"
0A

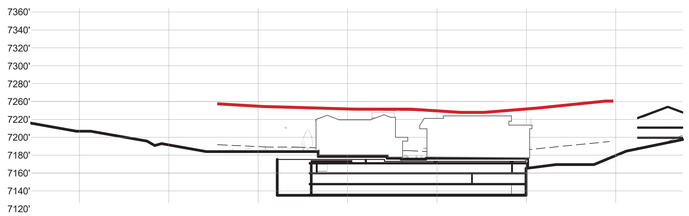
*All buildings have been designed to be incompliance within the 45' hegiht limit set forth in the designated guidelines. Any building above the 45' height limit line is in compliance with the allowable roof variance up to 50'.



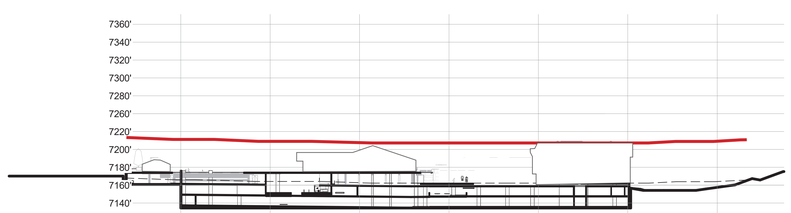
KEY PLAN



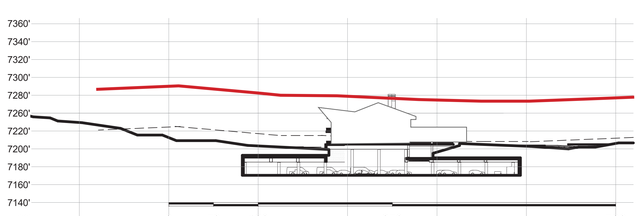
EW SITE SECTION - HEIGHT COMPLIANCE 04
1" = 80'-0"
04



EW SITE SECTION - HEIGHT COMPLIANCE 02
1" = 80'-0"
02



EW SITE SECTION - HEIGHT COMPLIANCE 03
1" = 80'-0"
03



EW SITE SECTION - HEIGHT COMPLIANCE 01
1" = 80'-0"
01

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209

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SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
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Tel. (503) 224-9656
gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
SEPTEMBER 20, 2024

ISSUANCE
100% DD - MASS EXSHORING

REVISION

NOT FOR CONSTRUCTION

SHEET
PROJECT HEIGHT STUDY SECTIONS

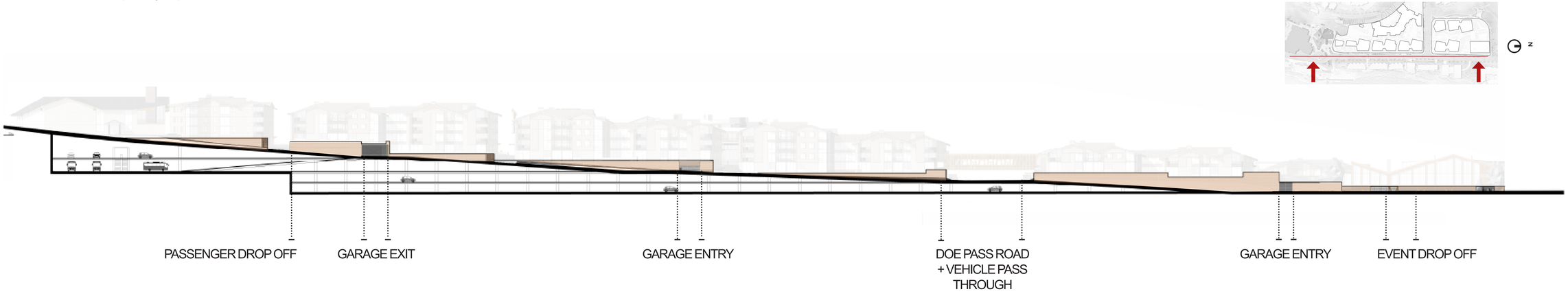
0' 50' 100' 250' 500'

CUP 15

FOR REFERENCE ONLY

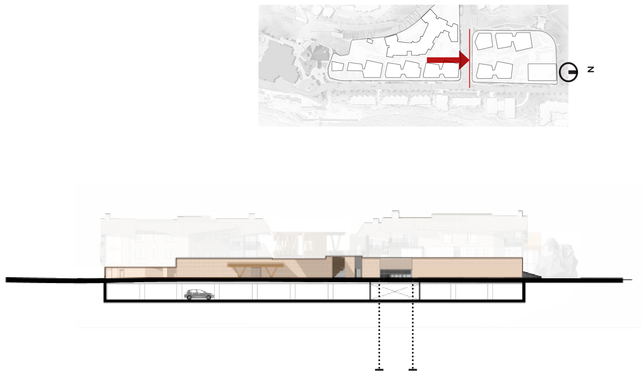
Building Elevation_East

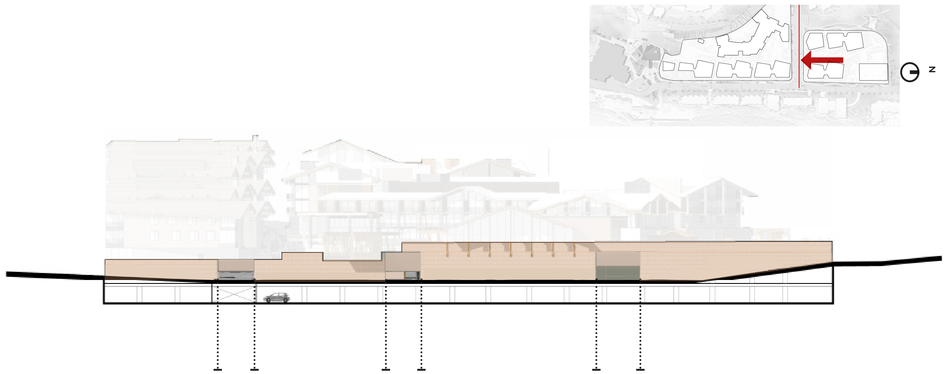
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



Building Elevations_Doe Pass Road

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



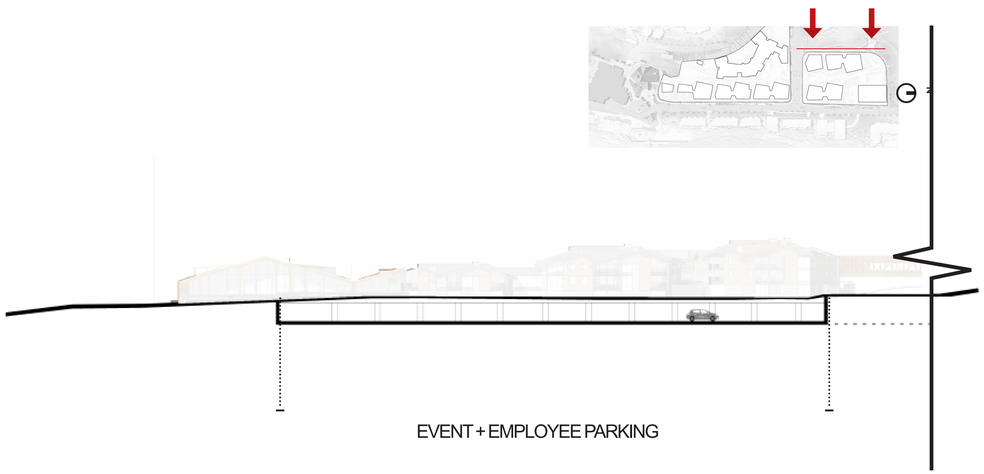


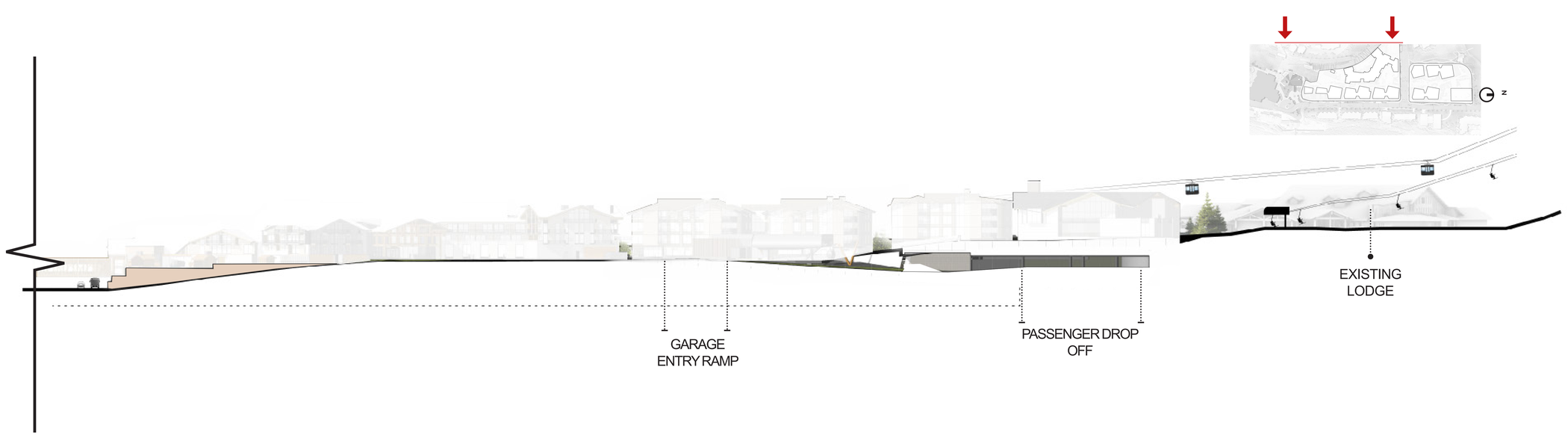
GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevations_West

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





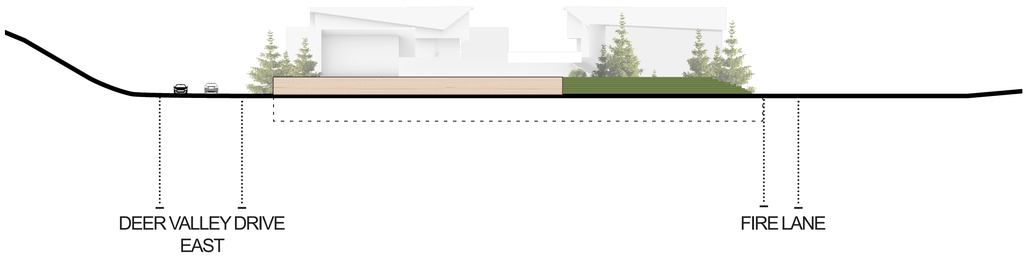
GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_North

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

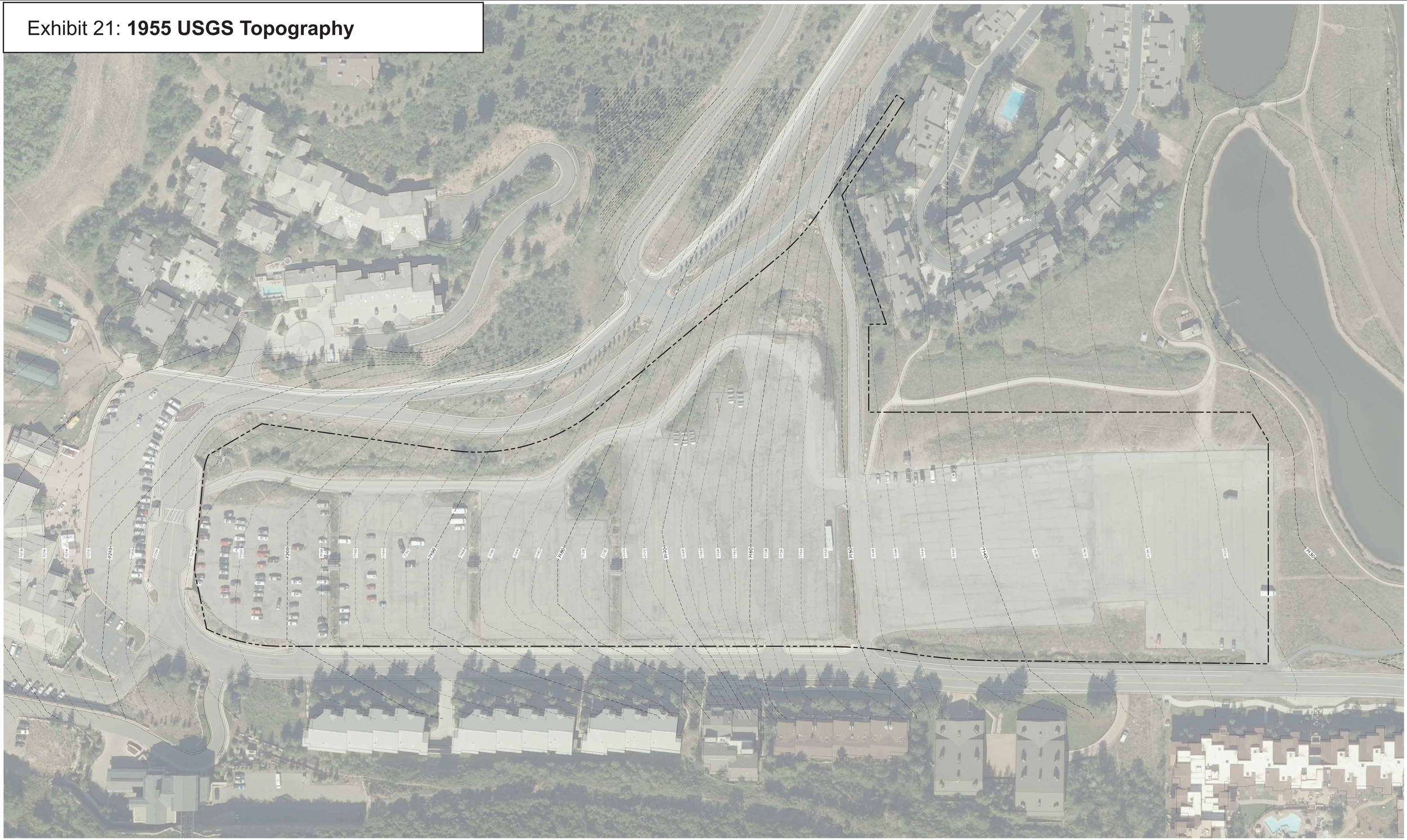




GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Exhibit 21: **1955 USGS Topography**



60' 0 60' 120'

PROFESSIONAL LAND SURVEYOR No. 4857264 MICHAEL DEMKOWICZ 1/7/21 STATE OF UTAH

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
DUSTIN CARRISH

DATE: 1/7/2021

DEER VALLEY SNOW PARK DEVELOPMENT
1955 USGS
TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo-updated

February 19, 2021

NOTICE OF PLANNING DIRECTOR DETERMINATION

Property Address: 2250 Deer Valley Drive S
Description: Planning Director Determination of Natural Grade
Date of Action: February 19, 2021
Permit Number: PL-20-04708

ACTION TAKEN BY PLANNING DIRECTOR:
On November 12, 2020, Applicant Bryan Elliot submitted a request for a Planning Director Determination of Natural Grade for the site (Snow Park Village development site). This information was supplemented on January 15, 20201 see Attachment 1.

Natural Grade is defined in Land Management Code (LMC) 15-15-2 as,

> *"The Grade of the surface of the land prior to any Development Activity or any other man-made disturbance or Grading. The Planning Department shall estimate the Natural Grade, if not readily apparent, by reference elevations at points where the disturbed Area appears to meet the undisturbed portions of the Property. The estimated Natural Grade shall tie into the elevation and Slopes of adjoining Properties without creating a need for a new retaining wall, abrupt differences in the visual Slope and elevation of the land, or redirecting the flow of run-off water."*

Due to previous grading of the site, the grade of the Snow Park surface parking lots has been altered to create a more level parking field. The Applicant has prepared a proposed interpolated grade analysis that is based on Existing Conditions (as of 2007), perimeter historical (Natural) contours, and pre-development 1955 USGS topography.

A site visit was made by the Planning Department on December 16, 2020.

Based on the site visit, and the Applicant's submittal, the Planning Director has determined that the southern section of the parking lots closer to the Snow Park Lodge were excavated (cut), and the norther section of the parking lots closer to the ponds were filled, in order to create a more level parking area.

Based on the information submitted, the Planning Director has determined that the methodology used to determine interpolated Natural Grade, including page 6 of 2007 Aerial and 1995 USGS Topography Section, appears sound, and is based on a digital contour model, stamped and signed by Michael Demkowicz, Professional Land Surveyor.

As you have correctly noted, Exhibit 1 of the 12th Amended and Restated MPD notes that the height of the Snow Park Village parcel is 28-45 feet.

Please let me know if you have any questions.

Sincerely,

Gretchen Milliken

Planning Director

The Planning Director based this determination on the following Findings of Facts:

Findings of Fact:
1. The Site is located at 2250 Deer Valley Drive South
2. The Site is within the Residential Development (RD) Zoning District and the Deer Valley Resort MPD.
3. Planning Staff conducted a Site Visit on December 16, 2020.
4. Per the Staff's Site Visit and information submitted on November 12, 2020, and supplemented on January 15, 2021, the Planning Director has determined the proposed Natural Grade Analysis (see Attachment 1) is complete and appears sound. This includes information stamped and signed by Michael Demkowicz, Professional Land Surveyor, dated 1/7/21, in order to determine the Building Height Envelope.

If you have any questions regarding this determination, please don't hesitate to contact the Planning Department at 435-615-5060.

Sincerely,

Gretchen Milliken

Planning Director

CC: Alexandra Ananth, Senior Planner
Mark Harrington, City Attorney

Attachment 1 – Applicant's Proposal

LEGEND

SITE AREA

OPEN SPACE PROVIDED

SNOW STORAGE ZONE

SNOW MELT - VEHICUAR ZONE



Site Total- 24.3 Acres

Site Without Buiding Footprint - 18.1 Acres

Green Area - 14.92 Acres

Blue Area - Snow Storage - 0.64 Acres

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skylab

Snow Park Village

Exhibit 23A **Open Space Plan & Snow Storage**



SNOW MELT AREA TAKE-OFF:

- LODGE SNOW MELT SQ FOOTAGE: 17,920 SQ. FT.
- VILLAGE SNOW MELT SQ FOOTAGE: 98,510 SQ. FT.
- HOTEL SNOW MELT SQ FOOTAGE: 25,837 SQ. FT.
- VEHICLE SNOW MELT SQ FOOTAGE: 19,768 SQ. FT.

TOTAL SNOW MELT: 162,035 SQ. FT.

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Exhibit 24: **Civil Site Plan_Plat & Right of Way**

LEGEND:

LOT 1 BOUNDARY

IN THE TREES AT DEER VALLEY

ROYAL STREET

LAKESIDE AT DEER VALLEY

TRAIL'S END AT DEER VALLEY

DEER VALLEY RESORT

SNOW PARK LODGE

BLACK DIAMOND

DEER CREST HOTEL SUBDIVISION (ST. REGIS)

POWDER RUN

RED STAG LODGE

COMSTOCK

COURCHEVEL

SILVER BARON LODGE AT DEER VALLEY

120' 0 120' 240'

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
10/03/2024
STATE OF UTAH

ALLIANCE ENGINEERING

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

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

DATE: 10/03/2024

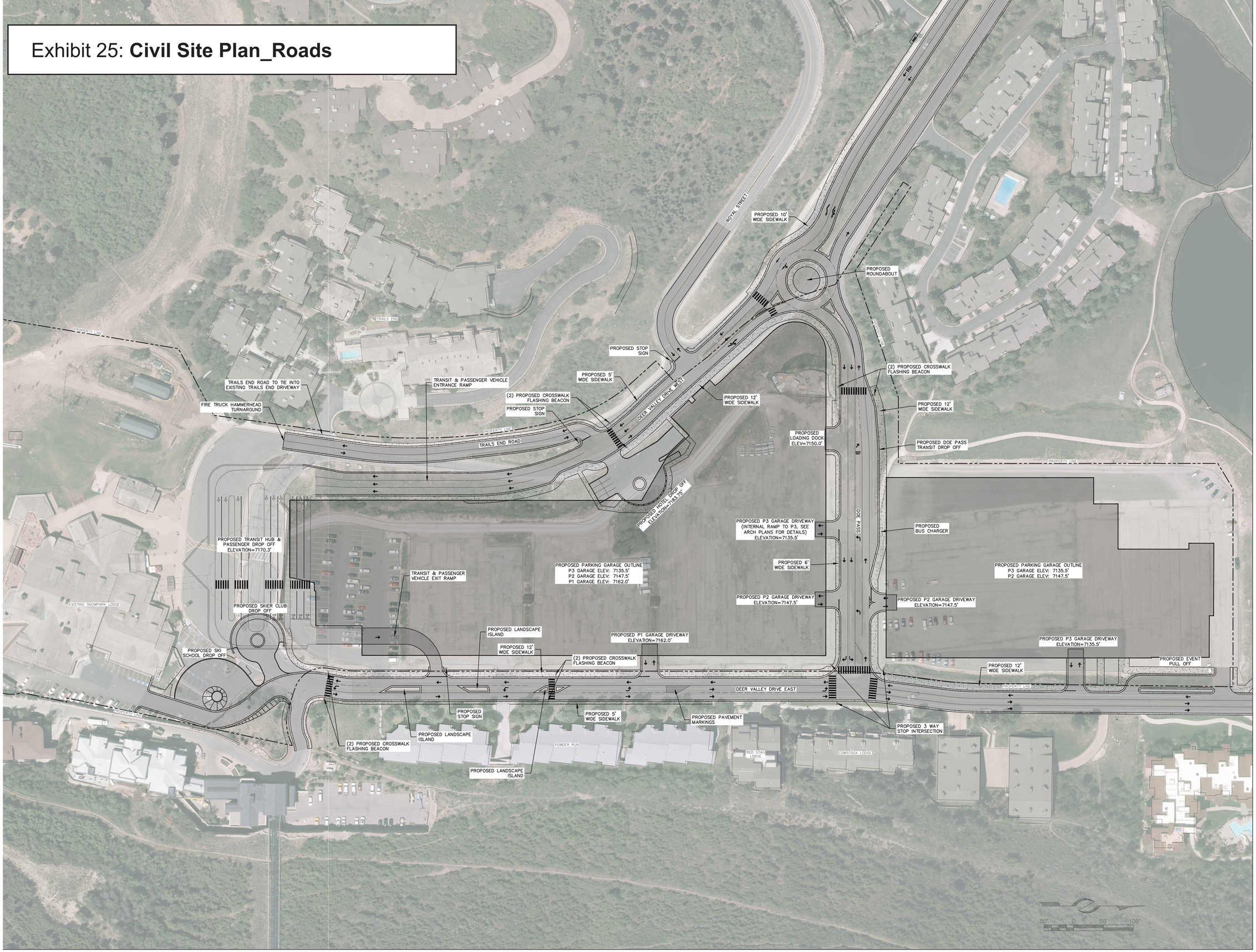
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SNOW PARK VILLAGE

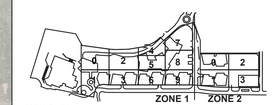
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FOR: DEER VALLEY RESORT
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\SP Development\110119snowparkALTA-civil.dwg

SHEET 20

Exhibit 25: **Civil Site Plan_Roads**





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PROJECT #
23045

DATE
OCTOBER 3RD, 2024

ISSUANCE
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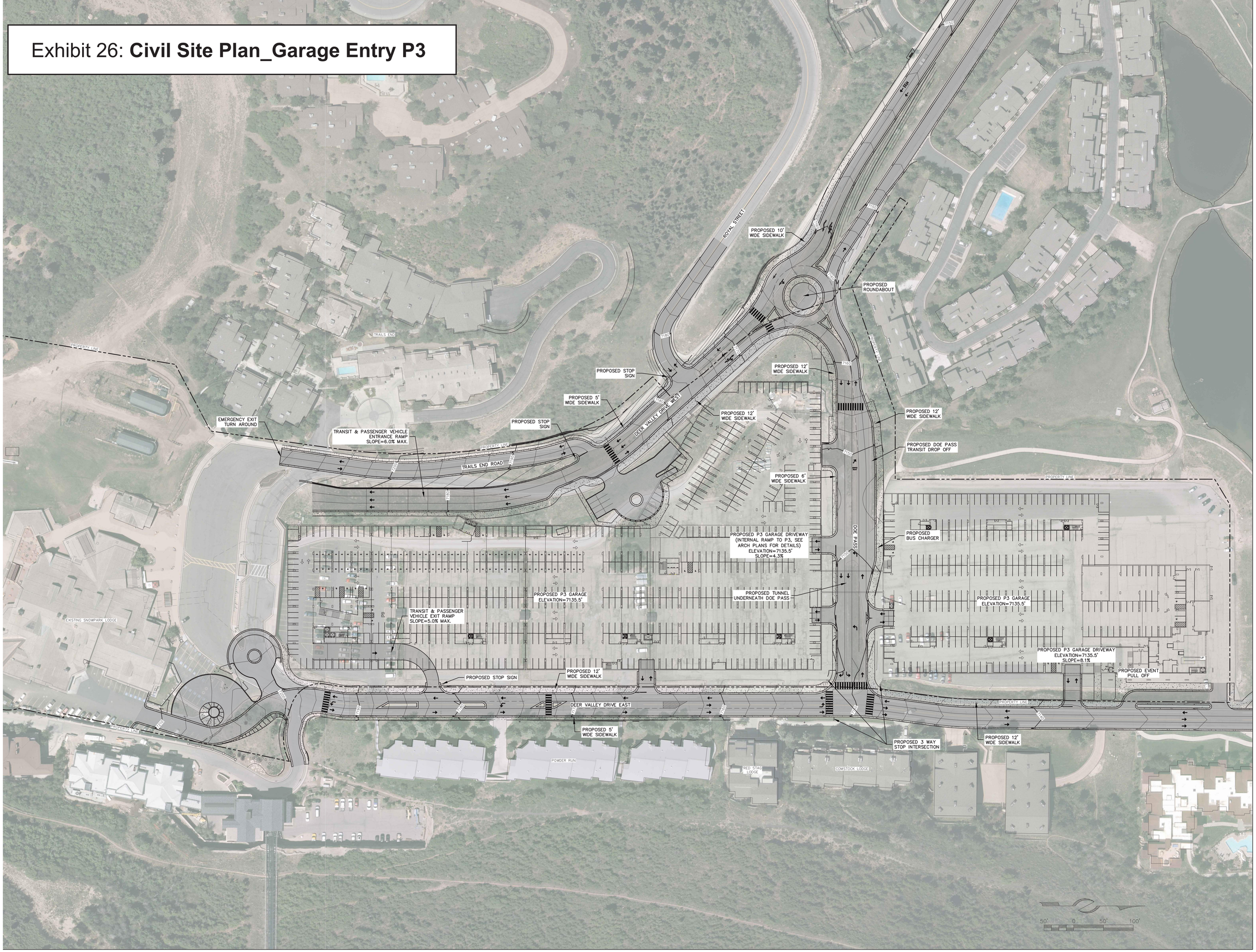
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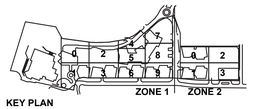
NOT FOR CONSTRUCTION

SHEET
OVERALL SITE PLAN

C201

Exhibit 26: **Civil Site Plan_Garage Entry P3**





KEY PLAN

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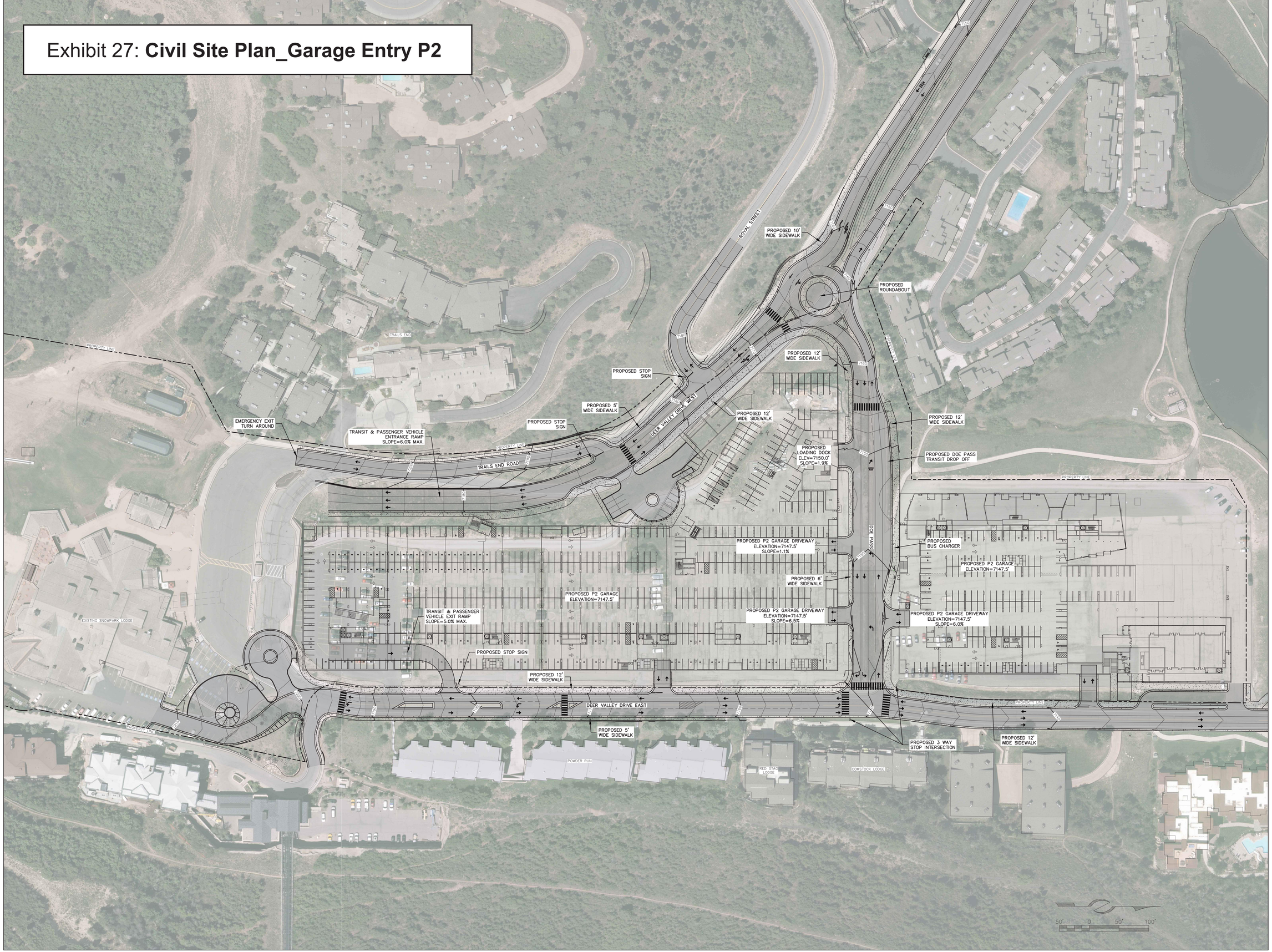
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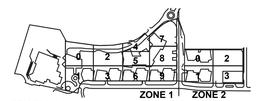
NOT FOR CONSTRUCTION

SHEET
P3 GARAGE LEVEL PLAN

C202

Exhibit 27: **Civil Site Plan_Garage Entry P2**





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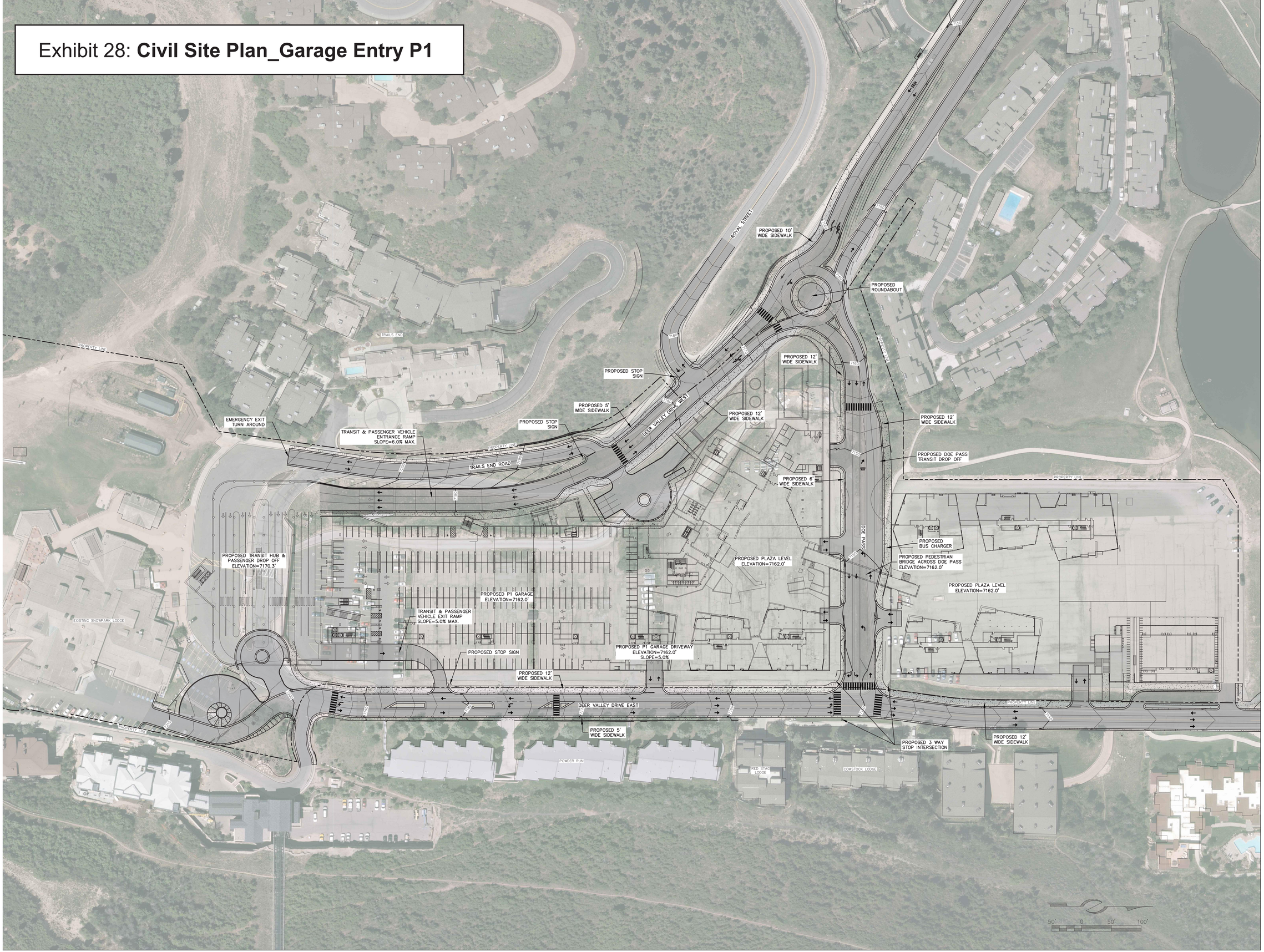
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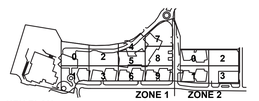
NOT FOR CONSTRUCTION

SHEET
P2 GARAGE LEVEL PLAN

C203

Exhibit 28: **Civil Site Plan_Garage Entry P1**





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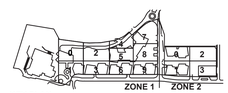
NOT FOR CONSTRUCTION

SHEET
P1 GARAGE LEVEL PLAN

C204

Exhibit 29A: **Civil Site Plan_Neighborhood & Access - Roads**





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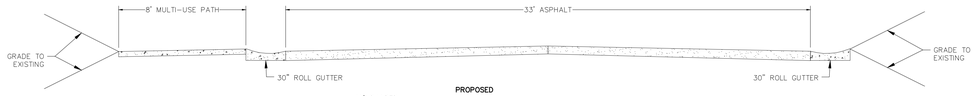
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SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

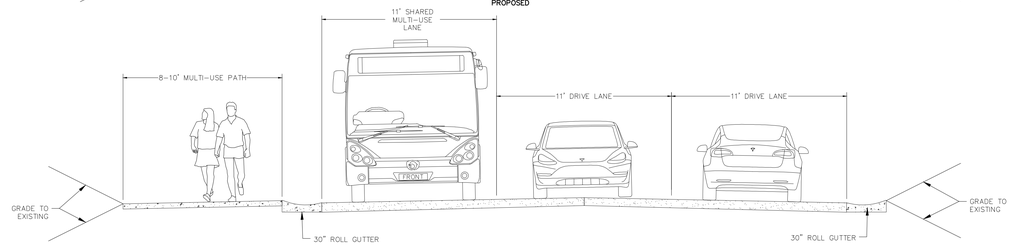
EX-1

1. DEER VALLEY DRIVE WEST

EXISTING



PROPOSED

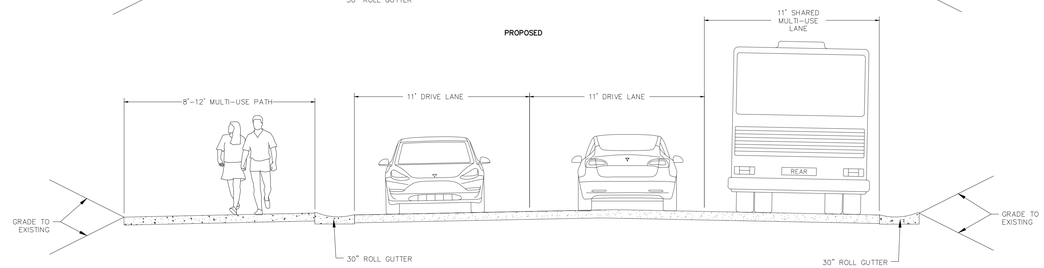


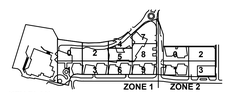
2. DEER VALLEY DRIVE EAST

EXISTING



PROPOSED





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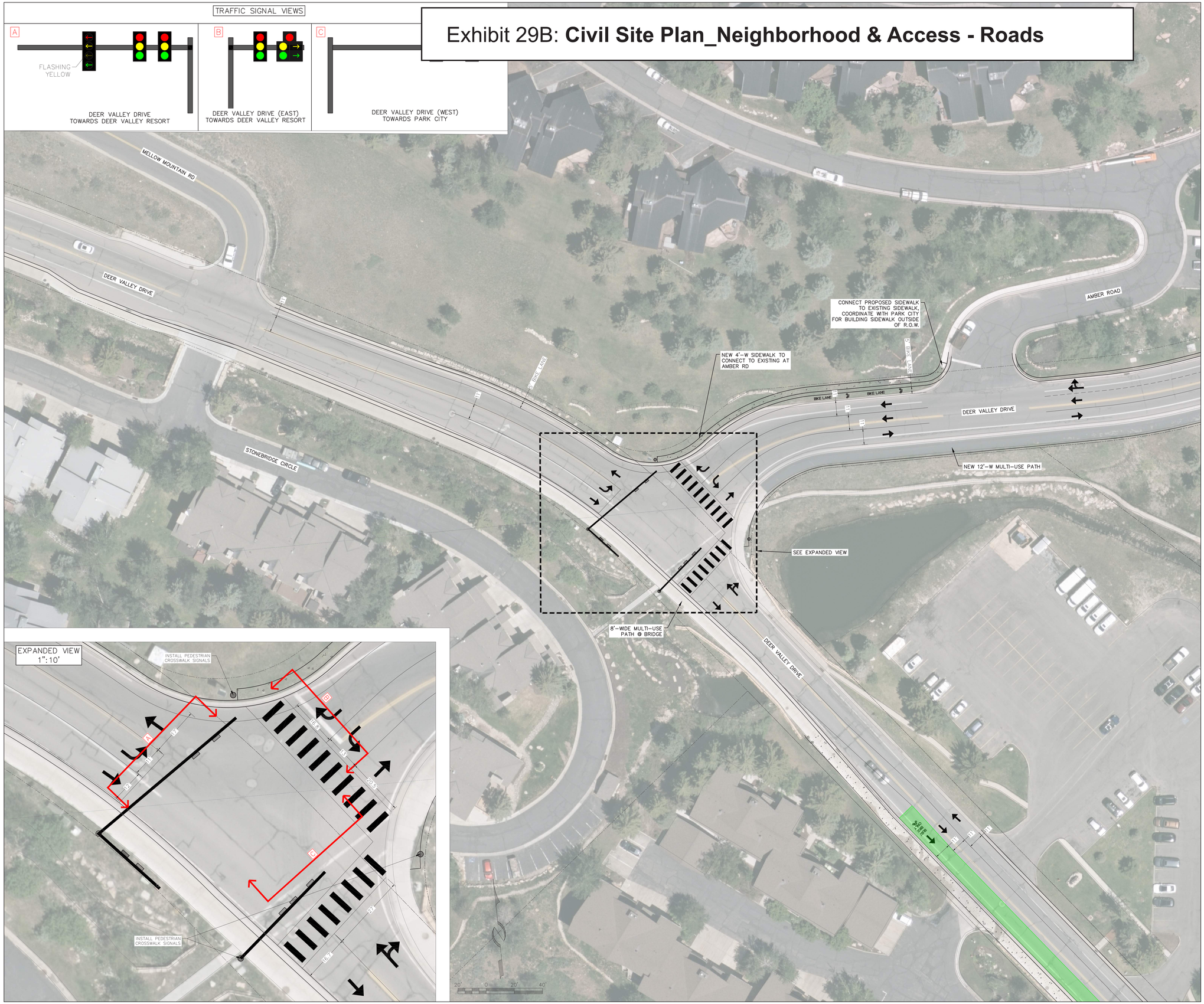
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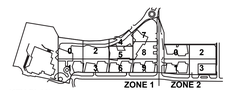
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SHEET
SNOW PARK DEER VALLEY CROSS SECTIONS

EX-1.1

Exhibit 29B: **Civil Site Plan_Neighborhood & Access - Roads**





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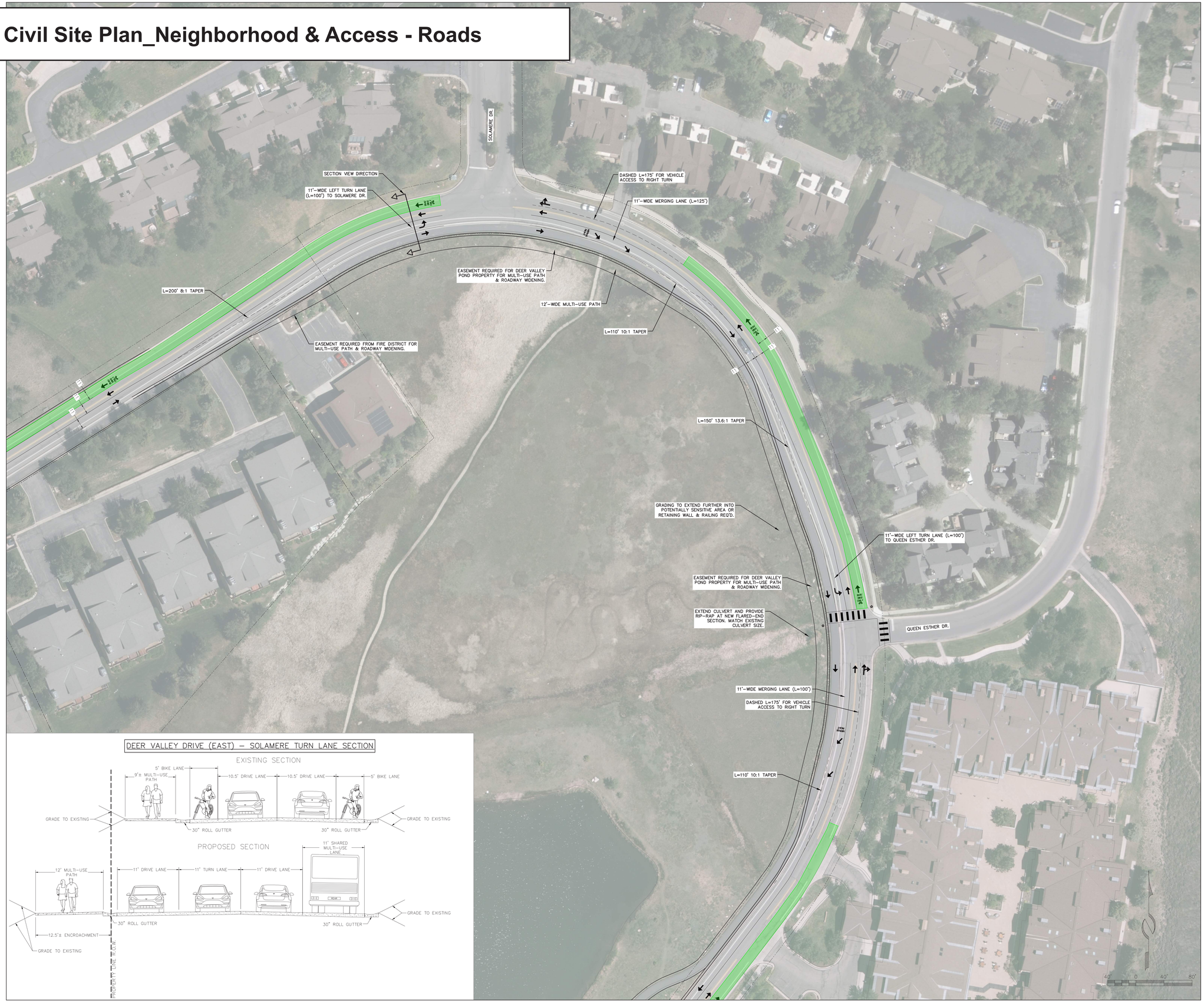
REVISION

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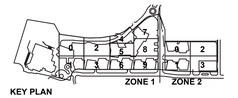
SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-2

Exhibit 29C: **Civil Site Plan_Neighborhood & Access - Roads**



DEER VALLEY DRIVE (EAST) – SOLAMERE TURN LANE SECTION



KEY PLAN

ALLIANCE ENGINEERING

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DATE
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100% DD - PODIUM

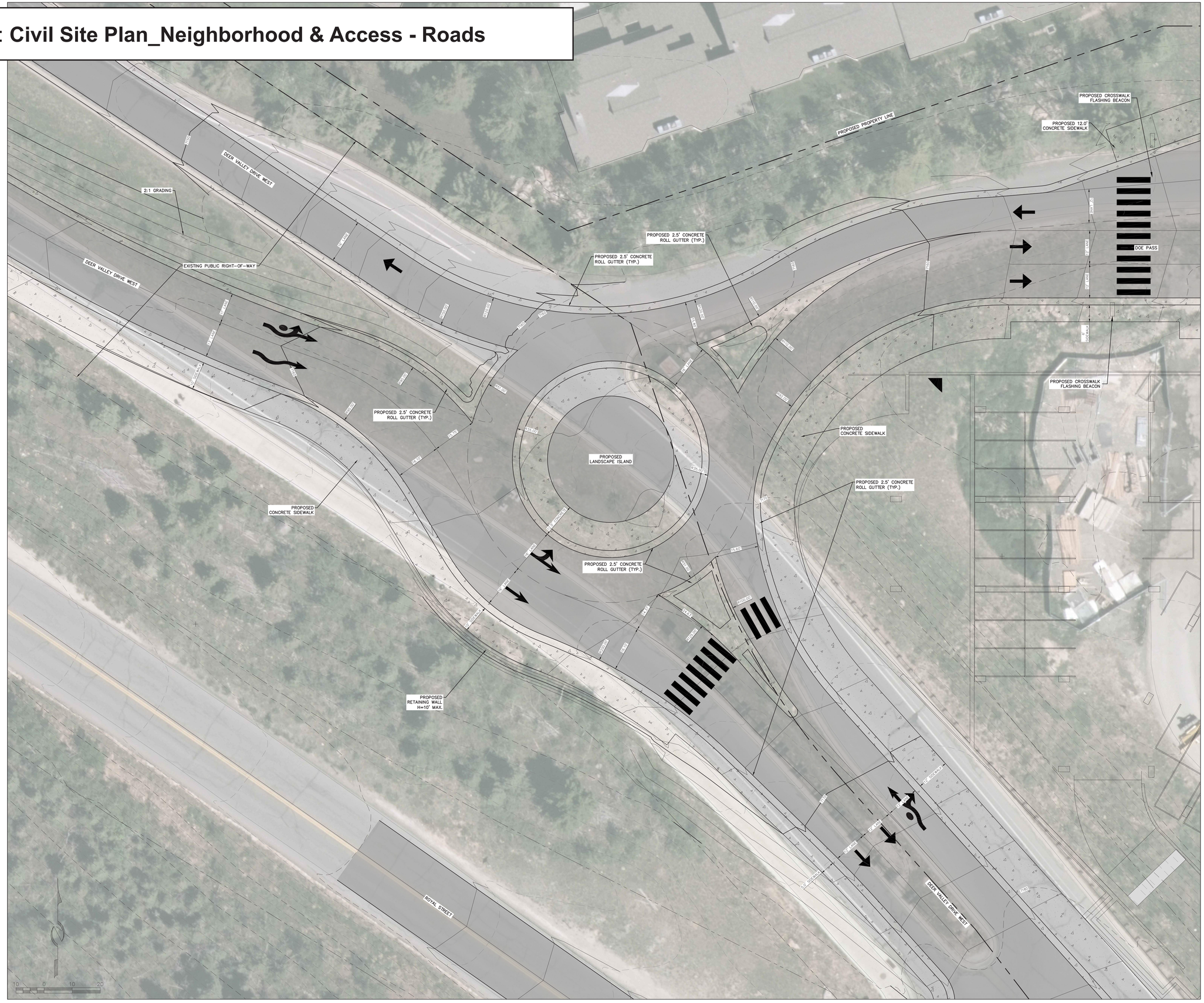
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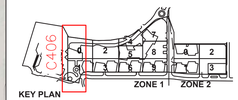
NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-3

Exhibit 29D: **Civil Site Plan_Neighborhood & Access - Roads**





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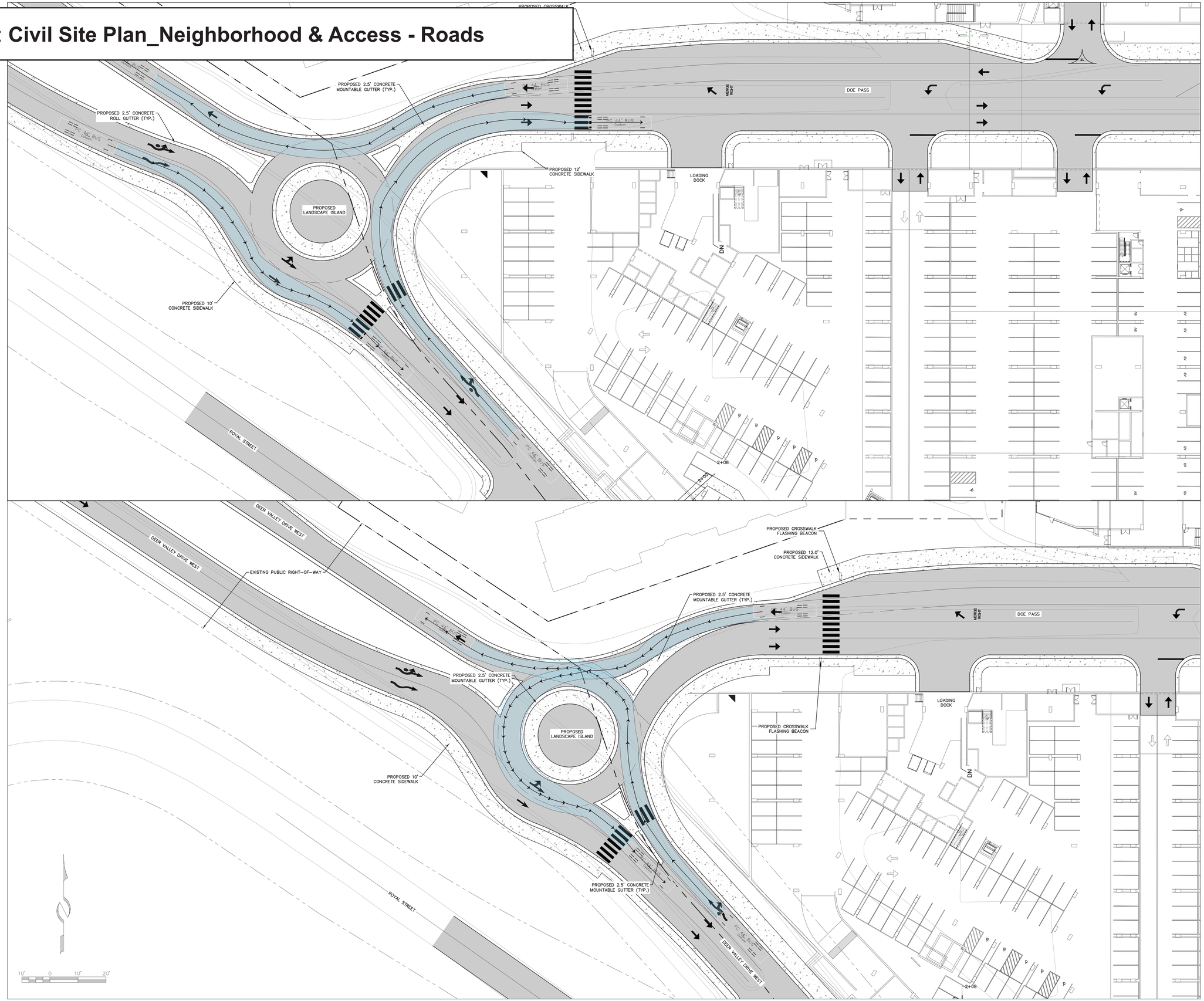
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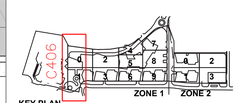
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SHEET
PLAN AND PROFILE

C408

Exhibit 29E: **Civil Site Plan_Neighborhood & Access - Roads**





KEY PLAN

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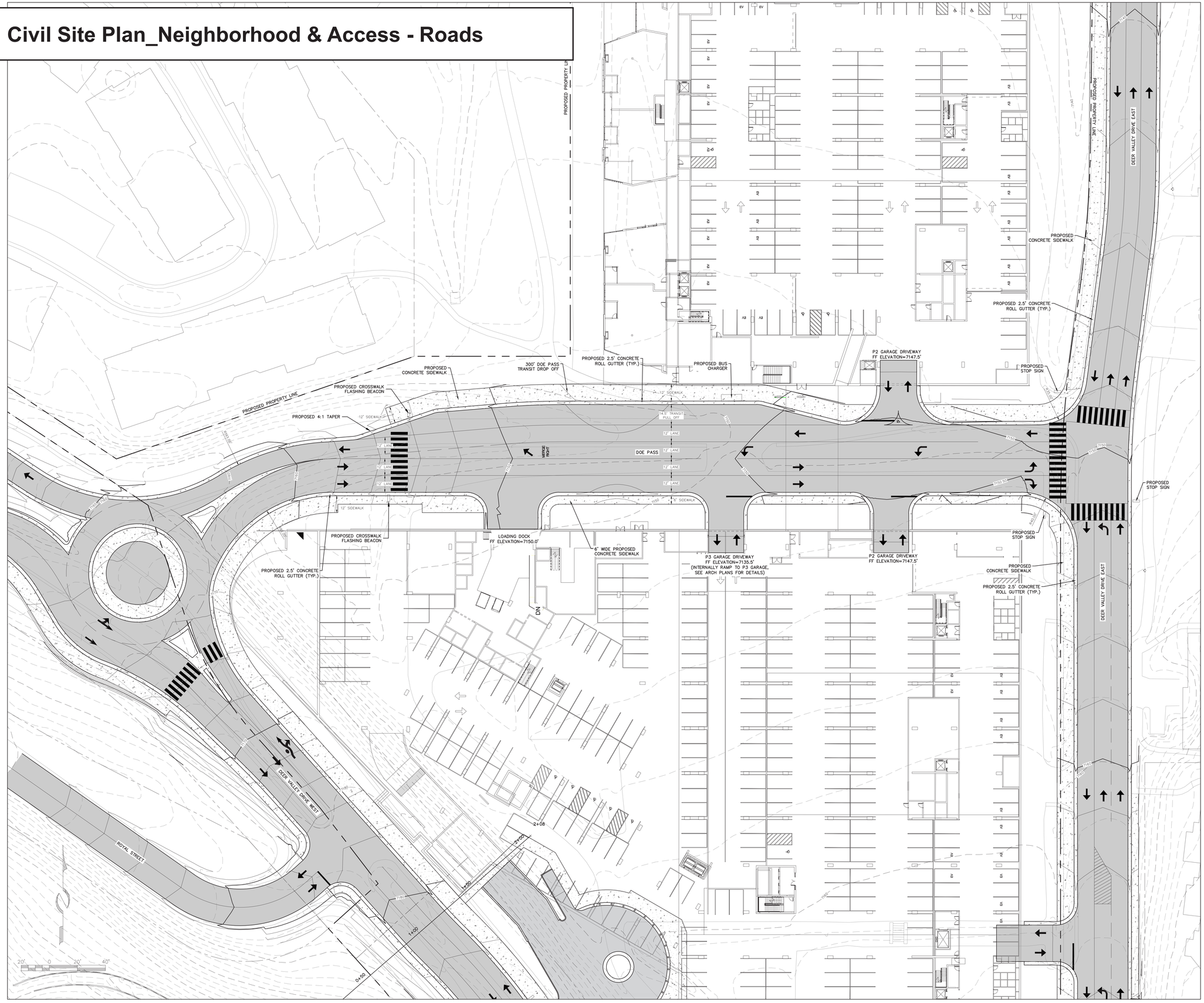
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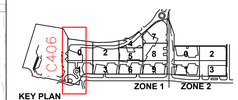
NOT FOR CONSTRUCTION

SHEET
ROUNDABOUT AUTO TURN EXHIBIT

C409

Exhibit 29F: **Civil Site Plan_Neighborhood & Access - Roads**





KEY PLAN

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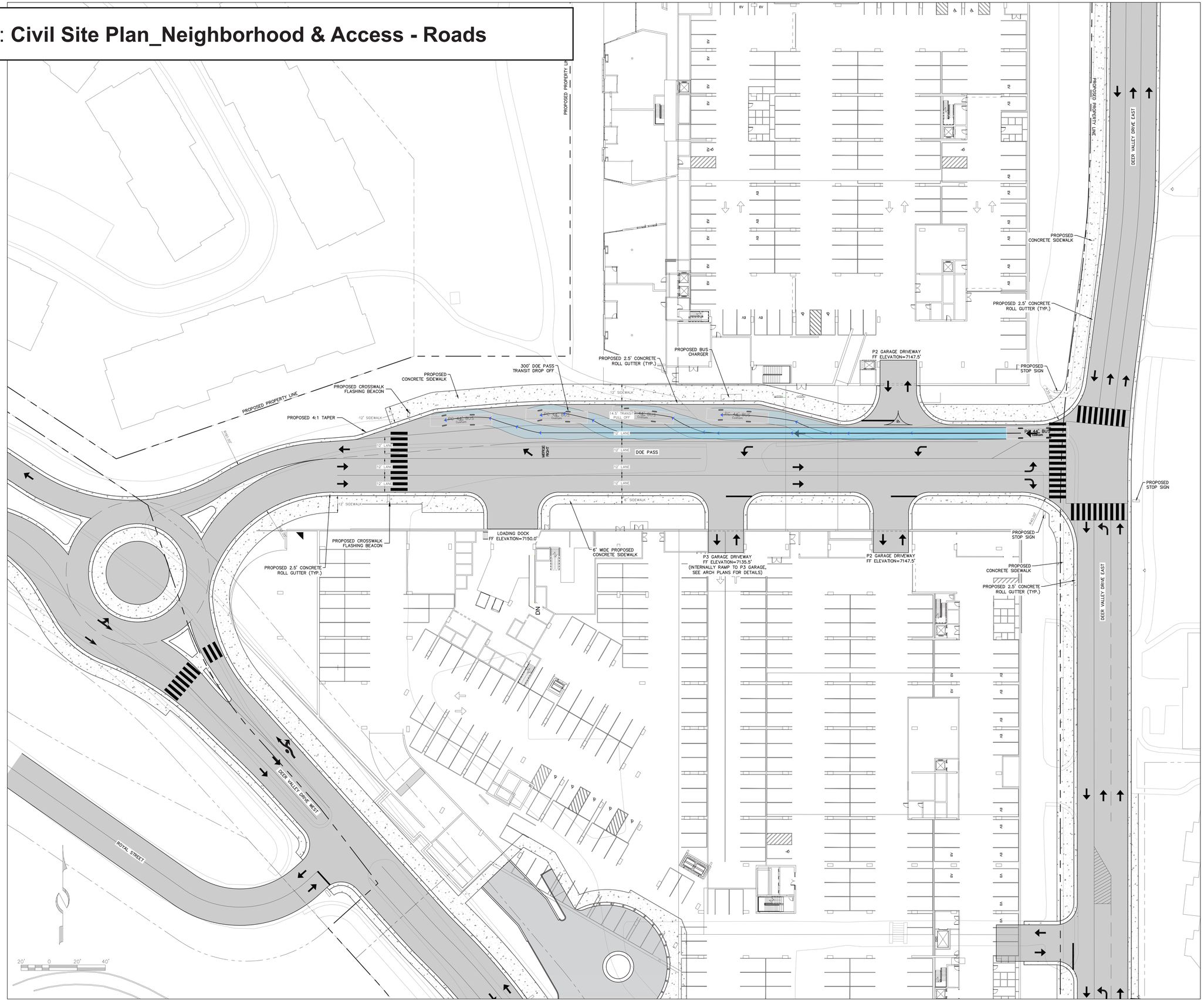
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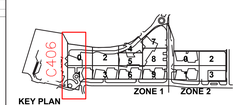
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SHEET
DOE PASS DETAIL

C410

Exhibit 29G: **Civil Site Plan_Neighborhood & Access - Roads**





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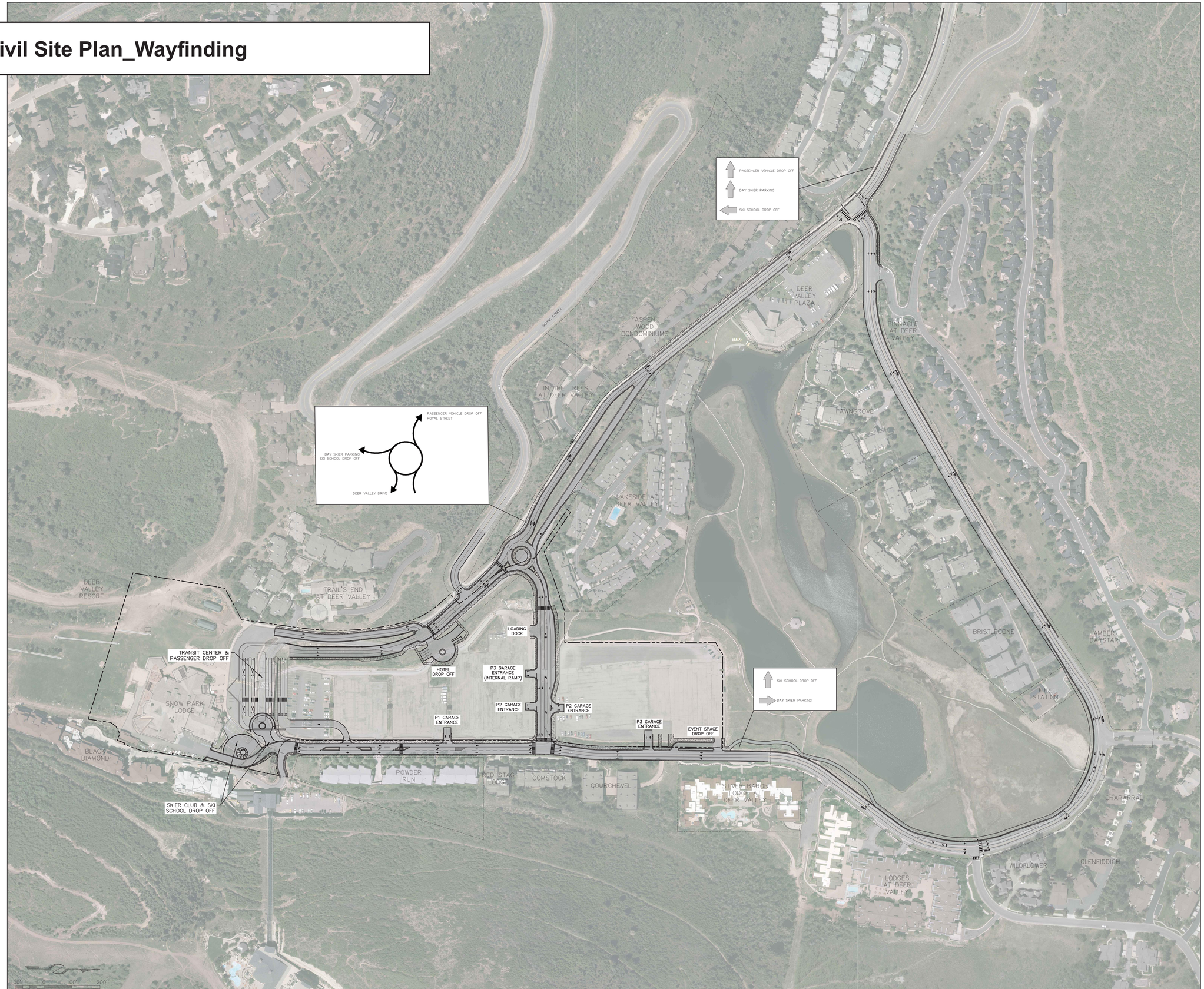
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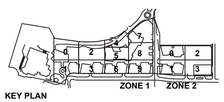
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DOE PASS AUTO TURN EXHIBIT

C411

Exhibit 30 **Civil Site Plan_Wayfinding**





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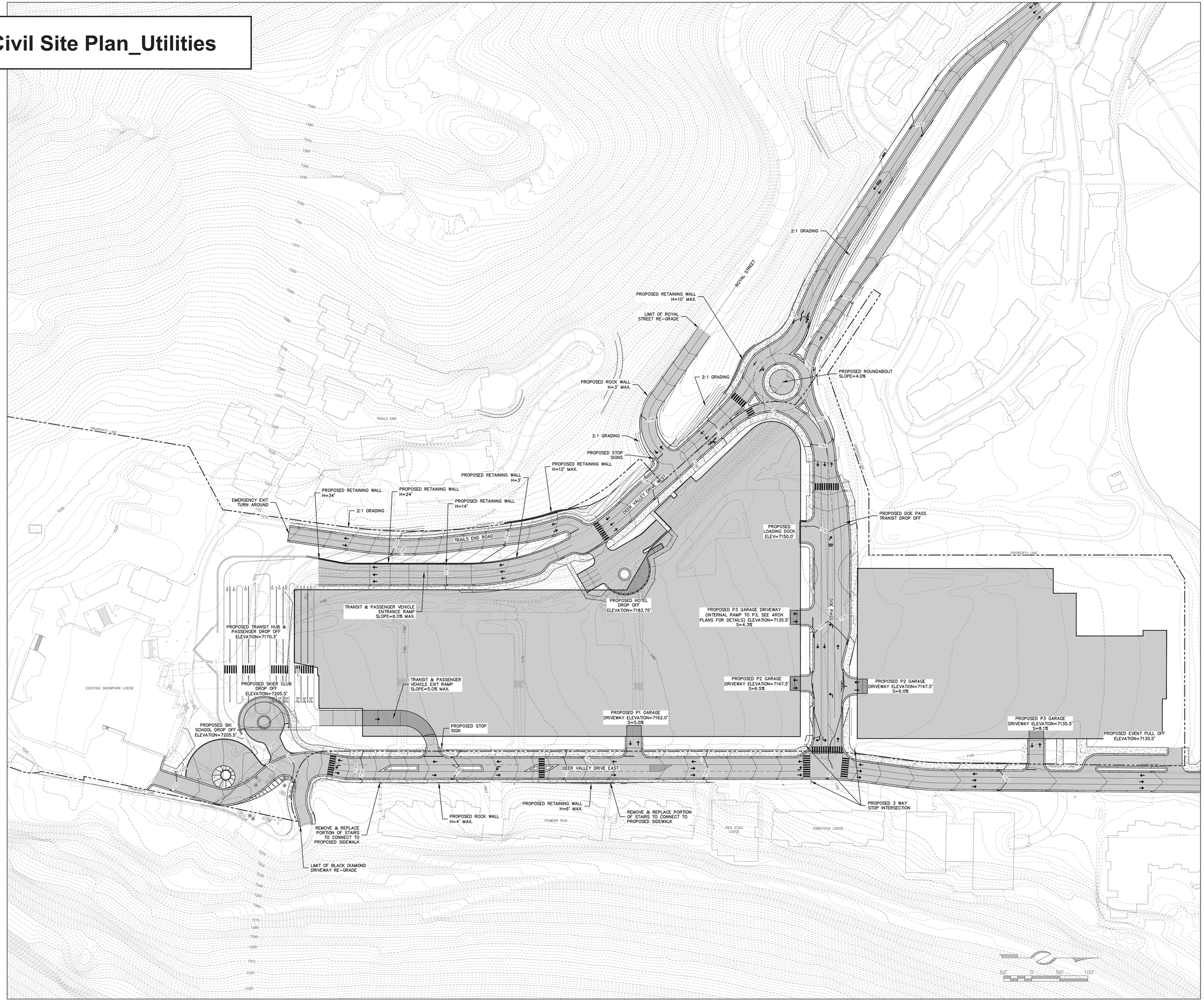
REVISION

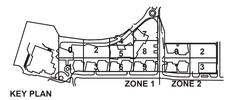
NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-6

Exhibit 31: **Civil Site Plan_Utilities**





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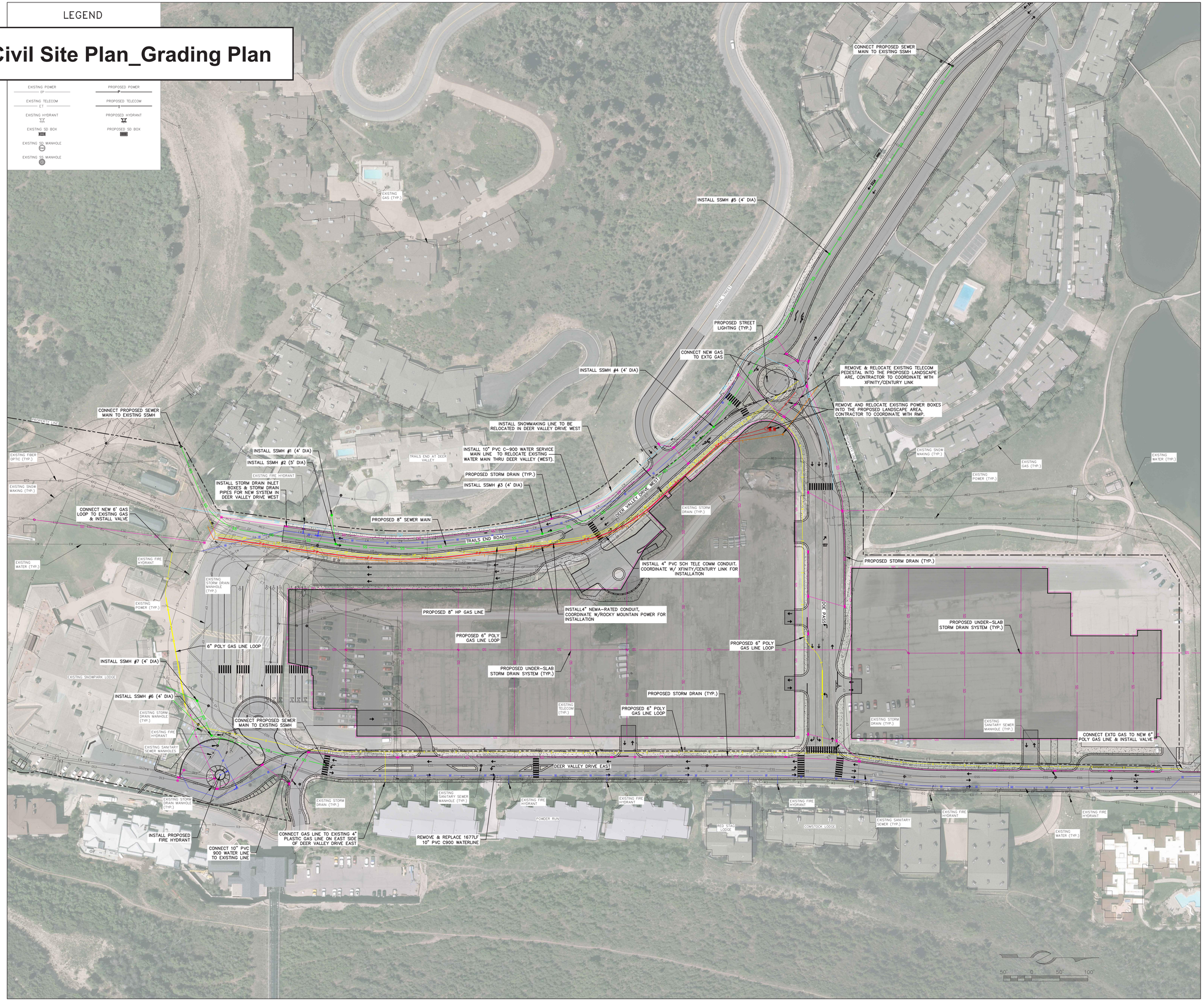
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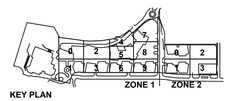
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SHEET
OVERALL GRADING PLAN

C205

Exhibit 32: **Civil Site Plan_Grading Plan**





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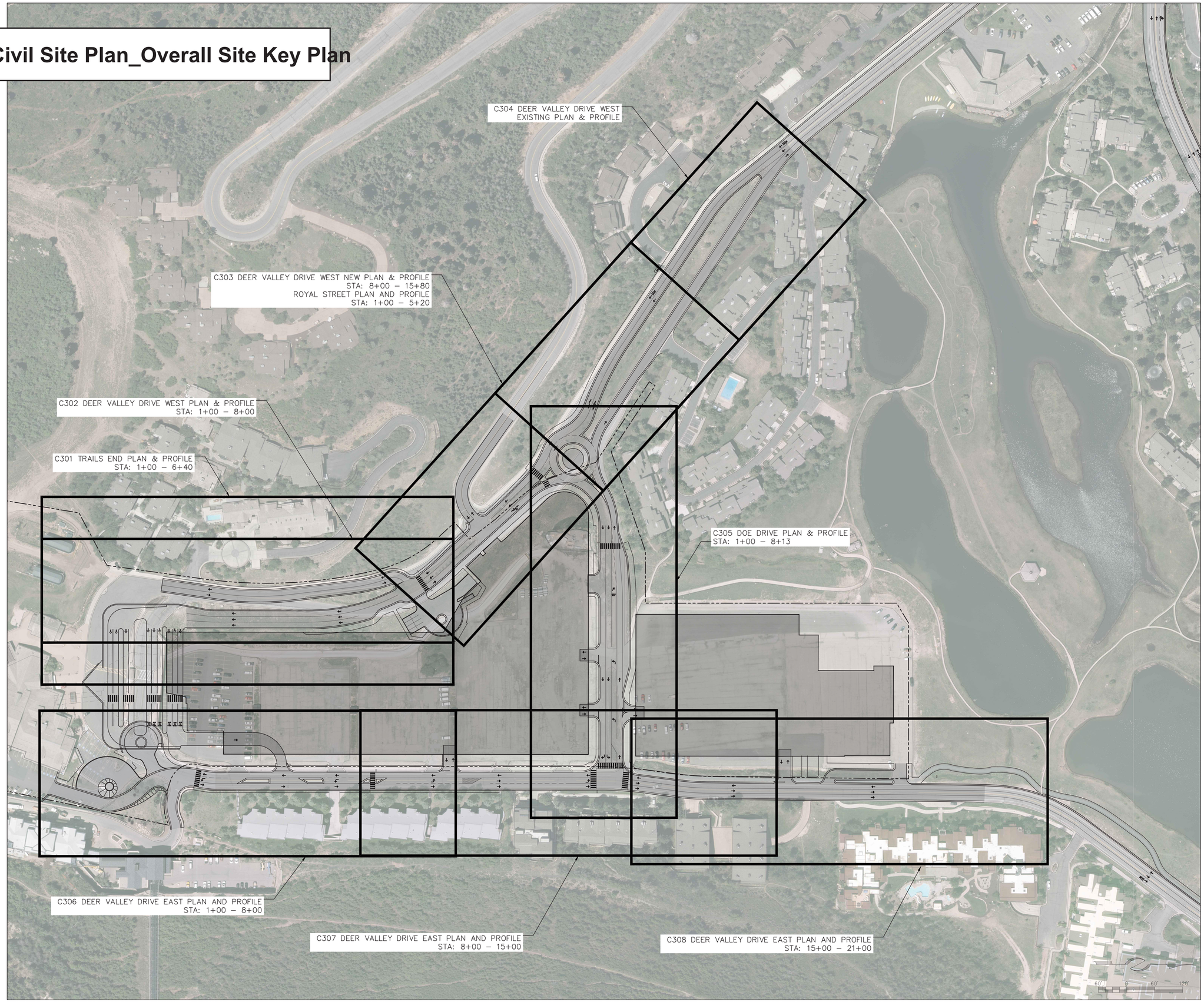
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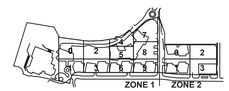
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SHEET
OVERALL UTILITY PLAN

C206

Exhibit 33: **Civil Site Plan_Overall Site Key Plan**





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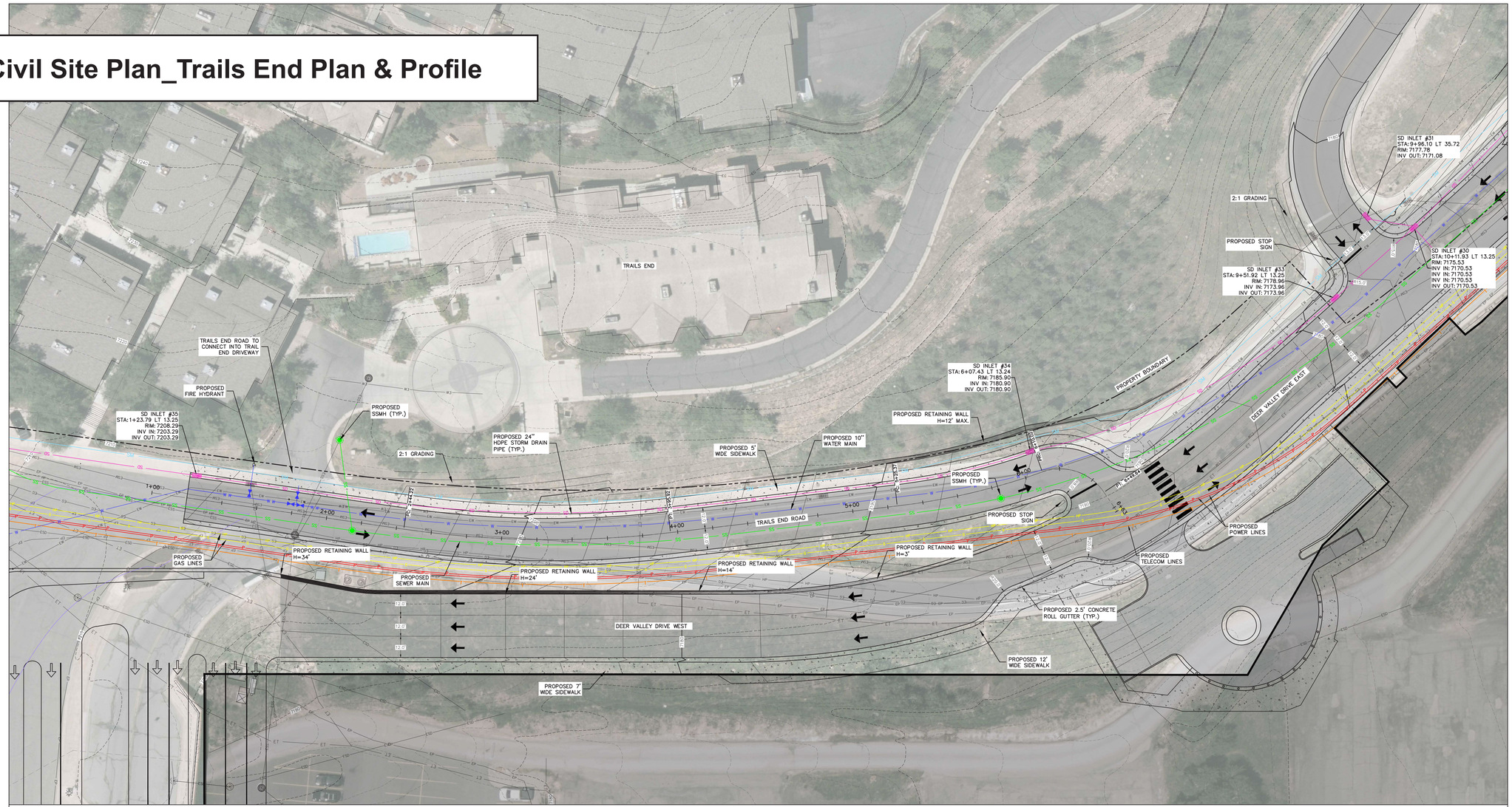
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SHEET
SITE OVERVIEW PLAN

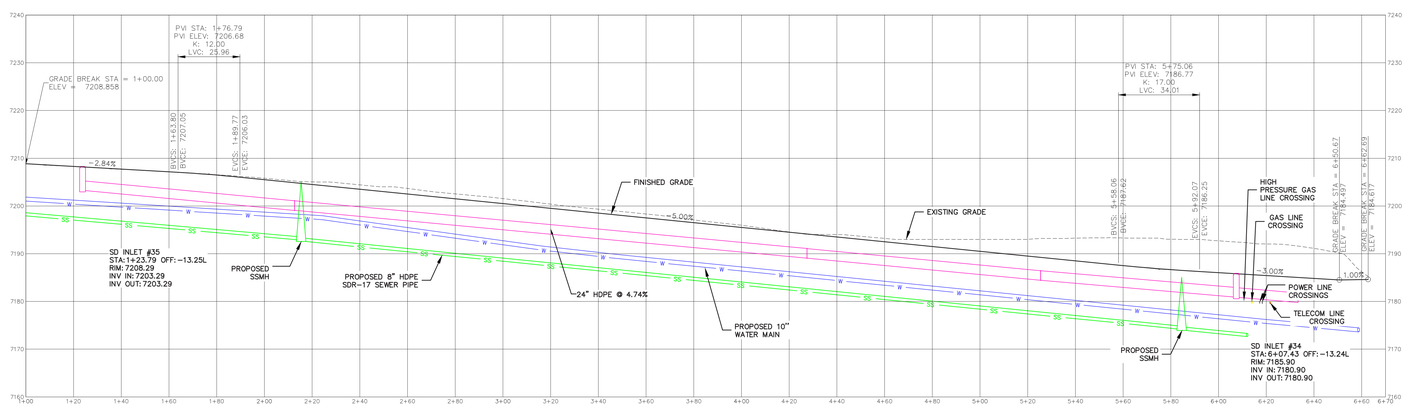
C300

Exhibit 34: **Civil Site Plan_Trails End Plan & Profile**

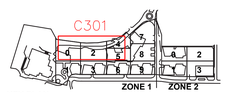


20' 0 20' 40'

TRAILS END – PLAN VIEW



TRAILS END – PROFILE VIEW



KEY PLAN

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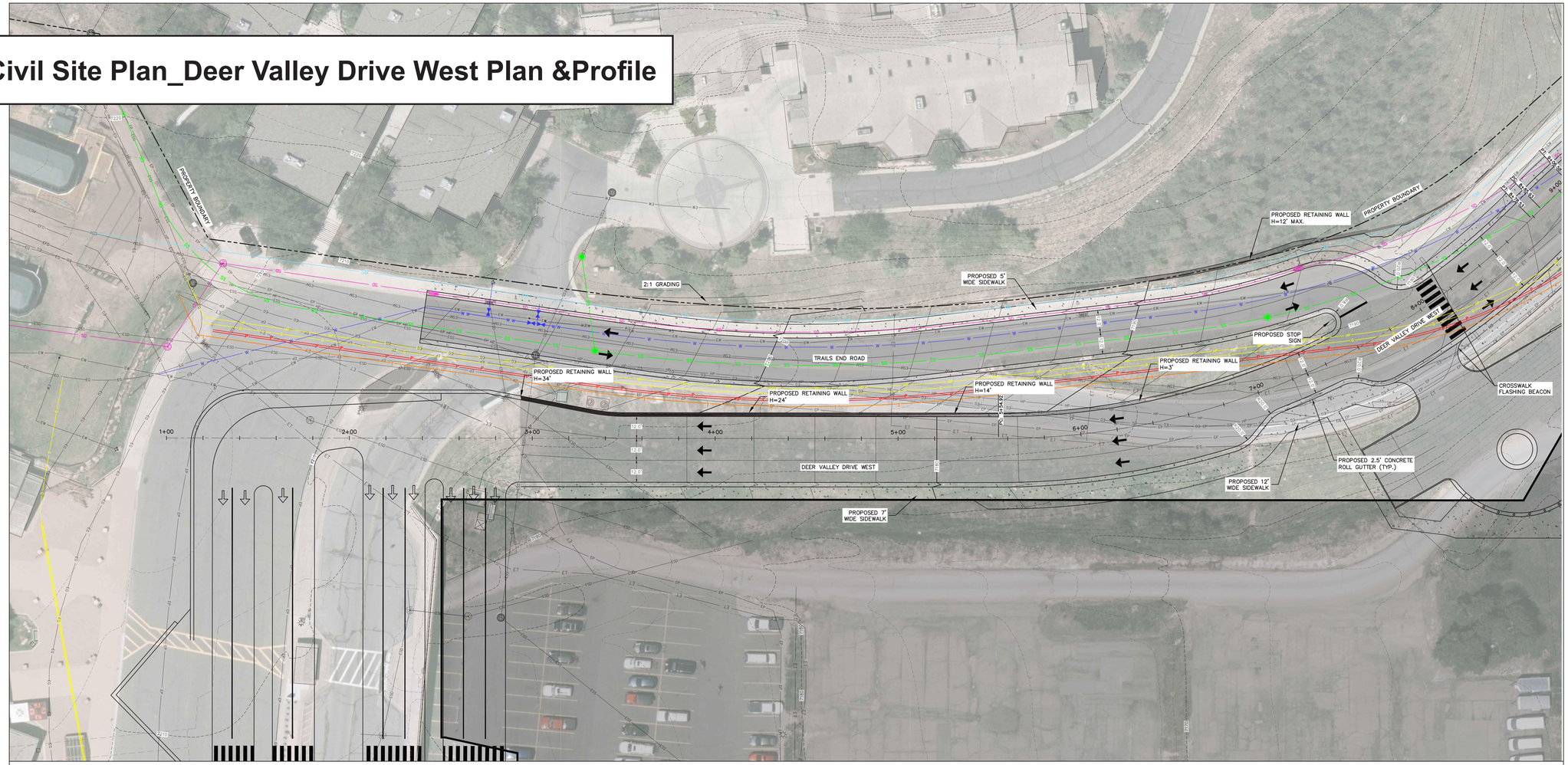
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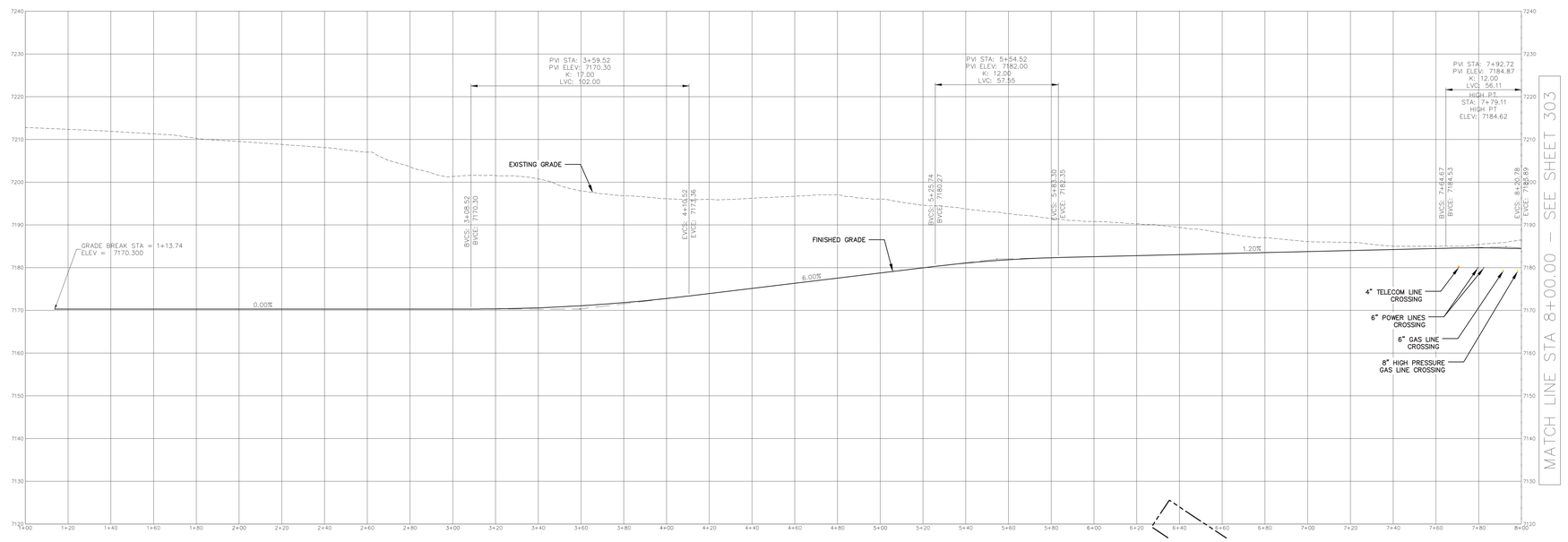
SHEET
PLAN AND PROFILE

C301

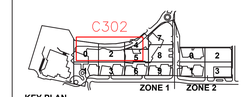
Exhibit 35: **Civil Site Plan_Deer Valley Drive West Plan &Profile**



DEER VALLEY DRIVE WEST – PLAN VIEW



DEER VALLEY DRIVE WEST – PROFILE VIEW



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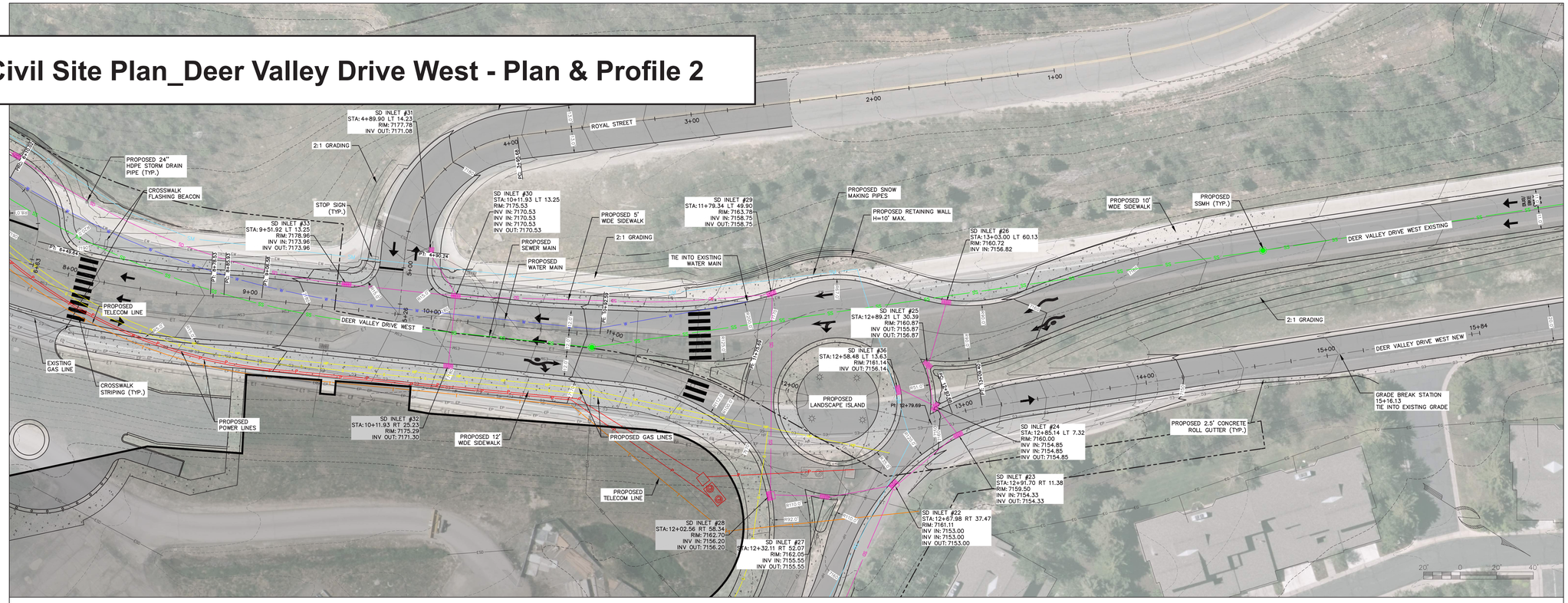
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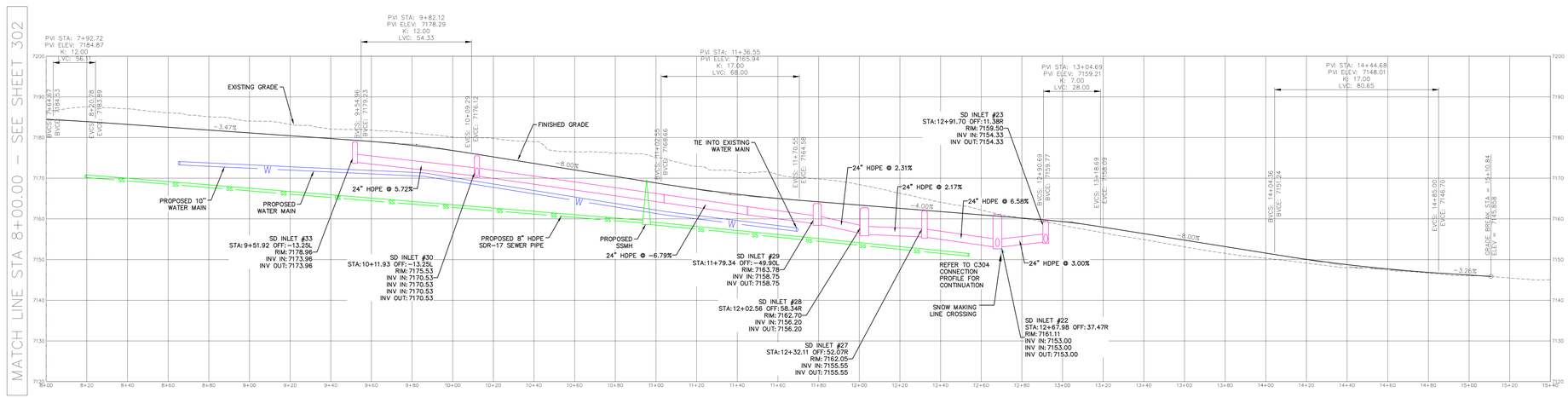
SHEET
PLAN AND PROFILE

C302

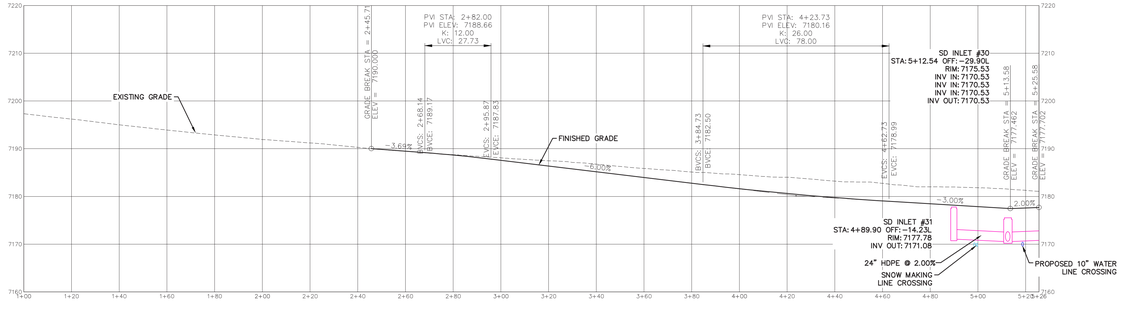
Exhibit 36: **Civil Site Plan_Deer Valley Drive West - Plan & Profile 2**



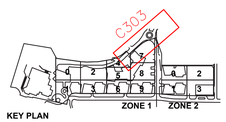
DEER VALLEY DRIVE WEST – PLAN VIEW



DEER VALLEY DRIVE WEST – PROFILE VIEW



ROYAL STREET – PROFILE VIEW



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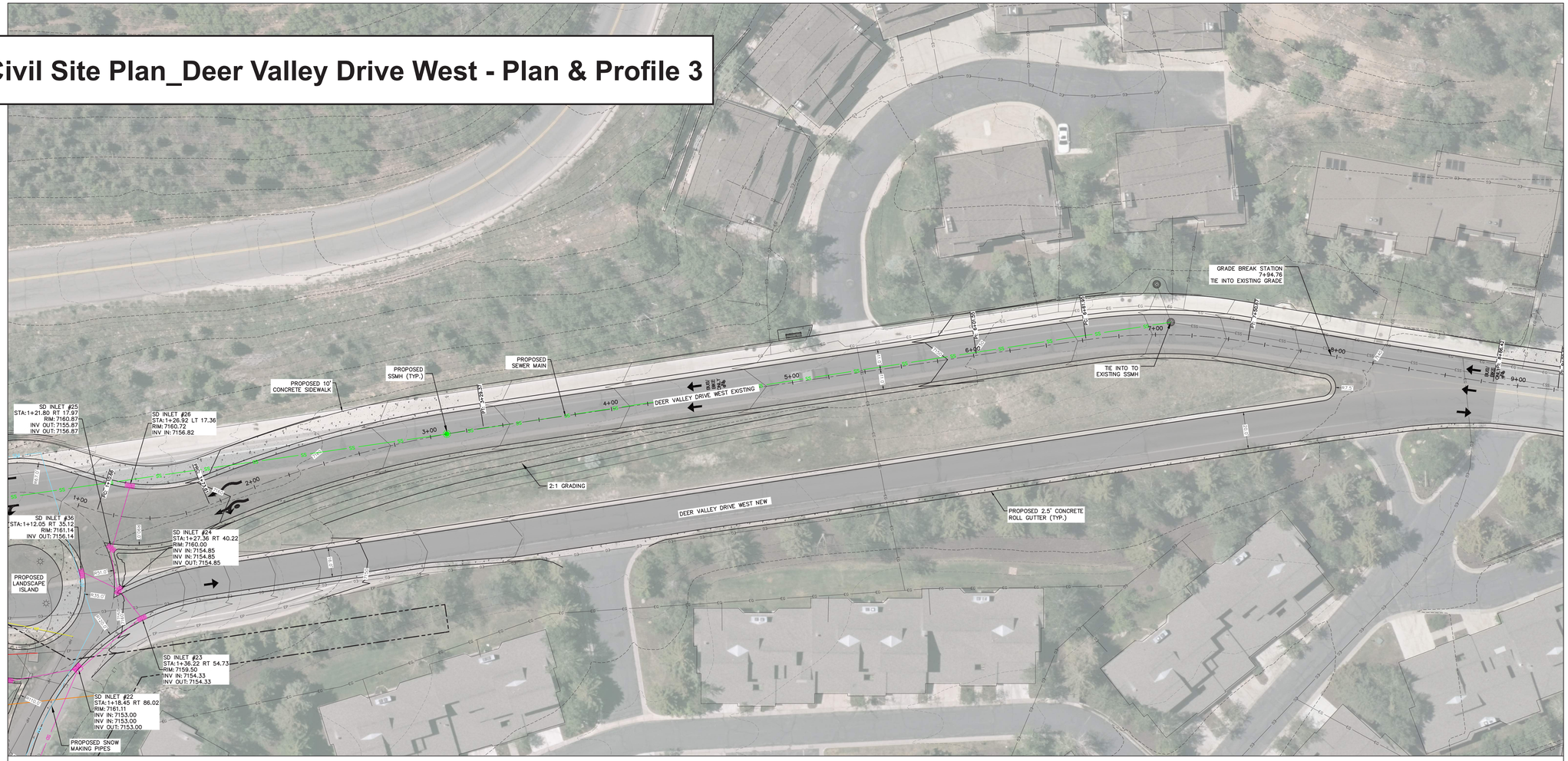
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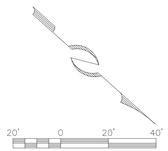
SHEET
PLAN AND PROFILE

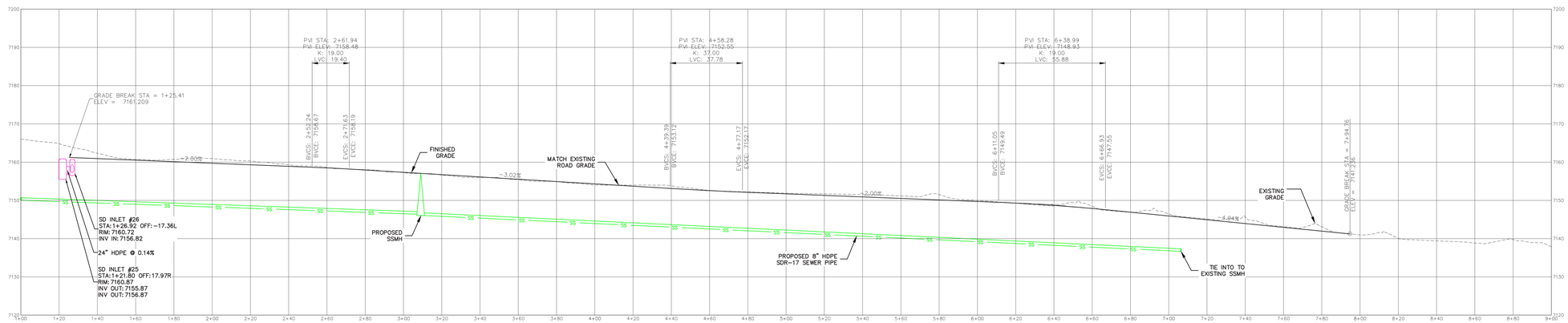
C303

Exhibit 37: **Civil Site Plan_Deer Valley Drive West - Plan & Profile 3**

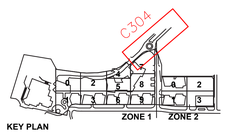


DEER VALLEY DRIVE WEST EXISTING – PLAN VIEW





DEER VALLEY DRIVE WEST EXISTING – PROFILE VIEW



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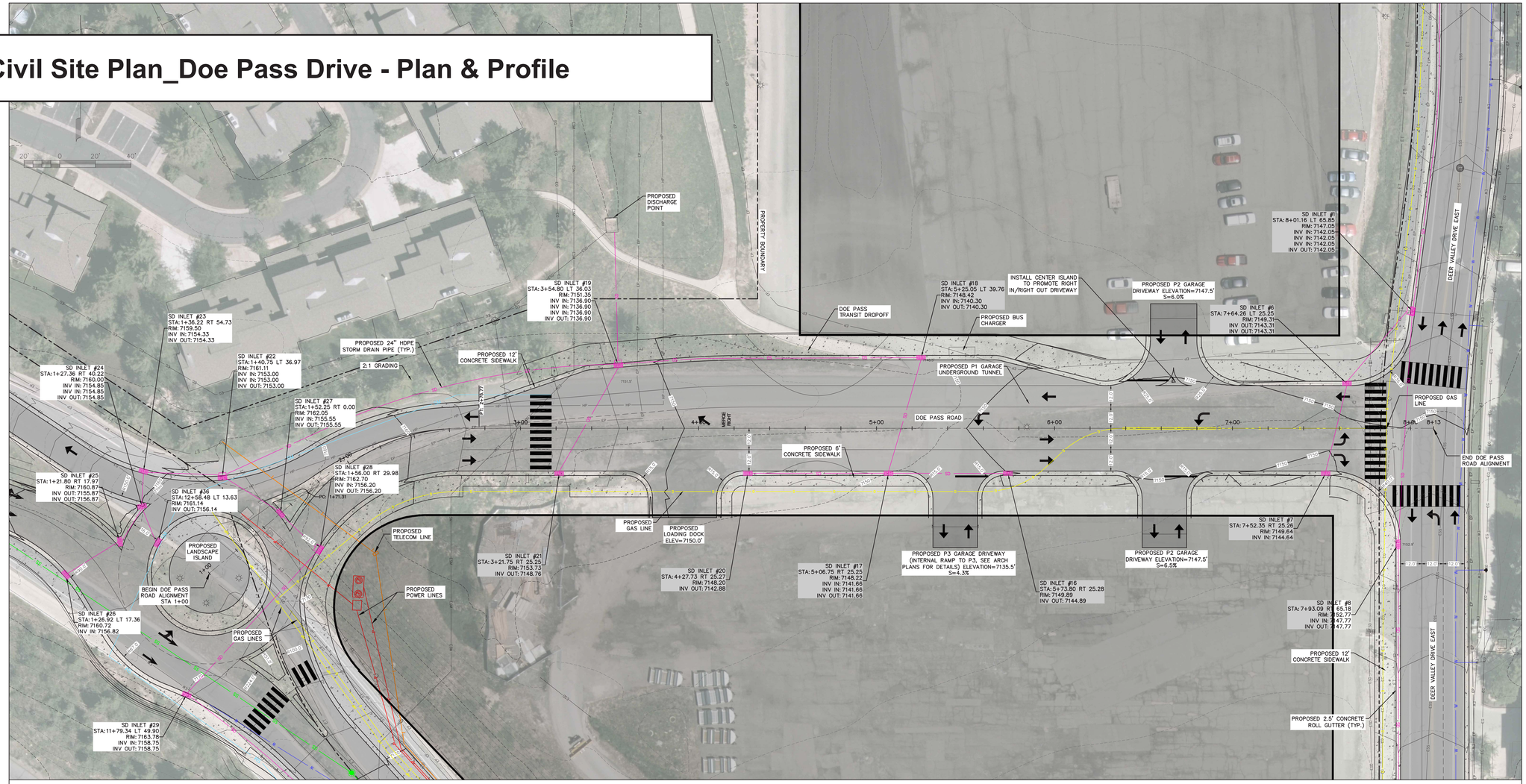
REVISION

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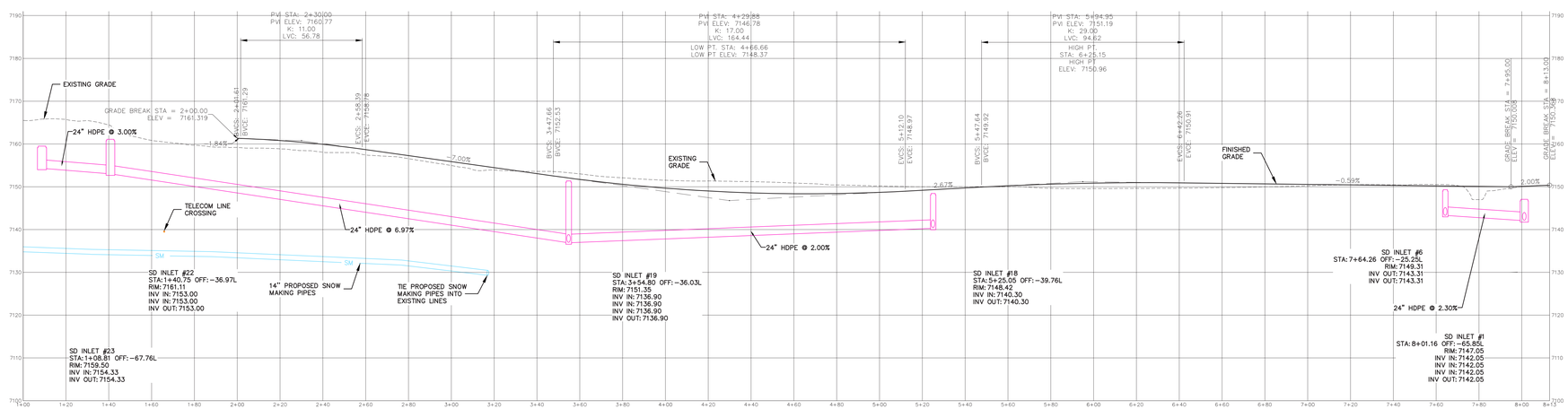
SHEET
PLAN AND PROFILE

C304

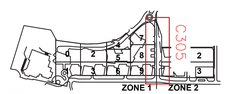
Exhibit 38: **Civil Site Plan_Doe Pass Drive - Plan & Profile**



DOE PASS DRIVE – PLAN VIEW



DOE PASS DRIVE – PROFILE VIEW



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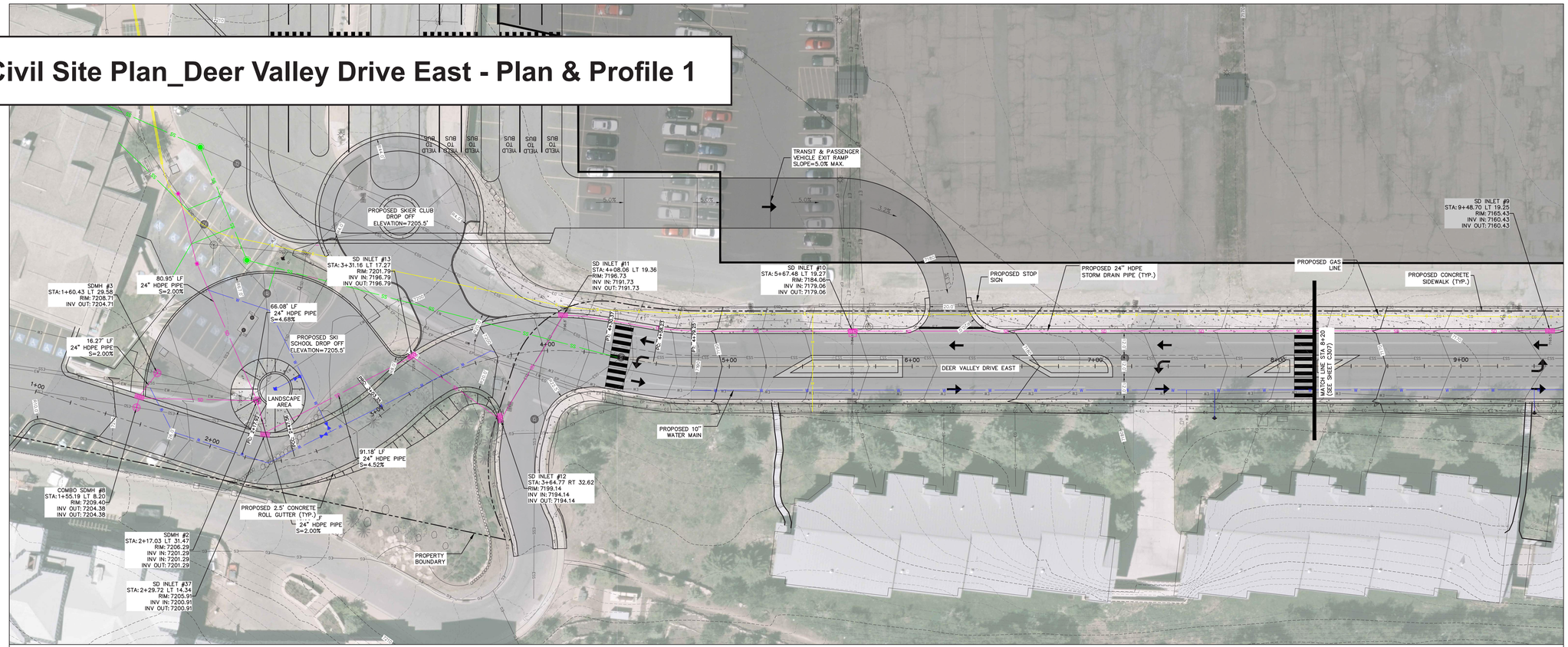
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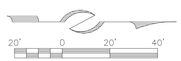
SHEET
PLAN AND PROFILE

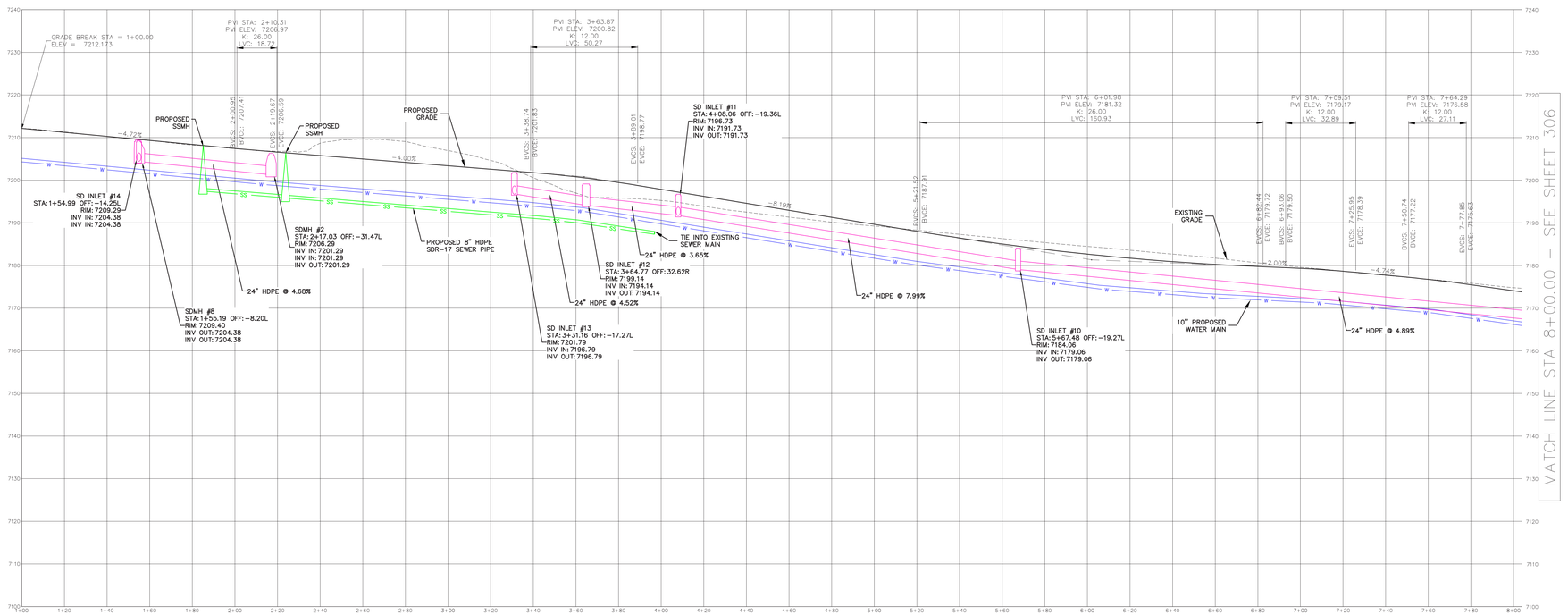
C305

Exhibit 39: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 1**

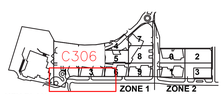


DEER VALLEY DRIVE EAST – PLAN VIEW





DEER VALLEY DRIVE EAST – PROFILE VIEW



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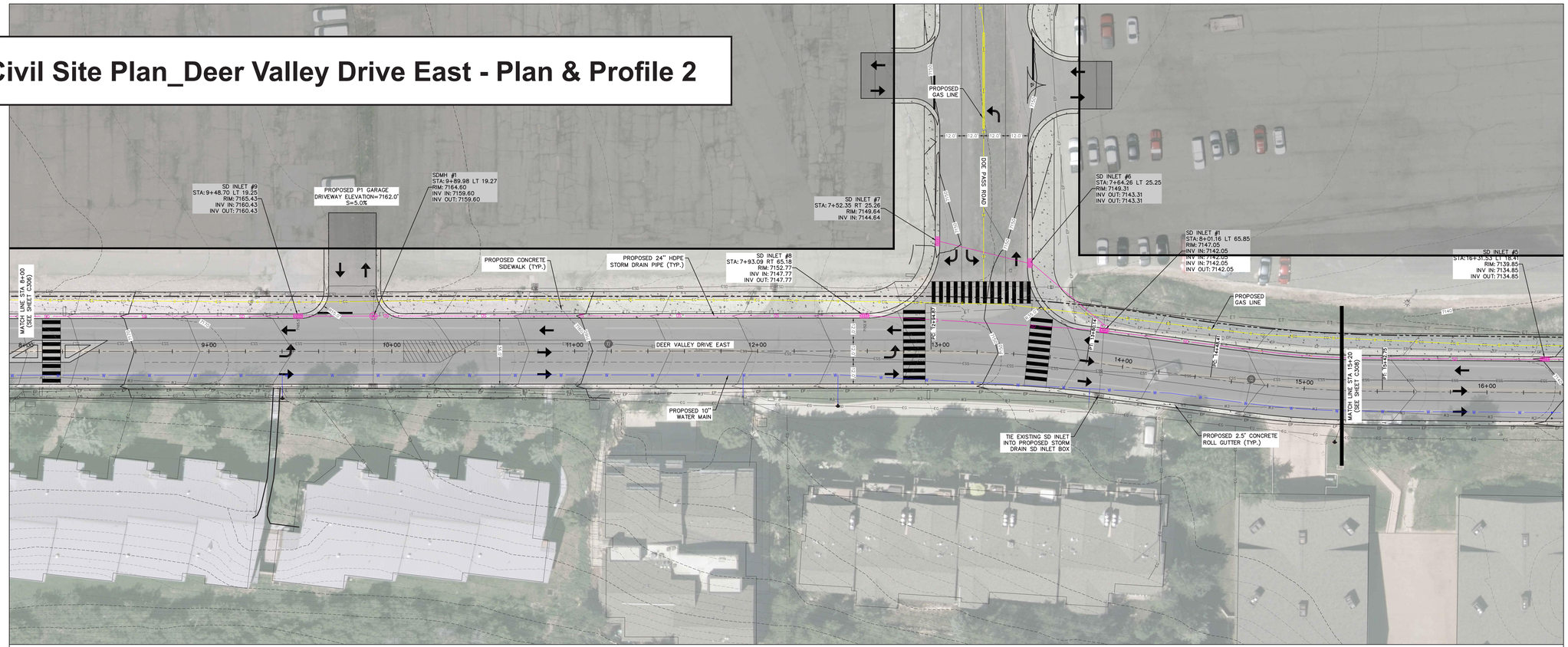
REVISION

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SHEET
PLAN AND PROFILE

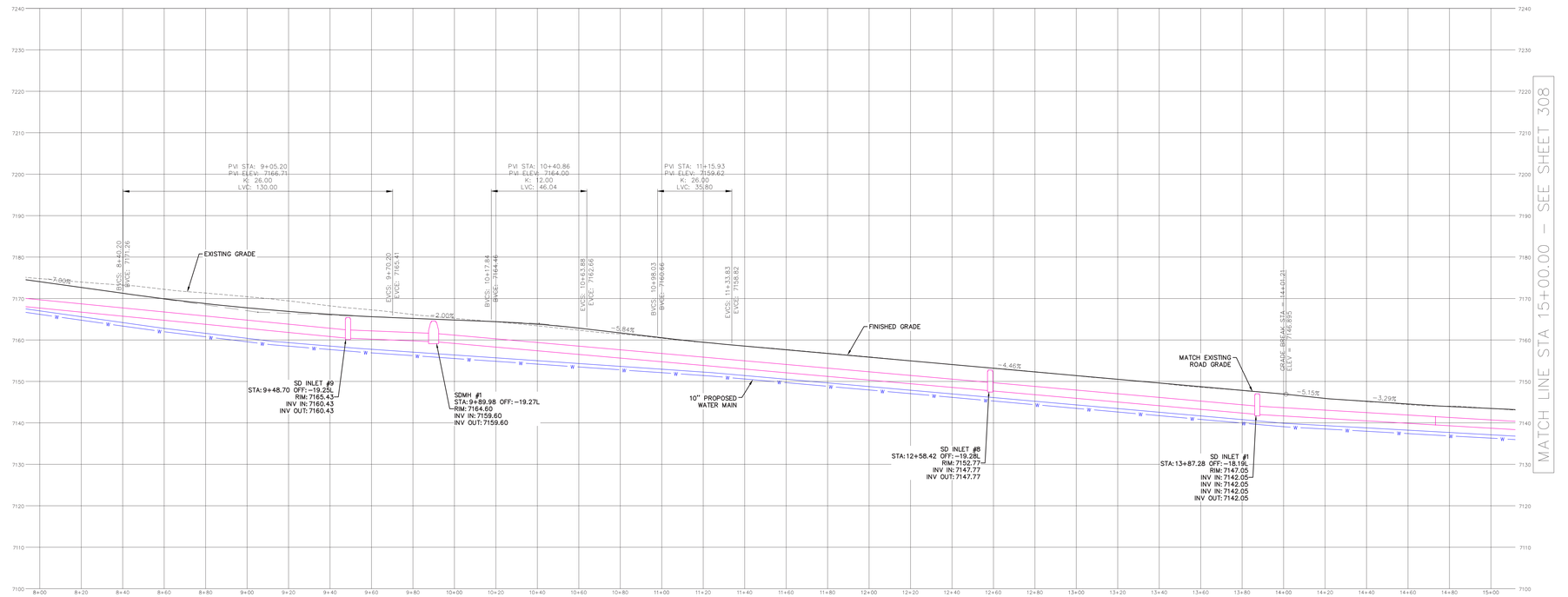
C306

Exhibit 40: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 2**

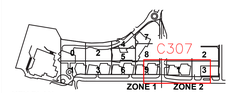


20' 0 20' 40'

DEER VALLEY DRIVE EAST – PLAN VIEW



DEER VALLEY DRIVE EAST – PROFILE VIEW



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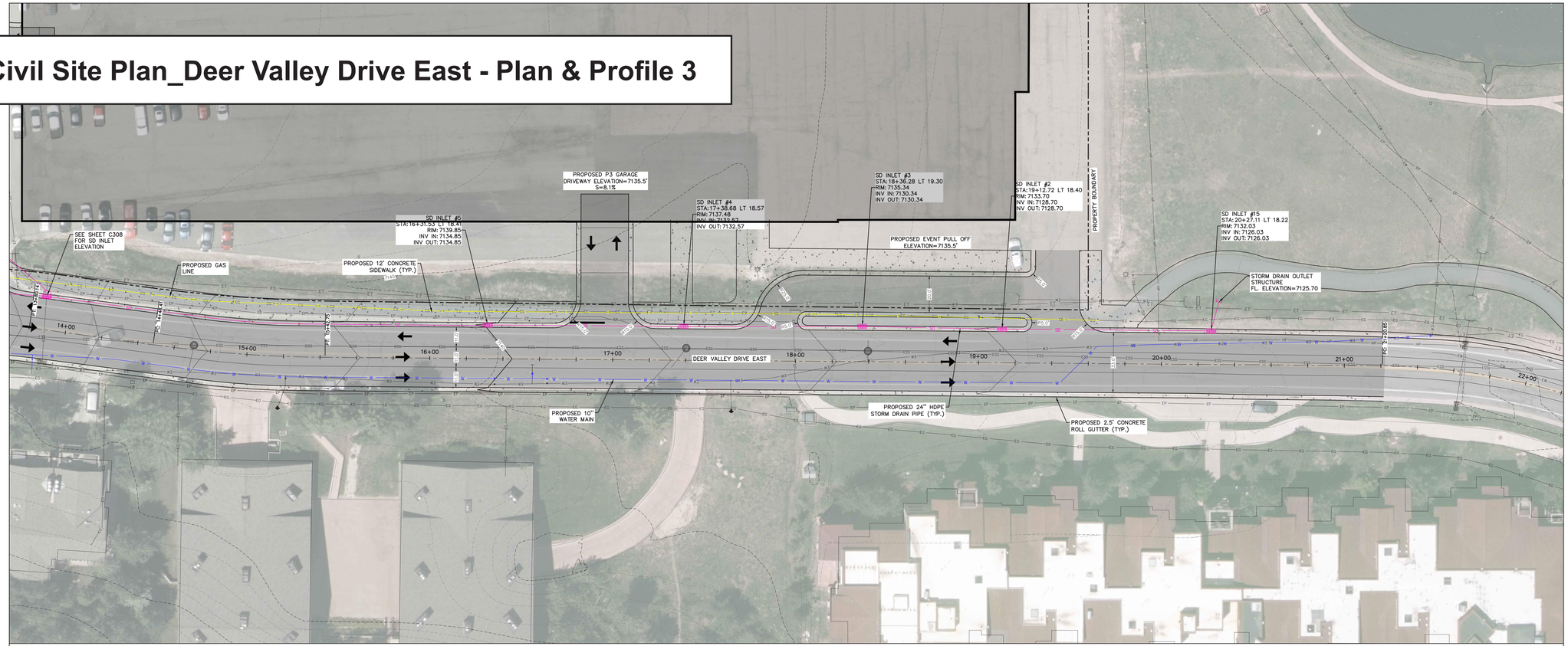
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PLAN AND PROFILE

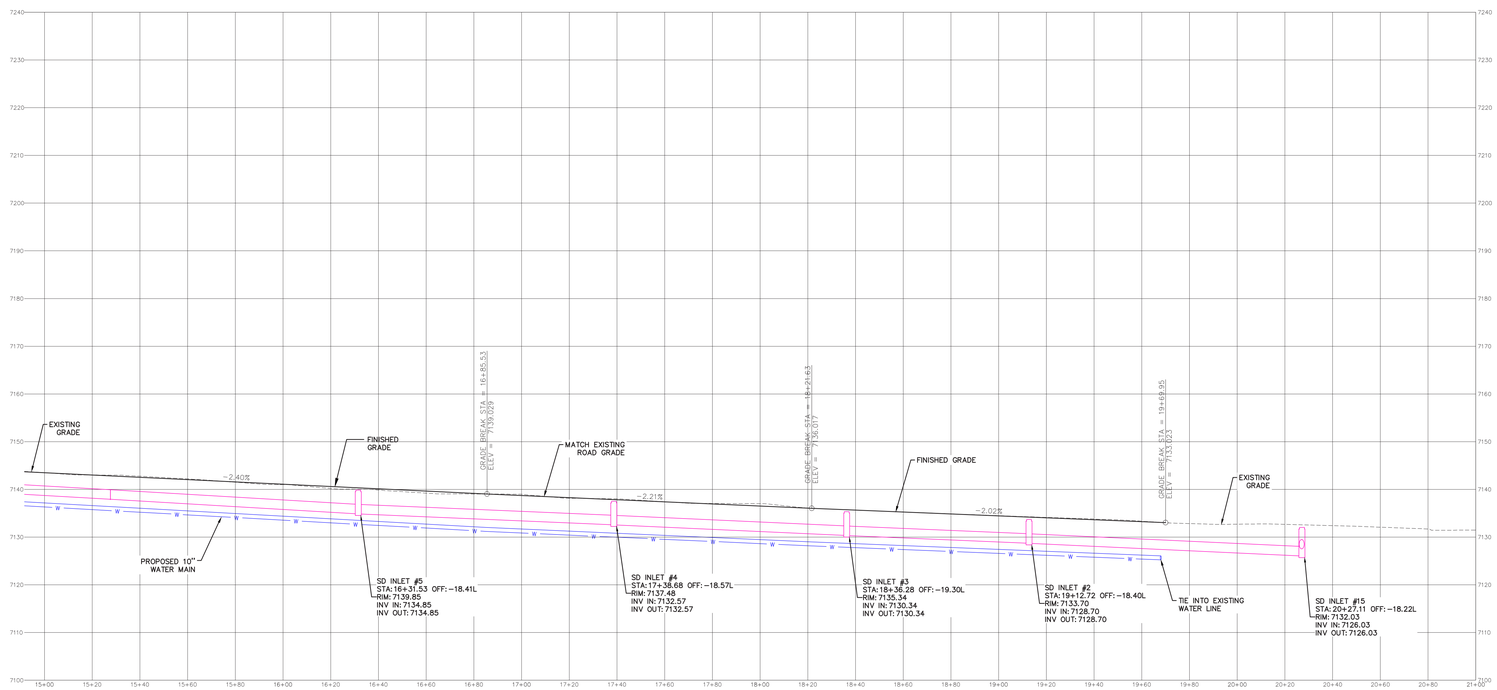
C307

Exhibit 41: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 3**

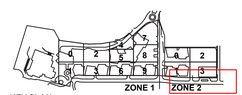


20' 0 20' 40'

DEER VALLEY DRIVE EAST – PLAN VIEW



DEER VALLEY DRIVE EAST – PROFILE VIEW



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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

REVISION

NOT FOR CONSTRUCTION

SHEET
PLAN AND PROFILE

C308

Snow Park Village Traffic Impact Study

Prepared for:
Deer Valley

October 2024

UT24-2481

FEHR PEERS

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1. Executive Summary

This Traffic Impact Study includes the results of a comprehensive traffic operations analysis for the Snow Park Village project at Deer Valley Resort in Park City, Utah. Snow Park Village is a proposed mixed-use development that will serve as an updated base area village for Deer Valley, and includes hotel, residential, commercial, and event center uses. This report consists of the full buildout of the Snow Park base that includes the parking and development both north and south of Doe Pass Road. The project location is shown in **Figure 1**.

1.1 Site and Circulation Plan

Snow Park Village is proposed to include an event "barn", ground-floor retail - consisting of different restaurants and shops, a new hotel with food and beverage, meeting/ballroom, and spa space, multi-family condominium units, and a new ski club space. A full breakdown of land uses and relative sizing is in Section 4.2.

The current circulation and roadways will be modified to accommodate the changes to Snow Park Village. While everything north of the Y-intersection will remain the same, there will be changes inside the Deer Valley "loop" to provide better transit access, especially to and from the transit hub, improved active transportation facilities, and improved traffic flow for residents and visitors traveling by all modes.

The proposed conceptual site plan is shown in **Figure 2** and a detailed analysis of such changes is in Section 4.1. Further, the detailed circulation plan is in the appendix.

1.2 Data Location and Collection

Data was collected on Friday and Saturday of President's Day weekend 2024 (February 16-17th, 2024) for all nine study intersections, while three of the nine intersections had two additional weekends worth of data (February 9-10 through February 23-24, 2024). All data was collected to capture peak periods in both the morning (8:00 – 10:00 AM) and the evening (3:30 – 5:30 PM).

Traffic operations for these scenarios were analyzed at the following nine study intersections:

1. Deer Valley Dr West / Deer Valley Dr East
2. Amber Rd / Deer Valley Dr East
3. Solamere Dr / Deer Valley Dr East
4. Deer Valley Dr East / Queen Esther Dr
5. Deer Valley Dr East / Doe Pass Rd
6. Deer Valley Dr West / Royal St
7. Deer Valley Dr West / Doe Pass Rd
8. Mellow Mountain Rd / Deer Valley Dr
9. Deer Valley Dr / Marsac Ave

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

1.3 Analysis Scenarios

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

1. Existing (2024) Conditions
2. Opening Year (2030) Background Conditions
3. Opening Year (2030) Plus Project Conditions
4. Future (2040) Background Conditions
5. Future (2040) Plus Project Conditions

The key intersections were analyzed under the five scenarios listed above during Saturday AM and PM peak-hour travel periods per Park City Transportation Impact Study (TIS) Guidelines (dated June 2023).

1.4 Study Results

In the Plus Project Conditions (2030 and 2040), seven of nine study intersections, with recommended mitigations in place, meet the Park City LOS standards. The two intersections that do not meet Park City LOS standards are Mellow Mountain Rd / Deer Valley Dr and Deer Valley Dr / Marsac Ave, both of which are failing in the PM peak hour. The Mellow Mountain Rd / Deer Valley Dr LOS E and F, under 2030 and 2040 Plus Project Conditions respectively, are a result of high volumes leaving the Resort in the PM peak hour making it hard to turn out from Mellow Mountain Road. The Deer Valley Dr / Marsac Ave roundabout fails currently and under all analyzed scenarios given high traffic volumes exiting various ski resorts and moving in and out of downtown Park City. As a result, potential mitigations at the Deer Valley Drive / Marsac Avenue roundabout were not analyzed as part of this study. However, at the time of this writing, the Utah Department of Transportation (UDOT) is conducting a traffic and safety study at the roundabout.

Furthermore, the intersections that currently operate at an LOS below Park City standards, Y intersection, Amber Rd / Deer Valley Dr East, and Deer Valley Dr East / Doe Pass Rd, achieve a LOS of D or better under 2030 and 2030 Plus Project Conditions by reconfiguring the intersection and adding signalized traffic control, establishing a new access pattern for visitors while providing safety for pedestrians and bicyclists.

1.5 Intersection Level of Service Summary

Table 1 reports LOS at the study intersections. For signalized intersections and roundabouts, average vehicular delay and LOS are reported. For unsignalized intersections, the worst movement delay and LOS are reported. Detailed descriptions of the intersection operations can be found in the subsequent chapters. Due to the land use program proposed for Snow Park Village, the net new total trips generated by the AM peak hour is 13 trips and the PM peak hour is 209 trips.

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

Intersection			Ex BG	2030 BG	2030+P	2040 BG	2040+P
ID	Location	Period	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]
1	Deer Valley Dr West / Deer Valley Dr East	AM	19 / C	15 / C	10 / B	20 / C	10 / B
		PM	**58 / F**	**56 / F**	35 / D	**56 / F**	36 / D
2	Amber Rd / Deer Valley Dr East	AM	9 / A	9 / A	8 / A	8 / A	8 / A
		PM	**229 / F**	**205 / F**	15 / C	**216 / F**	13 / B
3	Solamere Dr / Deer Valley Dr East	AM	11 / B	11 / B	8 / A	10 / B	8 / A
		PM	11 / B	10 / B	8 / A	10 / B	8 / A
4	Deer Valley Dr East / Queen Esther Dr	AM	11 / B	10 / B	7 / A	11 / B	7 / A
		PM	9 / A	10 / B	8 / A	9 / A	8 / A
5	Deer Valley Dr East / Doe Pass Rd	AM	**66 / F**	**72 / F**	25 / D	**74 / F**	25 / D
		PM	14 / B	14 / B	14 / B	15 / B	12 / B
6	Deer Valley Dr West / Royal St	AM	13 / B	13 / B	8 / A	14 / B	9 / A
		PM	11 / B	12 / B	9 / A	13 / B	8 / A
7	Deer Valley Dr West / Doe Pass Rd	AM	9 / A	9 / A	3 / A	9 / A	3 / A
		PM	**72 / F**	**88 / F**	28 / D	**93 / F**	31 / D
8	Mellow Mountain Rd / Deer Valley Dr	AM	17 / C	17 / C	18 / C	18 / C	20 / C
		PM	**39 / E**	**68 / F**	**40 / E**	**54 / F**	**78 / F**
9	Deer Valley Dr / Marsac Ave	AM	17 / C	17 / C	16 / C	18 / C	17 / C
		PM	**42 / E**	**61 / F**	**103 / F**	**64 / F**	**108 / F**
10	Middle Driveway (P3) / Doe Pass Rd	AM	-	-	10 / B	-	10 / B
		PM	-	-	**69 / F**	-	**72 / F**
11	East Driveway (P2) / Doe Pass Rd	AM	-	-	9 / A	-	9 / A
		PM	-	-	10 / B	-	10 / B
12	Deer Valley Dr East / North Driveway (P3)	AM	-	-	17 / C	-	17 / C
		PM	-	-	24 / C	-	23 / C
13	Deer Valley Dr East / South Driveway (P1)	AM	-	-	2 / A	-	2 / A
		PM	-	-	8 / A	-	8 / A
14	Deer Valley Dr East / Exit Ramps	AM	-	-	17 / C	-	14 / B
		PM	-	-	10 / B	-	11 / B

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

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

4. Side-street stop control.

Source: Fehr & Peers.

1.6 Improvements to Existing Conditions

The proposed multi-modal circulation plan has been developed in collaboration with City staff and their third-party consultants to ensure the site plan is consistent with the City's TIS Guidelines and is also an asset to the community and visitors alike. As a result of on-going circulation plan refinements, there are very few mitigations in the traditional sense since traffic performance concerns have been resolved through the iterative design process. Below is a list of those elements:

1. At the base of Snow Park Village, a fully underground and protected mobility hub will be built. This will allow for easy and safe access to ingress/egress for transit ridership as well as less congestion for the buses themselves.
2. A Shared Managed Lane (SML) will provide a travel time advantage to buses access the new underground mobility hub.
3. The Y Intersection, which is currently side-street stop controlled, will become signalized which will bring LOS within Park City standards.
4. Improvements to the geometric configurations for Queen Esther Dr and Solamere Dr which will increase LOS from a B to an A for traffic flows in and out of neighborhoods in these areas.
5. A full active transportation network will be built out to accommodate non-motor forms of transportation and increase safety, which in turn is expected to increase bike usage.
6. Deer Valley has developed a comprehensive transportation demand management plan that has been implemented and will be refined as part of the Snow Park project.
7. Day skier parking will be reduced by 20%.

Details for all the above improvements are outlined in more detail throughout the report.

2. Introduction

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

Per the Park City Transportation Impact Study Guidelines (TIS), the scope of this study analyzes the traffic operations and impacts under the following scenarios:

- Existing (2024) Conditions
- Opening Year (2030) Background Conditions
- Opening Year (2030) Plus Project Conditions
- Future (2040) Background Conditions
- Future (2040) Plus Project Conditions

Traffic operations at key intersections, described below in the Scope section, were analyzed under the five scenarios listed above during Saturday AM and PM peak-hour travel periods. The TIS Guidelines require the design day to be a typical Friday during the peak winter period. However, given the nature of ski areas operating as recreational destinations, Saturdays consistently experience the highest traffic volumes. Therefore, upon agreement with Park City to report the peak conditions within the Deer Valley loop, the Saturday conditions were analyzed for this study. The Plus Project analyses include trips generated by the proposed project.

2.1 Scope of Study

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

1. Deer Valley Dr West / Deer Valley Drive East (side-street stop-controlled)
2. Amber Rd / Deer Valley Dr East (side-street stop-controlled)
3. Solamere Dr / Deer Valley Dr East (side-street stop-controlled)
4. Deer Valley Dr East / Queen Esther Dr / (side-street stop-controlled)
5. Deer Valley Dr East / Doe Pass Rd (side-street stop-controlled)
6. Deer Valley Dr West / Royal St (side-street stop-controlled)
7. Deer Valley Dr West / Doe Pass Rd (side-street stop-controlled)
8. Mellow Mountain Rd / Deer Valley Dr (side-street stop-controlled)
9. Deer Valley Dr / Marsac Ave (roundabout)

For the purposes of consistency, this report refers to two key roadways as Deer Valley Drive East (sometimes called Deer Valley Drive North) and Deer Valley Drive West (sometimes called Deer Valley Drive South).

The Park City TIS guidelines list five intersections (Park Avenue / Kearns Boulevard, Bonanza Drive / Kearns Boulevard, Comstock Drive / Kearns Boulevard, Park Avenue / Deer Valley Drive, Bonanza Drive / Deer Valley Drive) to be included in the analysis. In agreement with City staff in scoping for this study, the five intersections were not included in the analysis for this report. Rather, the traffic simulation model output and data will be provided to the City, who will evaluate the impacts of the proposed Snow Park Village on those key Park City intersections.

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



Figure 1
Project Location



Figure 2

Study Intersections

2.2 Analysis Methodology

"Level of Service" (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for unsignalized intersections. Traffic operations were modeled in Vissim, an industry-standard microsimulation traffic analysis software. Vissim results were evaluated under the *Highway Capacity Manual 7th Edition* (HCM 7), *2022*, methodology in this study to remain consistent with "state of the practice" professional standards, and with earlier iterations of this report. For signalized intersections and roundabouts, the LOS is provided for the overall intersection (weighted average of all approach delays). Park City's TIS Guidelines has an established threshold of acceptable traffic operations as LOS of D for all intersections under its control.

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	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* 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	*Stable Operations / Acceptable Delays* 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	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* 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	*Forced, Unpredictable Flows / Excessive Delays* 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, 7th Edition*.

3. Existing (2024) Background Conditions

The Existing (2024) Background Conditions analysis examines the study intersections and roadways during the Saturday AM and PM peak-hours under existing traffic and geometric conditions. The existing conditions analyses were performed using traffic data collected in February 2024. Through this analysis, existing traffic operational deficiencies can be identified, and potential mitigation measures recommended.

3.1 Roadway System

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

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

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

3.2 Traffic Volumes

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

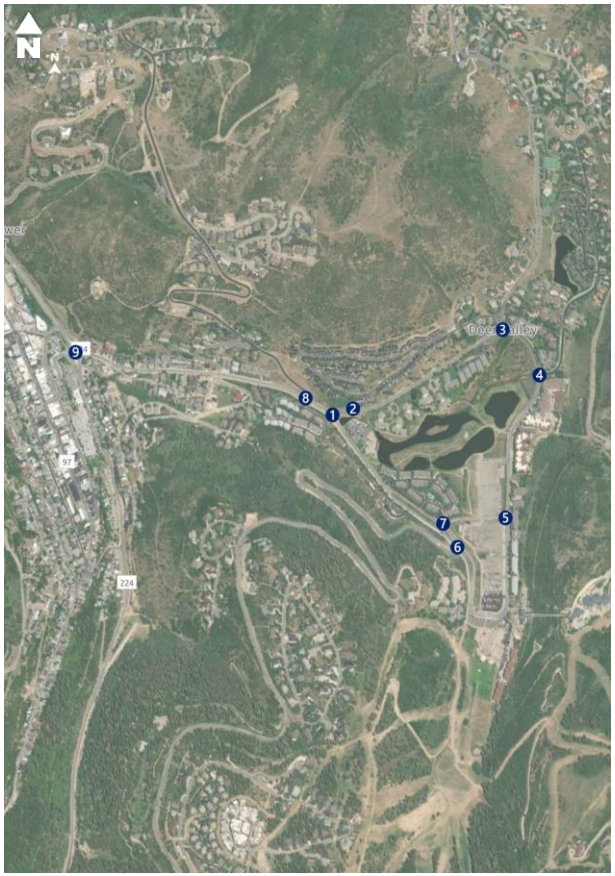
1. Deer Valley Dr West / Deer Valley Dr East
2. Deer Valley Dr West / Royal St
3. Deer Valley Dr East / Doe Pass Rd
4. Amber Rd / Deer Valley Dr East
5. Solamere Dr / Deer Valley Dr East
6. Deer Valley Dr East / Queen Esther Dr
7. Deer Valley Dr West / Doe Pass Rd
8. Mellow Mountain Rd / Deer Valley Dr
9. Deer Valley Dr / Marsac Ave

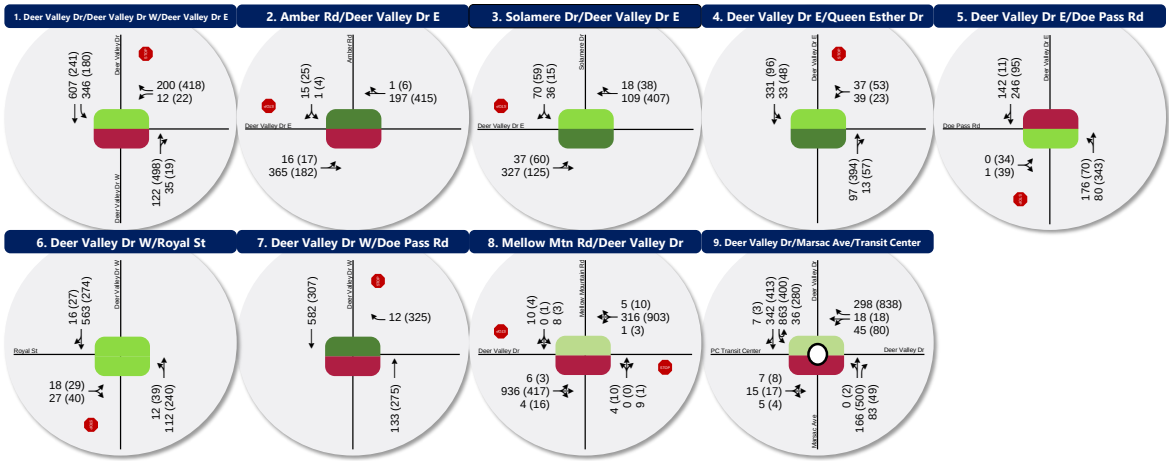
For the first three intersections (Deer Valley Dr West / Deer Valley Dr East, Deer Valley Dr West / Royal St, and Deer Valley Dr East / Doe Pass Rd) turning movement counts were collected for three consecutive Fridays and Saturdays from February 9th - 10th through February 23rd - 24th in 2024. Three weekends were collected at these intersections given their importance to the flow of traffic into Deer Valley's Snow Park. These dates also include President's Day weekend (Friday the 16th and Saturday the 17th) which is the weekend for which turning movement counts were collected at the remaining six intersections. All data was collected to capture peak periods in both the morning (8:00 – 10:00 AM) and the evening (3:30 – 5:30 PM) to align with the Park City TIS Guidelines. The Deer Valley resort chairlift hours are 9:00 AM to 4:30 PM; therefore, the data collection hours capture the arrival and departure peak times.

Volumes used for the existing conditions were derived from focusing on the "Y" intersection (Deer Valley Dr West / Deer Valley Dr East) given that it is the key controlling intersection into Deer Valley Resort. The "Y" intersection showed that for the three pairs of Fridays and Saturdays that were counted, Saturdays showed more overall traffic, with 15% and 18% more traffic during the AM and PM peak periods, respectively. Thus, Saturday counts (February 17th and an average of the three Saturdays' volumes for the three intersections with multiple weekends worth of counts) were used as existing traffic volumes for the analysis presented in this study. An average of the three Saturdays was taken for the three intersections to provide a realistic picture of existing conditions.

While it is highly unusual to analyze operations during absolute peak conditions, due to the risk of over-building infrastructure and exaggerating typical issues, this was the request of the City.

The existing 2024 background Saturday AM (8:00–9:00 AM) and PM (3:45-4:45 PM) peak hour volumes are shown in **Figure 3**. Additionally, existing 2024 background Saturday AM and PM peak hour 95th percentile queue lengths at key controlling intersections are shown in **Figure 4**.





LEGEND

Stop Sign Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 3

Existing 2024 Background Saturday AM & PM Peak Hour Traffic Conditions



AM Peak Hour



PM Peak Hour

Figure 4

3.3 Existing Model Calibration

As mentioned previously, Vissim, a microsimulation traffic analysis software, was used to model traffic conditions and analyze traffic operations. It is important that the microsimulation models be properly calibrated to existing conditions. A calibrated existing conditions model provides analysts with more confidence that projected 'plus project' conditions are valid. For this study, the following metrics were evaluated for calibration:

- Volumes served at the study intersections
- Intersection LOS and delays
- Visual queueing and congestion compared to observed conditions

Detailed calibration metrics are described in the attached *Existing Conditions Model Calibration Memo*.

3.4 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 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 2024 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Dr West / Deer Valley Dr East	AM	SSSC[4]	WB Left	19	C	-	-
		PM		NB Thru	**58**	**F**	-	-
2	Amber Rd / Deer Valley Dr East	AM	SSSC	SB Right	9	A	-	-
		PM		WB Thru	**229**	**F**	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	11	B	-	-
		PM		SB Left	11	B	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	11	B	-	-
		PM		WB Left	9	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	SSSC	NB Left	**66**	**F**	-	-
		PM		EB Left	14	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Left	13	B	-	-
		PM		EB Left	11	B	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	SSSC	WB Right	9	A	-	-
		PM		WB Right	**72**	**F**	-	-
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	NB Left	17	C	-	-
		PM		SB Left	**39**	**E**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	17	C
		PM		-	-	-	**42**	**E**

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 3**, 6 of the 9 study intersections currently operate worse than the established LOS D threshold. These include:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (498 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for

vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS E, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (415 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (176 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (325 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS E in the PM peak hour (3 southbound left vehicles)
    - This is caused by the queues between the Marsac roundabout and the Y-intersection, making it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS E in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

3.5 Queue Analysis

Using Vissim simulation software provided in the Introduction, the existing background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report) as required by the Park City TIS guidelines.

For the nine study intersections analyzed under existing background conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

- Deer Valley Drive West / Deer Valley Drive East: The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 258 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection (located 175 feet from this intersection) on Deer Valley Drive East. In the northbound direction, through and right turn movements were recorded as 1,690 feet versus 1,600 feet of storage. These queues spill back towards the intersection of Deer Valley Dr West / Doe Pass Rd.



- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 409 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 300 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.

It should also be noted that although the queues did not exceed storage length, the northbound approach on the Deer Valley Drive / Marsac Avenue roundabout experienced significant queues (over 1,300 feet), correlating with the delays experienced at the intersection. Also, although the 95th percentile queues did not exceed storage length, the westbound approach on the Amber Road / Deer Valley Drive East intersection experienced significant queues (over 1,500 feet), and the queues were observed in the model to extend past Solamere Drive occasionally.

3.6 Proposed Mitigations

The concept plan for Snow Park Village includes the signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. The technical warrants for the need for this signal exists today, regardless of any changes to the greater Snow Park area. This signalization will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.

3.7 Main Arterial Roadway Analysis

To assess the traffic patterns on the main roadways (SR-224 and SR-248) feeding Deer Valley Resort, roadway volumes from the Utah Department of Transportation (UDOT) Continuous Count Stations (CCSs) were analyzed. Bi-directional, daily volumes on SR-224 just north of Canyon Resort Road (CCS #605) and SR-248 just south of Round Valley Drive (CCS #606) were used to observe patterns for three years' worth of data (2021-2024) during the winter months (November through March). The CCS data had several days of both high and low outliers, which were identified using the Interquartile Range methodology and subsequently removed. The collected and statistically valid data shows that both SR-224 and SR-248 experience slight increases in traffic volumes of 1.6% and 0.3%, respectively. These increases in traffic volumes are seen in **Figure 5** and **Figure 6**, respectively. Additionally, when aggregating volumes across the two roadways, the aggregated rate over the last three years during winter months was 0.9%.

Figure 5: SR-224 Winter Season Daily Vehicular Flow

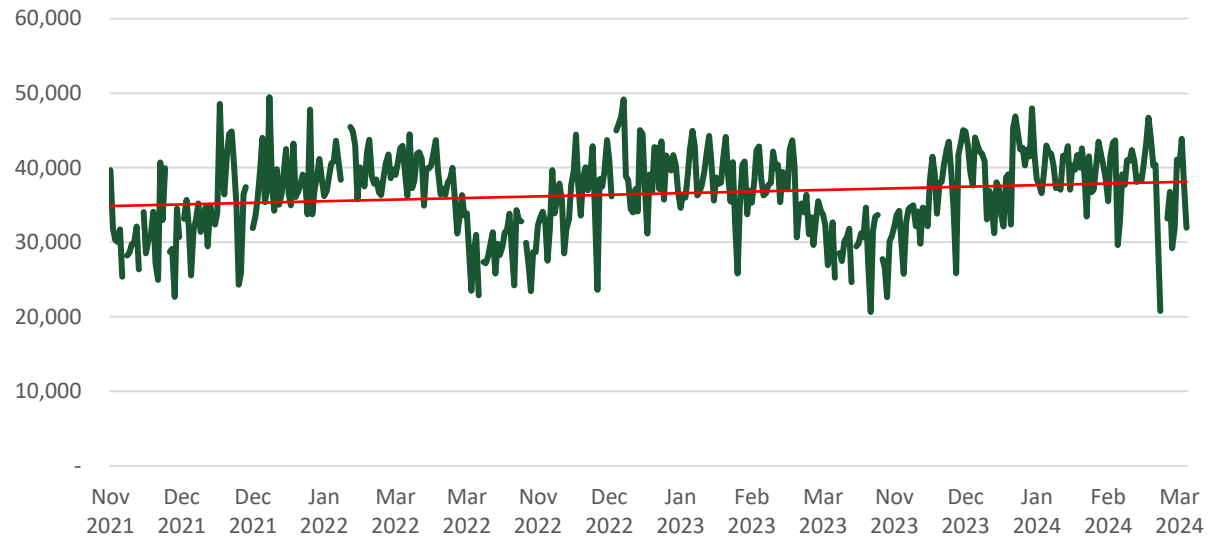
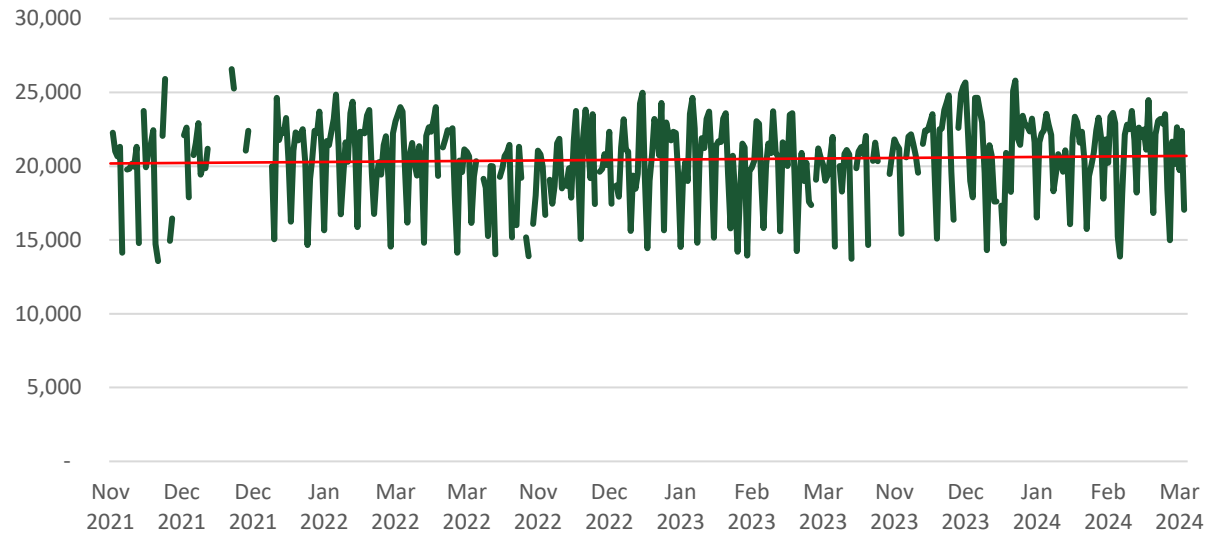


Figure 6: SR-248 Winter Season Daily Vehicular Flow



3.8 Vehicle Occupancy Data

In addition to traffic counts and CCS Volumes, Fehr & Peers collected vehicle occupancy counts for AM peak-period (inbound) traffic for the Deer Valley Resort. Vehicle occupancy counts were collected for President's Day Weekend (Friday, February 16th, 2024, and Saturday, February 17th, 2024) at both the parking area and the drop-off area.

Table 4 presents a summary of vehicle occupancy data, calculated from data collected during the two days listed above. As shown, the average vehicle occupancy for Snow Park Village was observed to be 1.6 occupants/vehicle on Friday (weighted average) and 1.9 occupants/vehicle on Saturday (weighted average). The percentage of single-occupancy vehicles was observed to be 58% on Friday and 48% on Saturday. Vehicle occupancy is a useful metric to have available for baseline conditions, as it can be used in evaluating how future implementation of potential transportation demand management (TDM) strategies and broader transit network improvements could impact travel behavior.

Table 4: Snow Park Vehicle Occupancy Summary

Time Period	Total Vehicle Count	Average Occupancy	Single Occupant Vehicles	Percent Single Occupant Vehicles
Friday, February 16, 2024				
7:45 – 8:00	123	1.27	96	78%
8:00 – 8:15	127	1.68	70	55%
8:15 – 8:30	134	1.64	72	53%
8:30 – 8:45	131	1.66	71	54%
8:45 – 9:00	101	1.69	57	56%
9:00 – 9:15	116	1.69	67	58%
9:15 – 9:30	98	1.63	51	52%
9:30 – 9:45	80	1.75	34	43%
Sum	**910**	**-**	**518**	**-**
Weighted Average	**-**	**1.62**	**-**	**58%**
Saturday, February 17, 2024				
7:45 – 8:00	135	1.91	64	47%
8:00 – 8:15	122	1.74	67	55%
8:15 – 8:30	125	2.00	57	46%
8:30 – 8:45	72	1.86	38	53%
8:45 – 9:00	93	1.95	47	51%
9:00 – 9:15	54	1.81	22	41%
9:15 – 9:30	48	2.00	19	40%
9:30 – 9:45	33	2.06	11	33%
Sum	**682**	**-**	**325**	**-**
Weighted Average	**-**	**1.90**	**-**	**48%**

Source: Fehr & Peers.

4. Project Conditions

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

4.1 Project Description

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

4.1.1 Site Access and Circulation

The Snow Park Village proposal includes mitigations at key intersections to provide better transit access, especially at the transit hub, and improve the traffic flow for visitors traveling by all modes. This circulation plan includes a seasonal one-way Shared Mobility Lane (SML), which prioritizes transit. It will function in a counterclockwise manner. During the summer months, the SML will be open exclusively to bicycle traffic. Management and enforcement, year-round, will be a City responsibility. A conceptual site plan, showing driveway locations and conceptual roadway configurations is shown in **Figure 7** and the full circulation plan is in Appendix A.

Deer Valley Drive West will be reconfigured to include a roundabout at the intersection of Doe Pass Rd and Deer Valley Dr West to ease traffic flows either to parking garages located on Doe Pass Rd, skier drop-off and transit operations at the south end of the loop (below grade), or out of the Resort. To improve pedestrian and bicycle connections, a continuous multiuse path will be constructed along the east and west curbs to connect Snow Park Village to multimodal facilities along Deer Valley Drive and the broader Park City active transportation network.

Doe Pass Road will be reconfigured to provide access to the parking structure. Doe Pass Road will include two-way general traffic lanes to allow for the movement of public and private vehicles. An additional lane in the eastbound direction will be added, ending at a three-way stop intersection with separate right and left turn lanes upon meeting Deer Valley Dr East. A continuous sidewalk will be provided on the south side of Doe Pass Road, which will be connected to the multiuse path along the west curb of Deer Valley Drive West by crossings. Four parking accesses, to levels P2 and P3, will be provided on Doe Pass Road with three on the south side and one on the north. The parking structure will have internal ramping to allow access between P2 and P3.

Deer Valley Drive East Two general traffic lanes and a center turning lane will be provided on Deer Valley Dr East. A continuous multiuse path will be provided along the west side, which connects to other similar facilities around the Deer Valley Dr loop. Deer Valley Dr East will act as the primary route by which day-skiers depart Snow Park Village, which will be supported by the reconfiguration of the Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West intersection and through intuitive, real-time wayfinding. North of its intersection with Doe Pass Rd, Deer Valley Dr East will provide access to P3 parking level, which will primarily serve day skiers and Event Barn parking. While south of the intersection with Doe Pass Rd, Deer Valley Dr East will provide access to P1 parking level, which will serve the residential parking and additional day skier parking. Driveways to these parking levels will be similarly managed through parking technology and Deer Valley staff, if needed, during periods of peak demand. South of the access to the P1 parking level, there is a driveway exit for the passenger vehicle pick-up/drop-off and transit hub tunnel. The tunnel exit will be stop-controlled, allowing free flow movement for traffic along Deer Valley Drive East. At its southern terminus, Deer Valley Dr East will be reconfigured into a turnaround drop-off area for ski school attendees and ski club members. This drop-off area will be managed by staff, particularly at peak drop-off and pick-up periods with Deer Valley staff directing traffic to ensure smooth operations and safe conditions for users.

Source: Skylab Architecture

Figure 7
Conceptual Site Plan

4.2 Trip Generation

Trip generation for the proposed Snow Park Village was estimated using a combination of locally-measured trip generation rates and nationally published data from the 2021 *Institute of Transportation Engineers – 11th Edition Trip Generation Manual* (ITE Manual). The 2021 11th Edition has been substantially upgraded from the 2017 10th Edition, containing new land use categories, removing outdated data points, and providing updated pass-by trip percentages. This is the most recent manual; use thereof is consistent with the TIS Guidelines.

Adjustments to the gross trip generation estimates were made to account for the project's complementary land uses (i.e., internal trip making) and availability of transit (i.e., ITE trip rates assume no or very modest levels of adjacent transit service). These reductions were further informed by inputs from the Summit County Travel Demand Model to better tailor results to local travel behavior.

Snow Park Village is proposed to include the following land uses (taken from the land use program dated May 2024):

- 100 multifamily housing units
- 120 hotel rooms with:
    - *8,000 square feet of food and beverage space*
    - *8,000 square feet of meeting/ballroom space*
    - *8,000 square feet of spa space*
- 30,000 square feet of commercial/retail space
- *15,000 square feet of event center space*
- *15,000 square feet of ski club space*

It should be noted that the above land uses are not believed to be the primary traffic generators; rather, the ski resort will be the primary generator of traffic, and the supporting 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 supporting land uses independent of the Snow Park Village proposal. The food and beverage, meeting/ballroom, and spa are considered to be supporting land uses for the hotel guests. Assuming that the trips generated for the hotel include trips for these support land uses, generated trips were not estimated for the food & beverage, meeting space/ballroom, and spa.

Table 5 presents the Saturday daily, AM peak-hour, and PM peak-hour trip generation estimates for the entirety of the proposed Snow Park Village Project on both parcels north and south of Doe Pass Road.

4.2.1 Resort Hotel Trip Generation Rates

Trip generation estimates for the hotel use included in the Snow Park Village proposal are based on observed trip generation rates recorded during the development of the 2018 Canyons Village Transportation Master Plan. The trip generation rates were observed and recorded at the Grand Summit, Hyatt Centric, and Sunrise Lodge hotels located at the Canyons Ski Resort on Saturday, February 17, 2018.

Use of this data is preferable to ITE data because the hotels included in the manual are generally not situated adjacent to ski areas and therefore do not represent the specific travel behaviors seen at hotels near ski resorts.

As mentioned previously, the food & beverage, meeting space/ballroom, and spa were considered to be supporting land uses for the hotel guests. The hotels mentioned above that trips were collected for include these types of supporting land uses. Therefore, it can be reasoned that the trip generation rates measured at those facilities and utilized in this study consider the effects of those uses, and thus those uses do not need to be considered separately.

4.2.2 Event Barn Trip Generation Rates

Trip generation estimates for the Event Barn were derived from the base assumption of the barn being used for evening events (4:30 PM start) with a maximum of 250 event attendees. Through a series of reasonably conservative travel mode and average vehicle occupancy assumptions, a daily total of inbound and outbound trips was generated. For analysis purposes, it is assumed that all event guests not already staying at Snow Park Village will arrive to the Event Barn within the one-hour prior to the event's assumed 4:30 PM start time. Event Barn travel estimates were derived from the following assumptions based on similar facilities along with information provided by Deer Valley event managers and program team:

- 50% of guests arrive via private vehicles with an average vehicle occupancy of 1.4
- 25% of guests stay at Snow Park Village and do not generate new trips into the Village on the day of event during PM peak hour (i.e., they are already present, or their travel is captured by the hotel trip generation).
- 15% of guests stay in Park City and utilize shuttles with an assumed 35-person occupancy
- 10% of guests stay in Park City and use transport network companies (Uber/Lyft) with an average vehicle occupancy of 1.4 persons

Assuming that all guests are traveling outbound in the same way they traveled into Snow Park Village, the same number of daily inbound trips were used for the number of outbound trips generated from the Event Barn.

4.2.3 Retail Trip Generation Rates

Trip generation estimates for retail were derived from the ITE Manual's rates for a Strip Retail Plaza (822) given the large sample size of studies. These rates were paired with the assumption that 67% of daily trips would be generated from pass-by skiers (i.e., a group of skiers or non-skiing group stopping for a coffee or to shop for an item en route to/from the lifts). The assumption aligns with the understanding that most trips to Snow Park Village will be made by those who are there to ski, and complementary uses are a secondary priority. Therefore, double counting of trips would occur without the assumed 67% internalization. The amount of retail internalization is expected to be much less during the AM peak hour (as skiers are eager to access ski lifts), and also somewhat less during the PM peak hour due to greater desire to depart the resort.

4.2.4 Assumed Mode Shift

To avoid double-counting potential reductions, the trip generation estimates in this memorandum rely on assumptions from boarding/alighting data from the resort and the reductions in day skier parking. These reductions, which are shown in the columns titled "% Walk/Bike" and "% Transit," are applied to housing and retail proposed land uses. Hotel and the Event Barn were omitted from a reduction due to mode choice given the nature of the types of trips they generate, on which motorized transit is relied on.

4.2.5 Reduction in Vehicle Trips due to Reduction in Day Skier / Staff Parking

In an agreement with the City, Deer Valley Resort has agreed to a 20% reduction in the number of day skier/staff parking stalls available in the new parking layout. This 20% reduction equates to 340 fewer stalls than currently exists.

4.2.6 Trip Internalization

The residential, hotel, and Event Barn uses are expected to be destinations unto themselves that will generate a measurable number of peak-hour vehicle trips. Table 5 indicates that one-quarter of hotel and multi-family housing trips are expected to remain internal to the project, consisting of walk trips to/from the adjacent retail uses. Those uses will include a variety of dining options, smaller retail shops, and other food & beverage destinations. While the retail uses will likely attract some external new trips, such travel is likely to be infrequent particularly during peak ski days when parking may be challenging to secure and there are many other intervening opportunities further to the north in Park City.

4.2.7 Assumed Trip Rates for Day Skiers and Ski Club Members

The trip generation rate per day-user skier vehicle parking space was estimated using the existing traffic volumes collected in February 2024. Since there is not presently any member-only parking spaces at the resort, it was not possible to measure trip rates at them. Alternatively, an approach relying on supply/demand, and likely travel behaviors was followed.

According to **Table 5**, Deer Valley Club parking spaces are expected to have lower (by about one-third) trip rates per space than the general day-user skier parking spaces. This is intentional, with the rationale as follows. It is likely that some day-user skier parking spaces may experience a second vehicle parked in the late afternoon for purposes of shopping, a meal, visitation, or other purposes. This is not expected for the Deer Valley Club parking spaces because there will be a limited number of members and parking for the general public is not allowed. Thus, the daily trip rate per space for the ski club member spaces is lower than for the general day-use spaces. Trip rates per space during the AM and PM peak hours are also expected to be lower for Deer Valley Club parking because members will be virtually guaranteed a parking space (based on the ratio of members to parking spaces) and therefore not need to arrive early to ensure a parking space. The AM and PM day use skier trip rates per space assume this behavior continues.



Table 5: Snow Park Village Trip Generation

Land Use[1, 2]	Number of New Units	Unit Type	Rate[2]	Gross Daily Trips	Percent Internal to Retail[3]	% Retail Trips from Pass-by Skiers[4]	Retail Internal Capture	Gross Daily Trips with Internal Capture	% Entering	% Exiting	% Walk/Bike[5]	% Transit[5]	Trips Entering	Trips Exiting	New Daily Trips
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	4.55	455	25%	n/a	-114	341	50%	50%	3.0%	5.0%	157	157	**314**
(822) Strip Retail Plaza	30	1000 sq. ft.	54.45	1,634		67%	-1,396	237	50%	50%	3.0%	5.0%	110	110	**220**
Resort Hotel	120	Rooms	6.27	752	25%	n/a	-188	564	50%	50%			283	283	**566**
Event Center (Afternoon/Evening Event)	250	Attendees	-	254	0%	n/a	0	254	50%	50%	-	-	127	127	**254**
Deer Valley Club Parking	250	Stalls	2.00	500		n/a	0	500	50%	50%	-	-	250	250	**500**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	3.00	-1,020		n/a	0	-1,020	50%	50%	-	-	-510	-510	**-1,020**
Net Saturday Daily Trips				**2,575**			**-1,698**	**877**					**417**	**417**	**834**

Land Use[1]	Number of New Units	Unit Type	Rate[2]	Gross AM Peak Hour Trips	Percent Internal to Retail[3]	% Retail Trips from Pass-by Skiers[4]	Retail Internal Capture	Gross AM Peak Hour Trips with Internal Capture	% Entering	% Exiting	% Walk/Bike[5]	% Transit[5]	Trips Entering	Trips Exiting	New AM Peak Hour Trips
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	0.40	40	25%	n/a	-10	30	24%	76%	3.0%	5.0%	7	21	**28**
(822) Strip Retail Plaza	30	1000 sq. ft.	2.36	71		20%	-36	34	60%	40%	3.0%	5.0%	19	13	**32**
Resort Hotel	120	Rooms	0.41	49	25%	n/a	-12	37	72%	28%			27	11	**38**
Event Center (Afternoon/Evening Event)	250	Attendees	-	0	0%	n/a	0	0	-	-	-	-	0	0	**0**
Deer Valley Club Parking	250	Stalls	0.33	82		n/a	0	82	100%	0%	-	-	82	0	**82**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	0.49	-167		n/a	0	-167	100%	0%	-	-	-167	0	**-167**
Net Saturday AM Peak Hour Trips				**75**		n/a	**-59**	**17**					**-32**	**45**	**13**

Land Use[1]	Number of New Units	Unit Type	Rate[2]	Gross PM Peak Hour Trips	Percent Internal to Retail[3]	% Retail Trips from Pass-by Skiers[4]	Retail Internal Capture	Gross PM Peak Hour Trips with Internal Capture	% Entering	% Exiting	% Walk/Bike[5]	% Transit[5]	Trips Entering	Trips Exiting	New PM Peak Hour Trips
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	0.51	51	25%	n/a	-13	38	63%	37%	3.0%	5.0%	23	14	**37**
(822) Strip Retail Plaza	30	1000 sq. ft.	6.59	198		50%	-133	65	50%	50%	3.0%	5.0%	30	30	**60**
Resort Hotel	120	Rooms	0.70	84	25%	n/a	-21	63	43%	57%			28	36	**64**
Event Center (Afternoon/Evening Event)	250	Attendees	-	96	0%	n/a	0	96	81%	19%	-	-	78	19	**97**
Deer Valley Club Parking	250	Stalls	0.19	47		n/a	0	47	0%	100%	-	-	0	47	**47**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	0.28	-95		n/a	0	-95	0%	100%	-	-	0	-96	**-96**
Net Saturday PM Peak Hour Trips				**380**		n/a	**-166**	**214**					**159**	**50**	**209**

Notes:

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 11th Edition Trip Generation Manual (ITE Manual), 2021.
2. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan. Event Center was estimated based on an evening event with 250 attendees and mode-split assumptions and actual event observations. Day skier trips estimated from existing vehicles and AM and PM peak period characteristics. Refer to report text for details on derivation of trip rates for custom land use trip generation applications.
3. Represents the proportion of condo or hotel trips that are internalized with retail uses.
4. This represents the percentage of retail trips that are comprised by individuals (e.g., skiers, employees, visitors, etc.) who visit the store en route to chair lifts, returning to vehicle after skiing, etc.
5. Percentage of trips that shift to walking, biking, or transit based on existing ridership levels, transit service quality, MXD+ estimates of external walk/bike trips. Note that adjustments not applied for custom estimated uses including resort hotel (non-auto travel already built into trip rates), event center (custom approach taken), and Deer Valley Club Parking (vehicle trips by definition).

Source: Fehr & Peers, 2024.

4.3 Trip Distribution and Assignment

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

The CCS data from UDOT informed the distribution of trips arriving via SR-224 and SR-248. Closer to the project site, traffic counts 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)
- 30% East (using SR-248 via Bonanza Drive)
- 10% West (using any of the accesses along Deer Valley Drive between Bonanza and Marsac)
- 10% South (using Marsac Avenue)

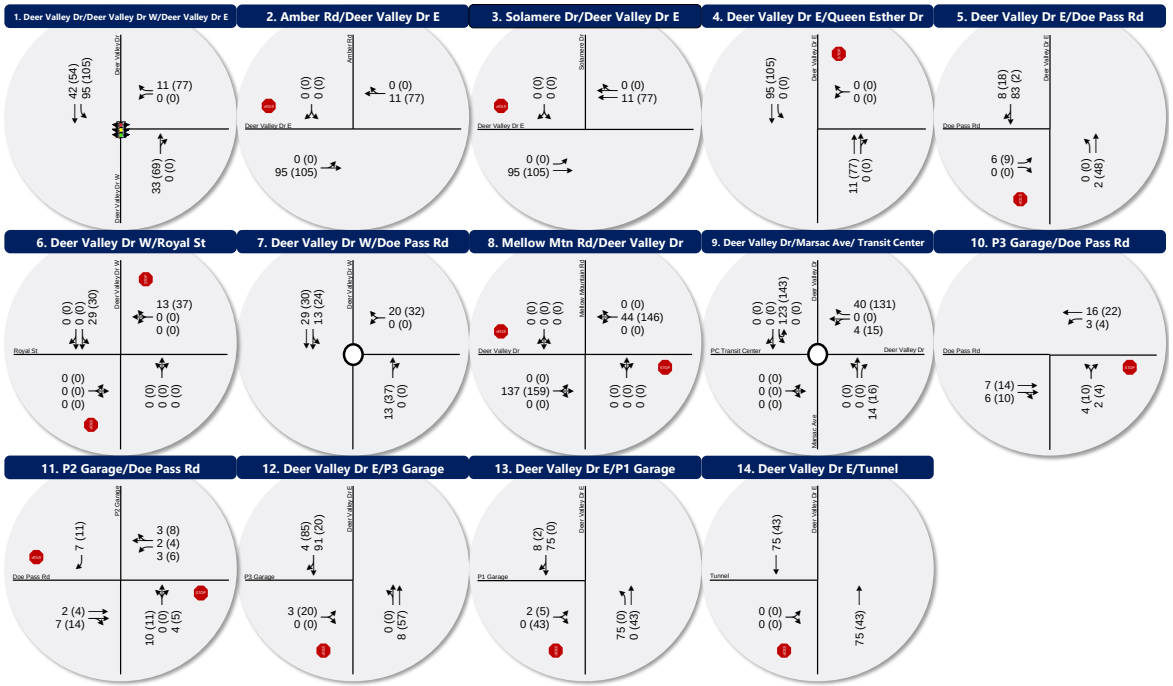
The distribution and assignment of new, project-generated trips reflects the assumption that residents and guests of Snow Park Village's hotel and residential uses are more likely to travel to and from Old Town for dining, shopping, or entertainment purposes.

These trip distribution assumptions were used to distribute project-generated traffic to the study area intersections and are shown in **Figure 8**.

Internal to the project site, the trip distribution at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly. This was assumed to account for the historical use patterns and direct routes to the parking garages. For example, those wishing to make a right turn into the day-skier parking area under the new gondola will highly likely take Deer Valley Drive West, take the roundabout to Doe Pass then a quick right turn into the garage. The same traffic distribution pattern will hold true with the new one-way passenger drop-off area as shown in the circulation plan. This plan results in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection as follows:

- Inbound traffic in the AM was distributed as follows:
    - Roughly 35% on Deer Valley Drive East
    - Roughly 65% on Deer Valley Drive West
- Outbound traffic in the PM was distributed as follows:
    - Roughly 45% on Deer Valley Drive East
    - Roughly 55% on Deer Valley Drive West





LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 8

Saturday AM & PM Peak Hour Trip Generation and Distribution

5. Opening Year (2030) Background Conditions

The purpose of the Opening Year (2030) Background Conditions analysis is to evaluate the study intersections during peak travel periods of the day under projected 2030 traffic volumes, when the development is projected to open. This analysis provides a baseline condition for the year 2030, which can be used to determine future Project impacts.

5.1 Traffic Volumes

Traffic volumes for 2030 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (March 2024 Version) for 2030. This is a regional forecasting model developed with UDOT support to help plan for major infrastructure in the Wasatch Back region. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split for non-drive alone modes of transportation – higher usage of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates were used on the following roadways to project 2030 background volumes as shown in **Figure 9**.

- 0.12% north of the Marsac Ave Roundabout
- 0.12% between Bonanza and the "Y" intersection
- 0.08% within Deer Valley Loop (Deer Valley Drive East, Deer Valley Drive West, and Doe Pass Road)
- 0.12% on Marsac Ave
- 0.33% on Royal Street

5.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, the opening year 2030 background Saturday peak hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hour are reported **Table 6** (see Appendix for the detailed LOS report).

Table 6: Opening Year 2030 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 Dr West / Deer Valley Dr East	AM	SSSC[4]	WB Left	15	C	-	-
		PM		NB Thru	**56**	**F**	-	-
2	Amber Rd / Deer Valley Dr East	AM	SSSC	SB Left	9	A	-	-
		PM		WB Right	**205**	**F**	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	11	B	-	-
		PM		SB Left	10	B	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	10	B	-	-
		PM		WB Left	10	B	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	SSSC	NB Left	**72**	**F**	-	-
		PM		EB Left	14	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Left	13	B	-	-
		PM		EB Left	12	B	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	SSSC	WB Right	9	A	-	-
		PM		WB Right	**88**	**F**	-	-
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	17	C	-	-
		PM		SB Left	**68**	**F**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	17	C
		PM		-	-	-	**61**	**F**

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

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

Source: Fehr & Peers.

As shown in **Table 6**, future background conditions are expected to remain relatively the same or worsen relative to existing conditions. All study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (500 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound

approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS F, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (420 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound right.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (180 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (330 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by congestion from the roundabout which spills back passed Mellow Mountain Rd. This queueing makes it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

5.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2030 background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report).

For all movements at the nine intersections analyzed under 2030 background conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

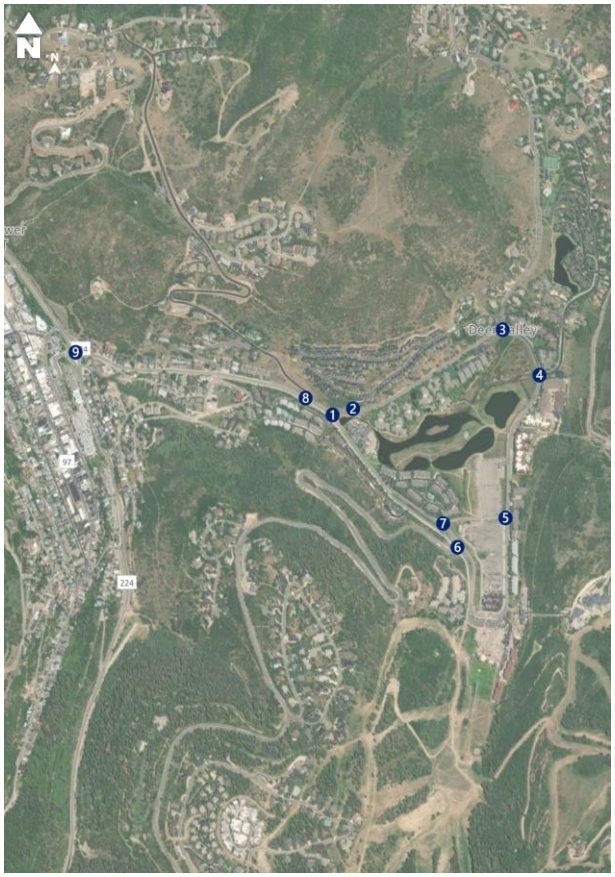
- Deer Valley Drive West / Deer Valley Drive East: The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 257 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, the through and right turn movements were recorded as 1,690 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

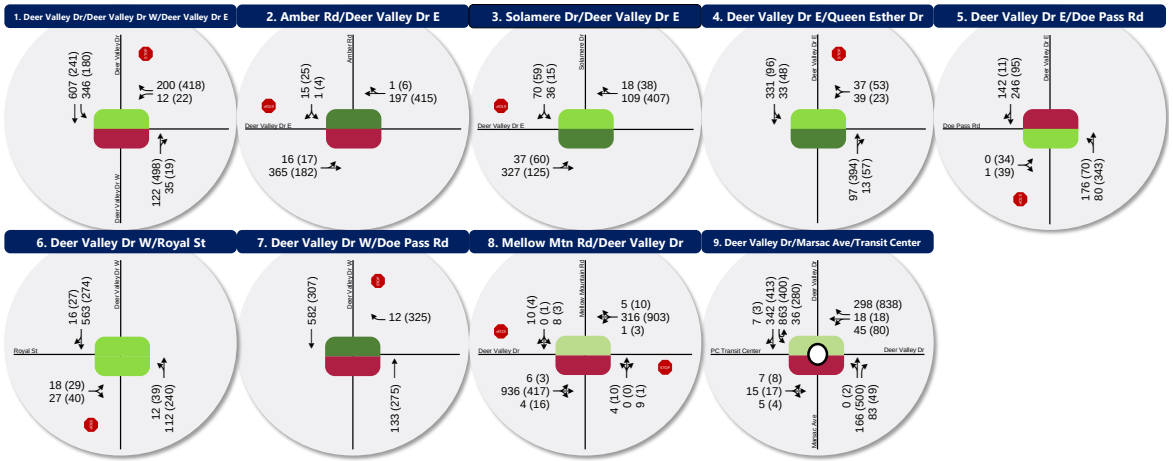
- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 410 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 340 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Drive / Marsac Ave: The 95th percentile queues of the northbound left and through movements were recorded as 1,985 feet, which almost reaches Hillside Avenue.

It should be noted that although the 95th percentile queues did not exceed storage length. The westbound approach on the Amber Road / Deer Valley Drive East intersection experienced significant queues (over 1,400 feet), and the queues were observed in the model to extend past Solamere Drive occasionally.

5.4 Proposed Mitigations

The concept plan for Snow Park Village proposes signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. This will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.





LEGEND

Stop Sign Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 9

Opening Year 2030 Background Saturday AM & PM Peak Hour Traffic Conditions

6. Opening Year (2030) plus Project Conditions

The purpose of the opening year 2030 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2030, the proposed full build opening year of the development. To analyze this impact, the projected 2030 Saturday AM and PM peak hour background traffic volumes were combined with volumes generated by the development for the Saturday AM and PM peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes.

6.1 Traffic Volumes

Project-generated traffic (**Figure 8**) was added to the opening year 2030 background volumes (**Figure 9**) to yield Opening Year (2030) Plus Project Saturday AM and PM peak-hour traffic volumes at the study intersections as shown in **Figure 10**. The plus project traffic volumes were rerouted to account for the following characteristics in the build conditions:

- The modified Doe Pass Road, which serves two-way traffic (currently one-way west of parking lots) and direct access parking garage driveways
- New Ski Club and Ski School pick-up/drop-off locations at the south end of Deer Valley Drive East
- Rerouted bus routes due to the new one-way transit hub

Although the volumes were rerouted, this study aimed to evaluate how the study intersections would operate if driving behaviors do not change drastically despite development. Therefore, the traffic distribution of the background traffic at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly, and project traffic was added, along with reduced trips due to the reduced day-skier parking. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection with roughly 35% using Deer Valley Drive East and roughly 65% using Deer Valley Drive West inbound in the AM peak hour, and roughly 45% using Deer Valley Drive East and roughly 55% using Deer Valley Drive West outbound in the PM peak hour.

Additionally, the proposed design presents a passenger pick-up/drop-off and transit hub at the south end of the loop, which is similar to the current configuration, with the change of the loop being one-way, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East. The proposed design includes parking garages to provide comfortable covered parking stalls for the users, with direct access to the Village and ski facilities. This will potentially cause a shift in driving behavior around the loop. A significant amount of current users drop-off passengers before parking the vehicle. The proposed design may encourage vehicles to skip the drop-off and drive directly to the parking garages. For analysis

purposes, current patterns were assumed, where a majority of vehicles travel through the drop-off loop before entering the parking garages. This replicated conservative conditions with congestion in the drop-off loop and higher traffic around the loop.

6.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, opening year 2030 background Saturday 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 7** (see Appendix for the detailed LOS report).

Table 7: Opening Year 2030 plus Project Conditions Saturday AM & PM Peak 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 Dr West / Deer Valley Dr East	AM	Signal	-	-	-	10	B
		PM		-	-	-	35	D
2	Amber Rd / Deer Valley Dr East	AM	SSSC[4]	SB Left	8	A	-	-
		PM		SB Right	15	C	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	8	A	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	7	A	-	-
		PM		WB Right	8	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	AWSC	SB Thru	25	D	-	-
		PM		SB Right	14	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Right	8	A	-	-
		PM		EB Left	9	A	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	Roundabout	-	-	-	3	A
		PM		-	-	-	28	D
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	18	C	-	-
		PM		SB Right	**40**	**E**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	**103**	**F**
10	Middle Driveway (P3) / Doe Pass Rd	AM	SSSC	NB Left	10	B	**-**	**-**
		PM		NB Left	**69**	**F**	**-**	**-**
11	East Driveway (P2) / Doe Pass Rd	AM	SSSC	SB Right	9	A	**-**	**-**
		PM		NB Left	10	B	**-**	**-**

12	Deer Valley Dr East / North Driveway (P3)	AM	SSSC	EB Left	17	C	-	-
		PM		EB Left	24	C	-	-
13	Deer Valley Dr East / South Driveway (P1)	AM	SSSC	NB Left	2	A	-	-
		PM		EB Right	8	A	-	-
14	Deer Valley Dr East / Exit Ramps	AM	SSSC	SB Thru	17	C	-	-
		PM		EB Left	10	B	-	-

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 7**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Mellow Mountain Road / Deer Valley Drive: LOS E in the PM peak hour (5 southbound right vehicles)
    - This is caused by the vehicles making a southbound right turn on a stop control, looking for a gap in traffic of high volumes exiting the resort in the PM peak hour.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.
- Middle Driveway (P3) / Doe Pass Rd: LOS F in the PM peak hour (278 northbound left vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Road, also causing a queue on Doe Pass road. This queueing makes it difficult for vehicles to turn onto Doe Pass Road.

6.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2030 plus project Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report).

For all movements at the 14 intersections analyzed under 2030 background plus project conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

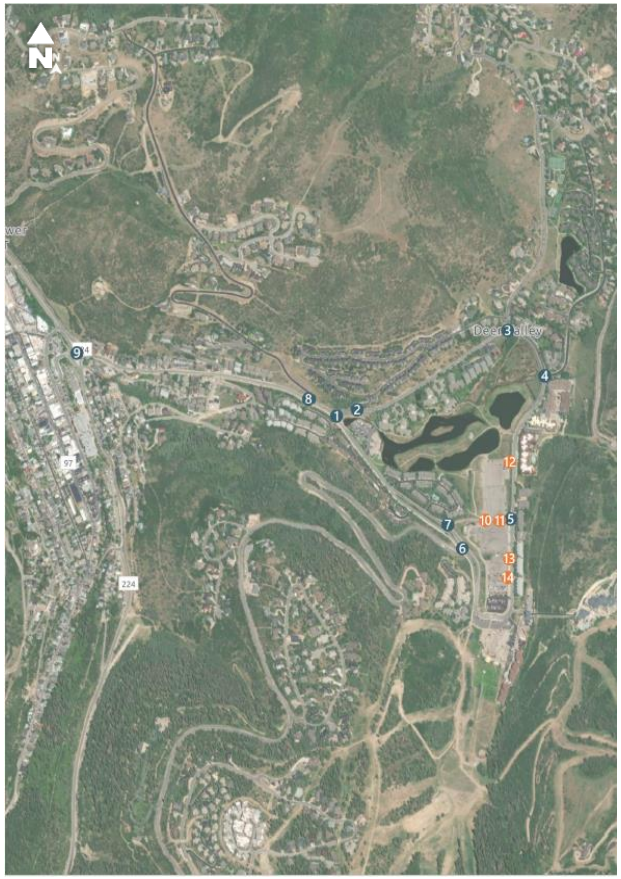
- Deer Valley Dr West / Deer Valley Dr East: The 95th percentile queue of the southbound left and southbound through movements were recorded as 184 and 347 feet versus 120 and 270 feet of storage, respectively, in the AM peak hour. In the PM peak hour, the 95th percentile queue of the

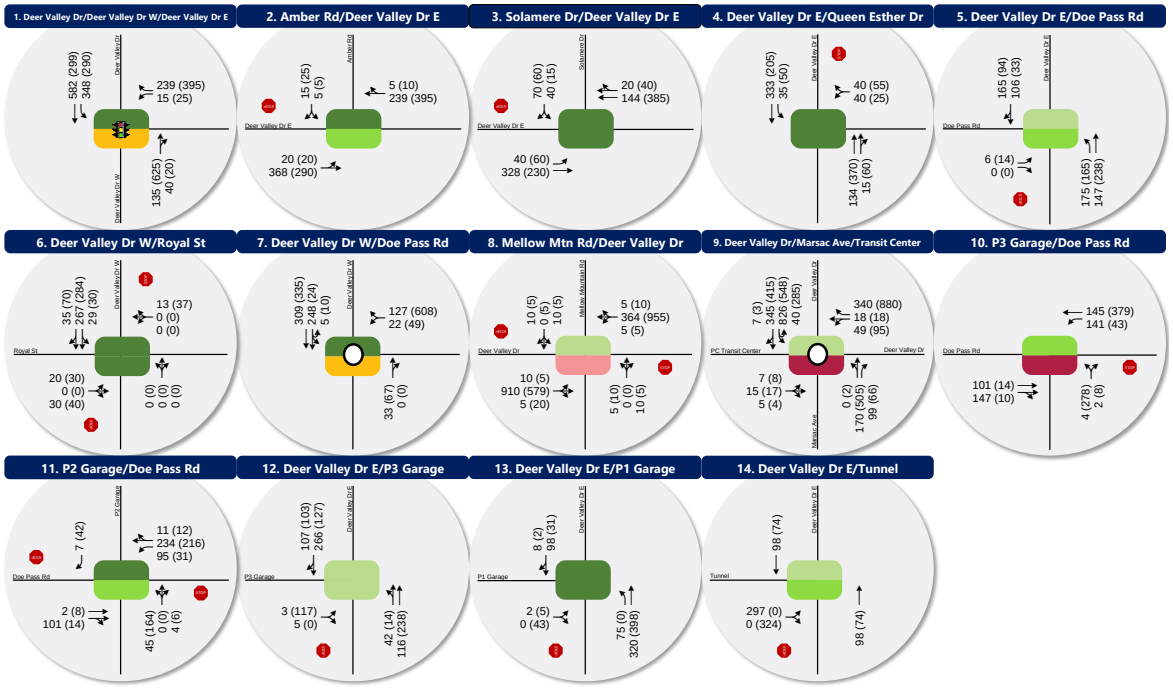
southbound left turn movement was 257 feet versus 120 feet of storage. These queues spill back passed the Mellow Mountain Rd intersection. The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were recorded as 270 and 269 feet, respectively, in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, through and right turn movements were recorded as 1,738 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 372 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 387 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Dr / Marsac Ave: The 95th percentile queues of the northbound left, through, and right turn movements were recorded as 2,044, 2,044, and 2,039 feet, respectively, in the PM peak hour versus 1,500 feet of storage.

6.4 Proposed Mitigations

The Snow Park Village site plan includes a proposed signal at the Deer Valley Drive West / Deer Valley Drive East intersection. The intersection is currently a "T"-intersection with free flow movement north/south along Deer Valley West, and a stop-control on the approach of Deer Valley Drive East. Although the analysis results from the model show improved overall LOS and reduced westbound queues at the proposed signal, the congestion between the Marsac roundabout and the Deer Valley Drive West / Deer Valley Drive East intersection still causes delays and significant northbound queues. Improved traffic flow downstream of the Deer Valley Drive West / Deer Valley Drive East intersection will improve the conditions within the Deer Valley loop. This will also clear up the congestion extending to Doe Pass Road, improving the delays at the P3 driveway. Current ongoing studies are evaluating potential mitigations at the Marsac roundabout. Therefore, no mitigation measures were evaluated at the Marsac roundabout for this study.





LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 10

Opening Year 2030 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

7. Future 2040 Background Conditions

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

7.1 Traffic Volumes

Traffic volumes for 2040 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (March 2024 version) for 2040. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split of transportation – higher use of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates are used on the following roadways to project 2040 background volumes as shown in **Figure 11**.

- 0.12% north of the Marsac Ave Roundabout
- 0.12% between Bonanza and the "Y" intersection
- 0.08% within Deer Valley Loop (Deer Valley Drive East, Deer Valley Drive West, and Doe Pass Road)
- 0.12% on Marsac Ave
- 0.33% on Royal Street

7.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, future 2040 background Saturday peak-hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hours are reported in **Table 8** (see Appendix for the detailed LOS report).

Table 8: 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 Dr West / Deer Valley Dr East	AM	SSSC[4]	WB Left	20	C	-	-
		PM		NB Thru	**56**	**F**	-	-
2	Amber Rd / Deer Valley Dr East	AM	SSSC	SB Right	8	A	-	-
		PM		WB Thru	**216**	**F**	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	10	B	-	-
		PM		EB Left	10	B	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	11	B	-	-
		PM		WB Left	9	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	SSSC	NB Left	**74**	**F**	-	-
		PM		EB Left	15	C	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Left	14	B	-	-
		PM		EB Left	13	B	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	SSSC	WB Right	9	A	-	-
		PM		WB Right	**93**	**F**	-	-
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	18	C	-	-
		PM		SB Left	**54**	**F**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	18	C
		PM		-	-	-	**64**	**F**

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

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

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (505 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn.

While the stop-controlled westbound approach experiences delays and operates at LOS F, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (425 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (180 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (330 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by congestion at the roundabout which spills back passed Mellow Mountain Rd. This queueing makes it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

7.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2040 background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report).

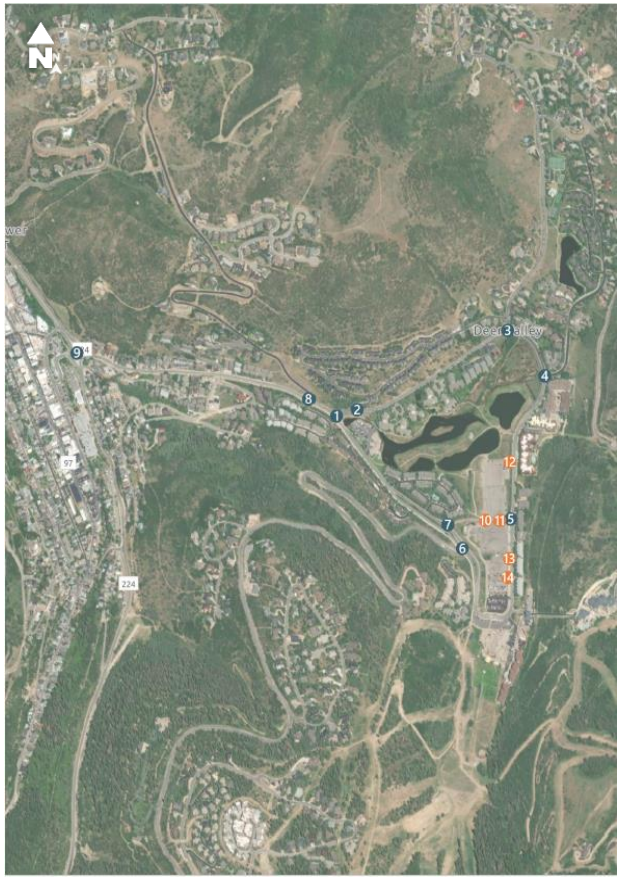
For all movements at the nine intersections analyzed under 2040 background conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

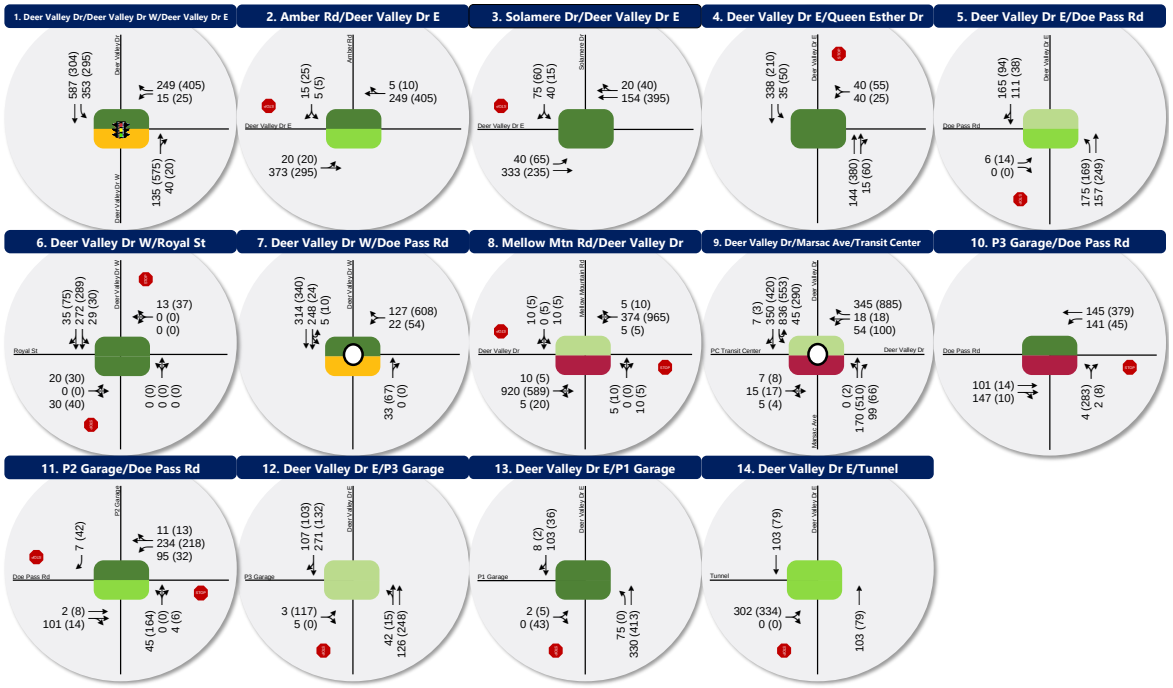
- Deer Valley Drive West / Deer Valley Drive East: The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 257 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, the through and right turn movements were recorded as 1,692 and 1,691 feet, respectively, versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.
- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 410 feet in the PM peak hour versus 200 feet of storage.

- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 340 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Drive / Marsac Ave: The 95th percentile queues of the northbound left and through turn movements were recorded as 1,977 feet in the PM peak hour versus 1,500 feet of storage.

7.4 Proposed Mitigations

The concept plan for Snow Park Village proposes signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. This will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.





LEGEND

Stop Sign Signalized

Lane Configuration: AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM: A B C D E F

Figure 11

Future 2040 plus Project Saturday AM & PM Peak Hour Traffic Conditions

8. Future 2040 plus Project Conditions

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, ten years after the opening year. 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.

8.1 Traffic Volumes

Project-generated traffic (**Figure 8**) was added to the future 2040 background volumes (**Figure 11**) to yield "Future 2040 Plus Project" Saturday AM and PM peak hour traffic volumes at the study intersections as shown in **Figure 12**. The plus project traffic volumes were rerouted to account for the following characteristics in the build conditions:

- The modified Doe Pass Road, which serves two-way traffic (currently one-way west of parking lots) and direct access parking garage driveways
- New Ski Club and Ski School pick-up/drop-off locations at the south end of Deer Valley Drive East
- Rerouted bus routes due to the new one-way transit hub

Although the volumes were rerouted, this study aimed to evaluate how the study intersections would operate if driving behaviors do not change drastically despite development. Therefore, the traffic distribution of the background traffic at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly, and project traffic was added, along with reduced trips due to the reduced day-skier parking. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection with roughly 35% using Deer Valley Drive East and roughly 65% using Deer Valley Drive West inbound in the AM peak hour, and roughly 45% using Deer Valley Drive East and roughly 55% using Deer Valley Drive West outbound in the PM peak hour.

Additionally, the proposed design presents a passenger pick-up/drop-off and transit hub at the south end of the loop, which is similar to the current configuration, with the change of the loop being one-way, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East. The proposed design includes parking garages to provide comfortable covered parking stalls for the users, with direct access to the Village and ski facilities. This will potentially cause a shift in driving behavior around the loop. A significant amount of current users drop-off passengers before parking the vehicle. The proposed design may encourage vehicles to skip the drop-off and drive directly to the parking garages. For analysis

purposes, current patterns were assumed, where a majority of vehicles travel through the drop-off loop before entering the parking garages. This replicated conservative conditions with congestion in the drop-off loop and higher traffic around the loop.

8.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, future 2040 plus project Saturday peak hour LOS was computed for each study intersection. The results if this analysis for the Saturday AM and PM peak hours are reported in **Table 9** (see Appendix for the detailed LOS report).

Table 9: 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 Dr West / Deer Valley Dr East	AM	Signal	-	-	-	10	B
		PM		-	-	-	36	D
2	Amber Rd / Deer Valley Dr East	AM	SSSC[4]	SB Left	8	A	-	-
		PM		SB Right	13	B	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	8	A	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	7	A	-	-
		PM		WB Left	8	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	AWSC	SB Through	25	D	-	-
		PM		SB Right	12	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Right	9	A	-	-
		PM		EB Left	8	A	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	Roundabout	-	-	-	3	A
		PM		-	-	-	31	D
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	20	C	-	-
		PM		SB Left	**78**	**F**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	17	C
		PM		-	-	-	**108**	**F**
10	Middle Driveway (P3) / Doe Pass Rd	AM	SSSC	NB Left	10	B	**-**	**-**
		PM		NB Left	**72**	**F**	**-**	**-**
11	East Driveway (P2) / Doe Pass Rd	AM	SSSC	NB Left	9	A	**-**	**-**
		PM		NB Left	10	B	**-**	**-**
12		AM	SSSC	EB Left	17	C	**-**	**-**

	Deer Valley Dr East / North Driveway (P3)	PM		EB Left	23	C	-	-
13	Deer Valley Dr East / South Driveway (P1)	AM	SSSC	NB Left	2	A	-	-
		PM		EB Right	8	A	-	-
14	Deer Valley Dr East / Tunnel Exit	AM	SSSC	EB Left	14	B	-	-
		PM		EB Left	11	B	-	-

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 9**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Mellow Mountain Road / Deer Valley Drive: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by the vehicles making a southbound left turn on a stop control, looking for a gap in traffic of high volumes exiting the resort in the PM peak hour.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.
- Middle Driveway (P3) / Doe Pass Rd: LOS F in the PM peak hour (283 northbound left vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Road, also causing a queue on Doe Pass road. This queueing makes it difficult for vehicles to turn onto Doe Pass Road.

8.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2040 plus project Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report).

For all movements at the 14 intersections analyzed under 2040 background plus project conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

- Deer Valley Dr West / Deer Valley Dr East: The 95th percentile queue of the southbound left and southbound through movements were recorded as 184 and 348 feet versus 120 and 270 feet of storage, respectively, in the AM peak hour. In the PM peak hour, the 95th percentile queue of the

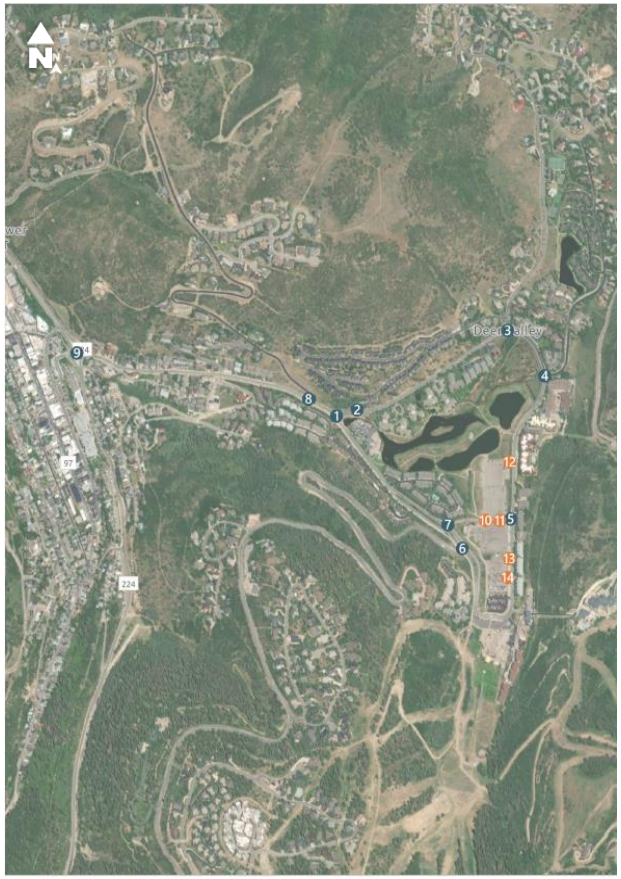
southbound left turn movement was 273 feet versus 120 feet of storage. These queues spill back passed the Mellow Mountain Rd intersection. The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were recorded as 271 and 270 feet, respectively, in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, the through and right turn movements were recorded as 1,724 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

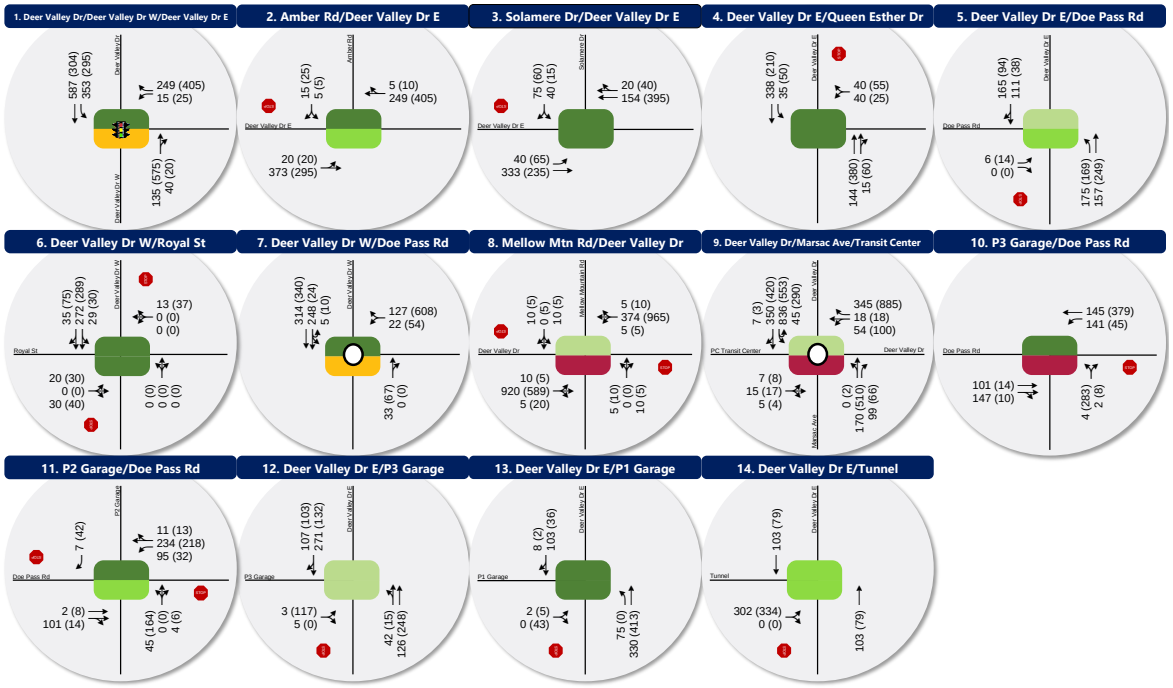
- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 372 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 387 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Dr / Marsac Ave: The 95th percentile queues of the northbound left, through, and right turn movements were recorded as 2,047, 2,047, and 2,040 feet, respectively, in the PM peak hour versus 1,500 feet of storage.

Figure 13 illustrates the estimated queue lengths under the 2040 plus project conditions at key controlling intersections.

8.4 Proposed Mitigations

The Snow Park Village site plan includes a proposed signal at the Deer Valley Drive West / Deer Valley Drive East intersection. The intersection is currently a "T"-intersection with free flow movement north/south along Deer Valley West, and a stop-control on the approach of Deer Valley Drive East. Although the analysis results from the model show improved overall LOS and reduced westbound queues at the proposed signal, the congestion between the Marsac roundabout and the Deer Valley Drive West / Deer Valley Drive East intersection still causes delays and significant northbound queues. Improved traffic flow downstream of the Deer Valley Drive West / Deer Valley Drive East intersection will improve the conditions within the Deer Valley loop. This will also clear up the congestion extending to Doe Pass Road, improving the delays at the P3 driveway. Current ongoing studies are evaluating potential mitigations at the Marsac roundabout. Therefore, no mitigation measures were evaluated at the Marsac roundabout for this study.





LEGEND

Stop Sign Signalized

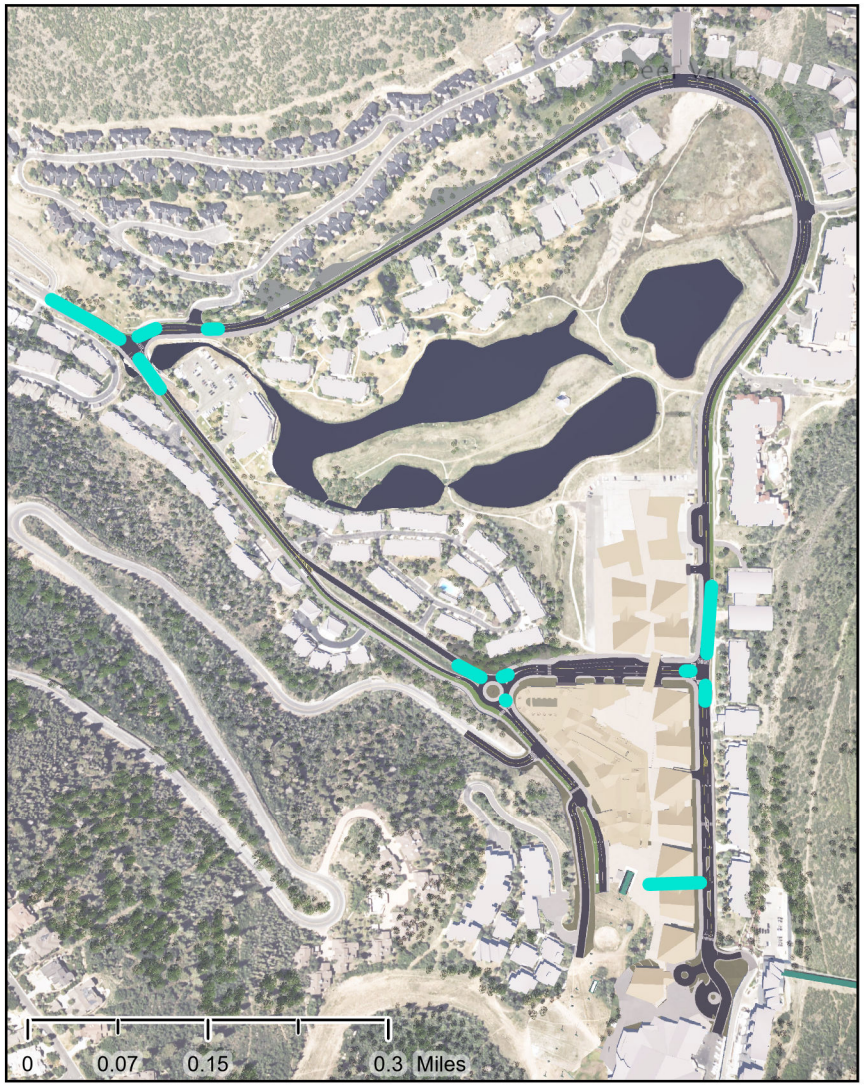
Lane Configuration: AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

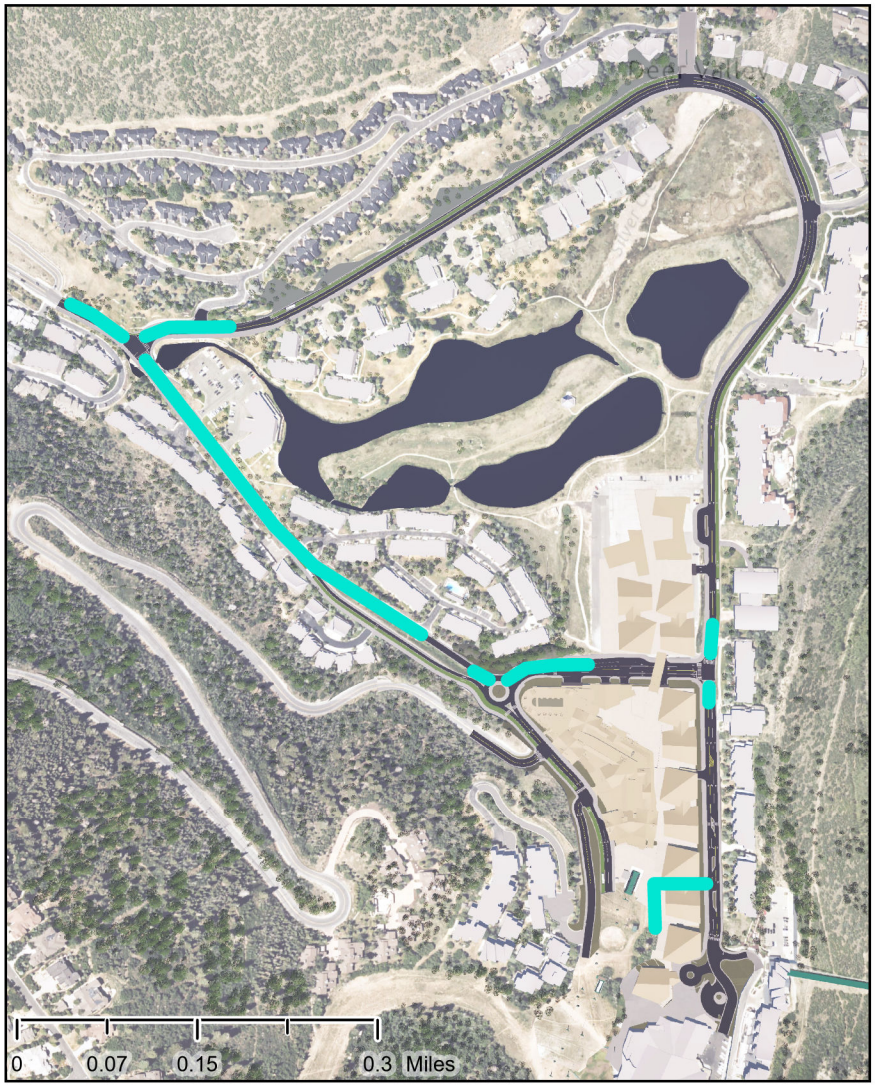
AM / PM: A B C D E F

Figure 12

Future 2040 plus Project Saturday AM & PM Peak Hour Traffic Conditions



AM Peak Hour



PM Peak Hour

Figure 13

9. Roadway Analysis

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

9.1 Roadway Analysis Results

The roadway LOS was calculated based on planning level generalized peak hour two-way volumes for roadway capacities as shown in **Table 10**. 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 10** shows the peak hour two-way capacity estimates for a 2-lane roadway in areas over 5,000 in population not in urbanized areas.

Table 10: Roadway Level of Service Peak Hour Two-Way Traffic Thresholds

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

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

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

Table 11 shows the peak hour roadway LOS analysis for each scenario. As shown in **Table 11**, all internal roadways are expected to operate at LOS C or better with the current 2-lane configuration for all scenarios.

Table 11: Snow Park Village Roadway LOS Analysis Summary

Scenario	Saturday Peak Hour	Deer Valley Dr W (South of Y-intersection)		Deer Valley Dr E (East of Y-intersection)	
		Two-Way Volume[1]	LOS	Two-Way Volume[1]	LOS
Existing	AM	780	A/B	590	A/B
	PM	830	C	680	A/B
Opening Year 2030 plus Project	AM	780	A/B	640	A/B
	PM	970	C	770	A/B
Future 2040 plus Project	AM	780	A/B	660	A/B
	PM	970	C	790	A/B

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

Existing roadway count sheets are included in the Appendix.

10. Parking

The purpose of this section is to document the proposed parking supply, and how it is managed is a key element to the overall success of the new Snow Park Village project.

10.1 Parking Supply

The greater Snow Park area currently has, at peak, around 1,700 parking spaces. As a result of a recent agreement with the City, the will be a 20% reduction of day skier spaces after the Snow Park project is constructed. This results in 340 fewer day skier spaces for a new total of 1,360. The new land uses such as the hotel and Event Barn at Snow Park will require parking. The amount allocated to these other uses is 611 spaces, for a total of 1,971 spaces for the overall project.

There will be three levels of structured, controlled parking.

- Level 1 consists of 885 day-skier spaces and 37 spaces for the event barn for a total of 922 spaces.
- Level 2 consists of 476 day-skier spaces, 13 event barn, 119 hotel, and 160 spaces for the condominium parking for a total of 768 spaces.
- Level 3 consists of 250 ski club spaces and 20 condominium spaces for a total of 280 spaces.

The sum of parking stalls across the three levels is 1,971.

10.2 Parking Management

The access by use is:

- Day skiers will access parking from Doe Pass Road and Deer Valley Drive East (for parking at the north end of the project).
- Event Barn patrons will access parking from Doe Pass Road into the P2 entrance and from Deer Valley Drive East into the P3 entrance.
- Hotel guest parking will access their spaces from Doe Pass Road into the P2 entrance.
- Condominium residents will access parking from Doe Pass Road into the P2 entrance and from Deer Valley Drive East into the P1 entrance.
- Last, ski club members will access their spaces from Deer Valley Drive East into the P1 entrance.

The overall parking management will use state-of-the-art parking technologies such as individual parking stall availability notifications, parking level availability (mostly for day-skiers) and other dynamic wayfinding messaging. The day-skier parking will be paid and the transaction will occur on departure to ensure the guest arrival experience is as smooth as possible.

11. Traffic Safety

11.1 Existing Safety Trends

The AASHTOW are Safety database contains details about location features, crash types, contributing circumstances, and other factors associated with recorded crashes. An analysis of crash data from the past five years (2019-2023) was conducted to identify crash patterns at the nine study intersections providing access to the project site, in addition to segment-level crashes along the Deer Valley Drive loop. Details of the 5-year crash history at the study intersections are presented in Error! Reference source not found.. A total of 24 crashes occurred at all study intersections, in addition to 19 segment-level crashes along Deer Valley Drive. Of all crashes in the study area, none involving pedestrians or bicycles were reported during the five-year period. Two crashes resulted in serious injury, while no fatalities were reported. These serious injuries both occurred at the intersection of Deer Valley Drive and Marsac Avenue, with exact contributing circumstances detailed below:

1. A single-unit semi-truck entering a roundabout failed to yield to an SUV already circulating through the roundabout.
2. A heavy vehicle's brakes or other safety equipment failed, resulting in a downhill runaway that struck two vehicles within the roundabout.

Table 12: Five-Year (2019-2023) Crash History, by Severity

ID	Location	PDO[1]	Possible Injury	Minor Injury	Serious Injury	Fatality
1	***Deer Valley Drive East & Solamere Drive***	2	1	0	0	0
2	***Deer Valley Drive East & Queen Esther Drive[2]***	0	0	0	0	0
3	***Deer Valley Drive North / Amber Road***	1	0	0	0	0
4	***Deer Valley Drive & Mellow Mountain Rd***	2	0	0	0	0
5	***Deer Valley Drive West & Doe Pass Rd[2]***	0	0	0	0	0
6	***Deer Valley Drive & Marsac Ave***	10	1	0	2	0
7	***Deer Valley Drive East & Deer Valley Drive West***	2	0	0	0	0
8	***Deer Valley Dr S & Royal St***	3	0	0	0	0
9	***Deer Valley Drive East & Doe Pass Road[2]***	0	0	0	0	0
-	***Deer Valley Drive East of Marsac Avenue***	11	5	3	0	0

11.2 Future Safety Trends

Under both project and future conditions volumes are anticipated to increase, which will result in an increased potential for vehicle conflicts as well as pedestrian/bicycle interactions with vehicles. Because of the limited crash history within the study area, future crash trends were not estimated. However, three proposed operational mitigations at the study intersections that may result in a reduced likelihood of future crashes around the proposed site. Each operational mitigation is listed below with their corresponding intersection ID and name, as well as the crash modification factor (CMF) associated with the respective mitigation:[1]

1. **Deer Valley Drive W and Doe Pass Road**: Conversion from side-street stop-control to roundabout. CMF of 0.29, or a potential crash reduction from baseline conditions of 71%.[2]

[1] The Highway Safety Manual (HSM) and CMF Clearinghouse identify the crash modification factors (CMF's) associated with a variety of potential mitigations. The CMF represents a measure of how crashes under the mitigated case compare to a baseline case (in the case of intersections, the baseline case is typically assumed to be a stop-controlled intersection unless otherwise specified). As an example, a CMF of 0.89 represents a potential reduction in crashes of 11% when compared to baseline conditions.

[2] Utah Department of Transportation specific CMF, which has been vetted and calibrated for Utah.

2. **Deer Valley Drive E and Deer Valley Drive W**: Conversion from side-street stop-control to signalized intersection. CMF of 0.56, or a potential crash reduction from baseline conditions of 44%.
3. **Deer Valley Drive E and Doe Pass Road**: Conversion from side-street stop-control to all-way stop-control. CMF of 0.25, or a potential crash reduction from baseline conditions of 75%.

12. Transit Evaluation

This section includes an evaluation of existing transit service and infrastructure, as well as a breakdown of estimated mode shares and trips.

12.1 Existing Transit Service

In addition to a multitude of private shuttles and buses, there are two public transit operators providing transit service to and from Deer Valley: Park City Transit and High-Valley Transit. High Valley Transit operates one route that services Deer Valley:

- 101 – Spiro / 224 Local that services Deer Valley (30 min headway)
- 106 – Wasatch Black Connector (60 minute headway)

Park City Transit operates seven routes that service Deer Valley:

- 1 Red: Prospector Square – Deer Valley (30 min headway)
- 2 Green: Park Meadows/Thaynes Canyon – Deer Valley (30 min headway)
- 3 Blue: Thaynes Canyon/Park Meadows – Deer Valley (30 min headway)
- 5 Yellow: Prospector Square – Deer Valley (30 min headway)
- 8 Brown Richardson Flat Park & Ride– Deer Valley (20 min headway)
- 40 Bronze: Main Street – Royal Street – Silver Lake Lodge (30 min headway)
- 50 Teal: Prospector Square – Deer Valley (30 min headway)

Local bus stops are provided along both sides of Deer Valley Drive East and Deer Valley Drive West, allowing transit riders to board buses that are Deer Valley- or Old Town-bound. For such bus stops, an extensive multiuse path on both sides of the roads will be built with striped crosswalks fitted with flashing beacons to increase safety for those utilizing non-motorized transportation. At the southern end of the Deer Valley Drive in the Transit Hub below Snow Park base area, there are one-directional bus stops that can accommodate up to six buses at once.

12.2 Estimated Mode Share

As a result of the 20% reduction in available day skier parking stalls and updates to the Summit/Wasatch Travel Demand Model, the estimated mode shares for walk/bike and transit are estimated to be 3% of trips will be from walking or biking while 5% of trips will be from transit. All transit starting from and ending at the Resort will occur at the Transit Hub located in P3 of the parking garage. This results in transit rides using a series of internal escalators to move between the Transit Hub and Snow Park Lodge keeping them entirely protected from typical roadways.

13. Transportation Demand Management

Park City, through its "Park City Forward" initiative, has identified a goal of 20% of trips by modes other than private cars. The City is tackling this challenge through a variety of strategies, including but not limited to the following:

1. Updates to the local and regional transit system, including a Bus Rapid Transit project from Kimball Junction to Old Town
2. Coordination with partner agencies to implement greater park-and-ride capacity
3. Expansion of high-quality active transportation facilities throughout Park City
4. Partnerships with private developments to implement and operate comprehensive Transportation Demand Management (TDM) programs

While not specifically required by the City's TIS Guidelines, Deer Valley is aligned, and will continue to support, furthering the City's broader trip reduction goal. Deer Valley will continue to operate its robust TDM program, and expand on current offerings. As transportation technology continues to evolve, Deer Valley will always explore new and better ways to meet modal goals. A high-level summary of the Deer Valley TDM Plan is shown below in **Table 13**. In addition, there is a proposed regionally significant remote park and ride facility that both the City and Deer Valley will cooperate on planning, construction, and management per the Letter of Intent (LOI), between Park City Municipal and Deer Valley, dated December 7, 2023.

Table 13: TDM Measures

Measure	Status	Description
Employee Transit and Housing	Existing Program	As Deer Valley develops employee housing options, a key criterion is direct and easy access to transit as well as active transportation facilities. As an additional measure, Deer Valley provides private shuttles, when no direct transit connection to the Resort exists.
Bicycle Amenities and Perks	New Program	Deer Valley will provide bicycle repair tools and dedicated bicycle parking at key locations. A potential partnership with the Summit County e-bike share is under consideration.
Education and Promotion	Existing Program	Educational and promotional events to encourage travelers to use modes other than driving alone. This includes promoting "Try Transit" week. Additionally, all new staff is provided alternate transportation information, such as carpool matching and transit options, during on-boarding orientation. On an annual basis, Deer Valley incentivizes employees to carpool and take transit through the "Ride On" program. This customized program incentivizes carpooling and transit, with transit more heavily incentivized. Incentives are evaluated on an annual basis to ensure that they will drive modal change. The

		TDM coordinator evaluates statistics on an annual basis to determine what incentives work and tweak them to meet demand.
Parking Management	New Program	Efficient, constrained, and priced parking to discourage drive-alone trips. The LOI has a 20% reduction for day skiers in a fully structured environment, along with paid parking, all of which will encourage transit ridership, carpooling for employees and visitors.
Real-Time Messaging	New Program	Deer Valley will continue to provide the most accurate parking and traffic information to employees and guests in real time. This includes the Deer Valley app, website, text messaging, and variable message boards (VMS). Note: UDOT prohibits identifying specific commercial entities on VMS located within their right-of-way and/or under their control.
Appoint a TDM Coordinator	New Program	Identify a staff member to oversee the TDM program. The coordinator participates in bi-weekly meetings for 2-3 months leading up to Deer Valley's opening with Park City's traffic operations manager. During the season, the coordinator will remain in constant contact with the traffic operations manager with a larger end of season recap occurring to discuss how to improve conditions moving forward.
Special Events	Existing Program	Deer Valley works with Park City Municipal during special event egress to push traffic in one direction around the loop to give transit priority in the other direction. We will continue to evaluate if this egress plan is necessary given the SML and implement if transit is not seeing travel time improvements around the loop.

Source: Deer Valley

13.1 TDM Monitoring

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

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

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

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

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

14. Conclusion/Recommendation

The proposed design of the Snow Park Village development contains similarities to the current roadway circulation with several improvements:

- The proposed multi-level underground facility contains a pick-up/drop-off for passenger vehicles on one level, and a transit hub for the buses and shuttles, providing a full loop similar to the current configuration. The tunnel will provide a one-way loop, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East.
- To accommodate for the traffic on Deer Valley Drive West accessing the tunnel and development traffic on Doe Pass Road, a roundabout is proposed at the Deer Valley Drive West / Doe Pass Road.
- The Deer Valley Drive East / Doe Pass Road is proposed to be an all-way stop-controlled intersection.
- A new traffic signal is proposed at the Deer Valley Drive West / Deer Valley Drive East intersection to mitigate the intersection delays.
- Improvements are also proposed at the Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East, providing left turn pockets.
- A Shared Managed Lane (SML) will provide a travel time advantage to buses access the new underground mobility hub.
- A complete, robust active transportation network around the Loop.
- A reduced day skier parking count along with paid parking.

With the improvements in place, all study intersections at which mitigations are feasible and supported by the community operate at acceptable levels of service under all Plus Project analysis scenarios, with the exception of the Mellow Mountain Road / Deer Valley Drive intersection and the Deer Valley Drive / Marsac Avenue roundabout. Through dedicated transit infrastructure, improved active transportation connections between the Project and Park City's existing active transportation network, a fully reworked parking system, and management of ongoing TDM offerings in addition to new measures, the Snow Park Village proposal aligns with the City's *Transit First* policy by encouraging travel by means other than driving alone.

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Appendix

Attachment A:
Site Circulation Plan

LEGEND

SML–SHARED MULTI–LANE USE

1

2

ROYAL STREET

ASPEN WOOD CONDOMINIUMS

DEER VALLEY PLAZA

PINNACLE AT DEER VALLEY

IN THE TREES AT DEER VALLEY

LA MACORNNERIE

LAWNCROVE

LAKESIDE AT DEER VALLEY

TRAIL'S END AT DEER VALLEY

DEER VALLEY RESORT

TRANSIT CENTER & PASSENGER DROP OFF

DOE PASS TRANSIT DROP OFF

PROPOSED BUS CHARGER

SNOW PARK LODGE

BLACK DIAMOND

POWDER RUN

RED STAG LODGE

COMSTOCK

COURCHEVEL

DEER CREST HOTEL SUBDIVISION (ST. REGIS)

SKIER CLUB & SKI SCHOOL DROP OFF

SILVER BARON LODGE AT DEER VALLEY

BRISTLECONE

AMBER DAY3TAR

FIRE STATION

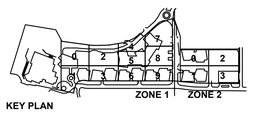
CHAPARRAL

WILDFLOWER

GLENFIDDICH

LODGES AT DEER VALLEY

120' 0 120' 240'



KEY PLAN

ALLIANCE ENGINEERING

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

skylab GBD

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
SEPTEMBER 20, 2024

ISSUANCE
100% DD - PODIUM

REVISION

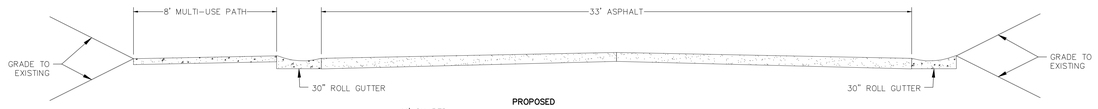
NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

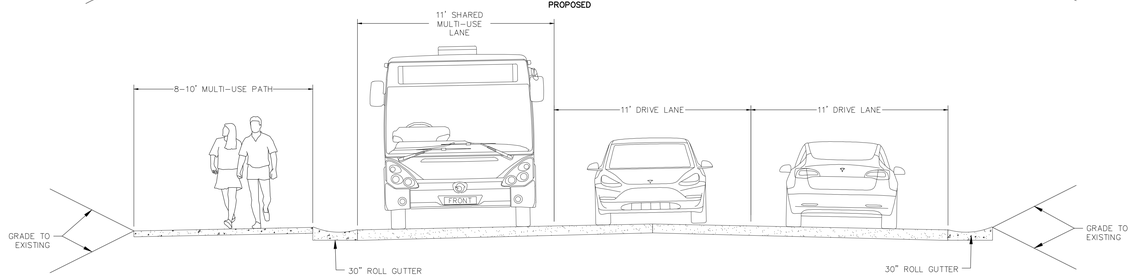
EX-1

1. DEER VALLEY DRIVE WEST

EXISTING

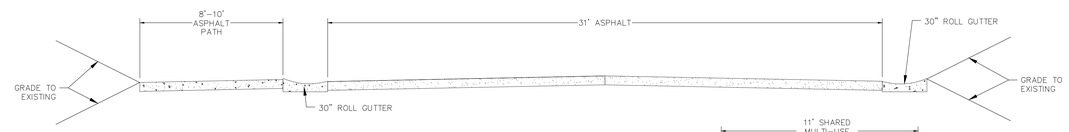


PROPOSED

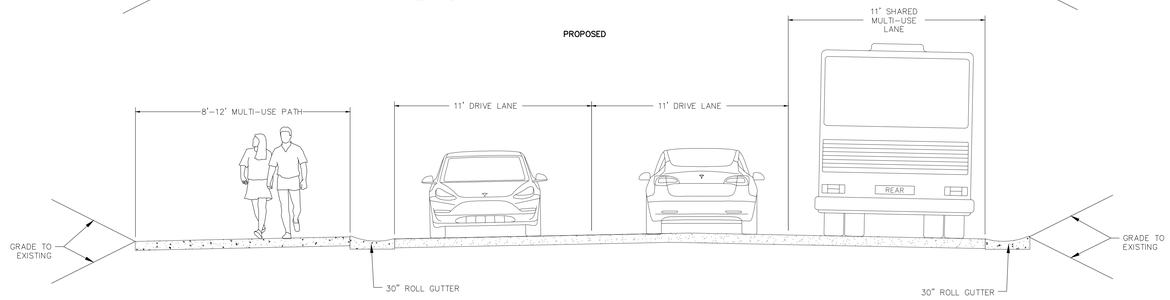


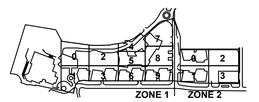
2. DEER VALLEY DRIVE EAST

EXISTING



PROPOSED





KEY PLAN

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
SEPTEMBER 20, 2024

ISSUANCE
100% DD - PODIUM

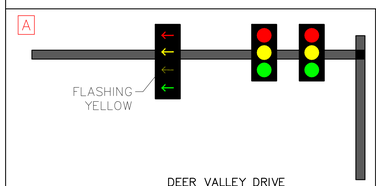
REVISION

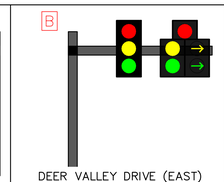
NOT FOR CONSTRUCTION

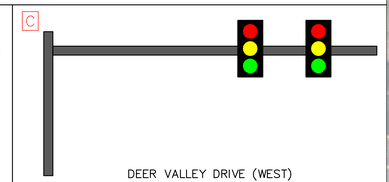
SHEET
SNOW PARK DEER VALLEY CROSS SECTIONS

EX-1.1

TRAFFIC SIGNAL VIEWS







MELLOW MOUNTAIN RD

DEER VALLEY DRIVE

STONEBRIDGE CIRCLE

5' BIKE LANE

NEW 4'-W SIDEWALK TO CONNECT TO EXISTING AT AMBER RD

AMBER ROAD

NEW 12'-W MULTI-USE PATH

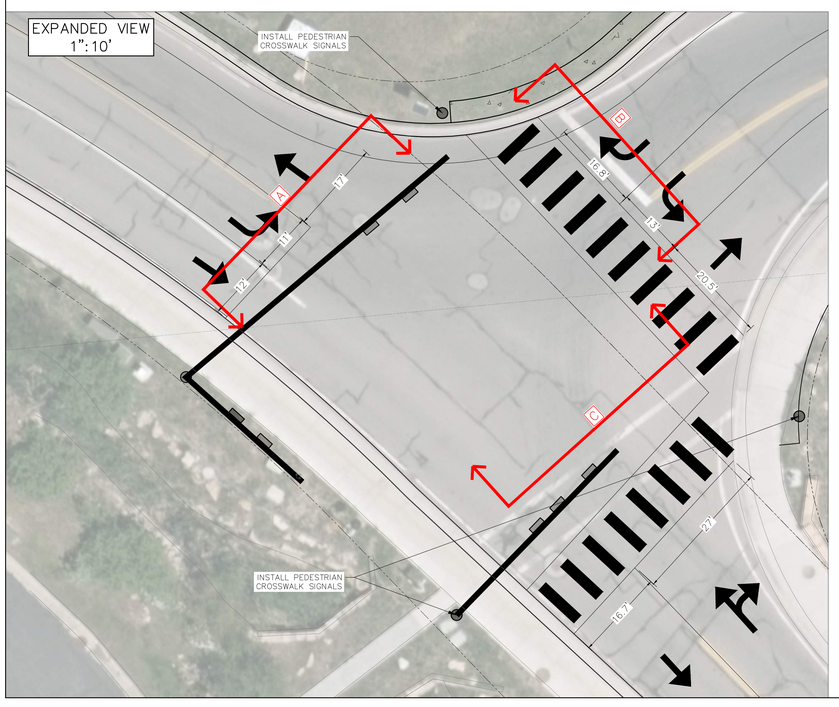
SEE EXPANDED VIEW

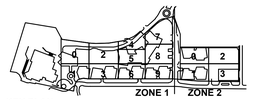
8'-WIDE MULTI-USE PATH @ BRIDGE

DEER VALLEY DRIVE

40' 0 40' 80'

EXPANDED VIEW
1":10'





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SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-2

SECTION VIEW DIRECTION

11'-WIDE LEFT TURN LANE (L=100') TO SOLAMERE DR.

L=250' (25 MPH * 10 LF/MPH) TAPER

EASEMENT REQUIRED FROM FIRE DISTRICT FOR MULTI-USE PATH.

SOLAMERE DR.

DASHED L=175' FOR VEHICLE ACCESS TO RIGHT TURN

11'-WIDE MERGING LANE (L=125')

CITY TO SUPPORT WIDENING OF ROAD AND MULTI-USE PATHWAY INTO POTENTIALLY SENSITIVE AREAS.

12'-WIDE MULTI-USE PATH

L=150' TAPER

GRADING TO EXTEND FURTHER INTO POTENTIALLY SENSITIVE AREA OR RETAINING WALL & RAILING REQ'D.

11'-WIDE LEFT TURN LANE (L=100') TO QUEEN ESTHER DR.

EXTEND CULVERT AND PROVIDE RIP-RAP AT NEW FLARED-END SECTION. MATCH EXISTING CULVERT SIZE.

QUEEN ESTHER DR.

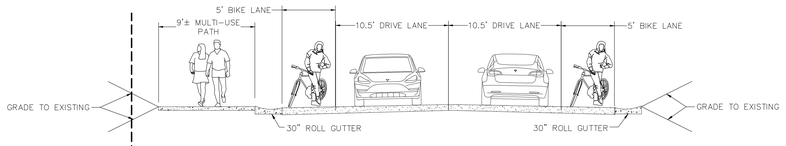
11'-WIDE MERGING LANE (L=100')

DASHED L=175' FOR VEHICLE ACCESS TO RIGHT TURN

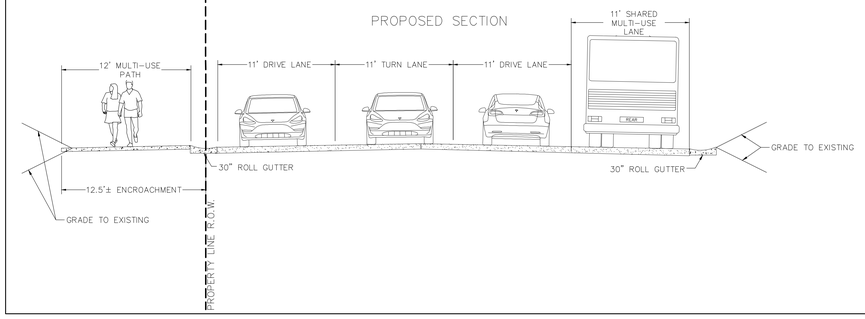
40' 0 40' 80'

DEER VALLEY DRIVE (EAST) – SOLAMERE TURN LANE SECTION

EXISTING SECTION



PROPOSED SECTION



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REVISION

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SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-3

MULTI-USE PATH

SIDEWALK

8'-10' WIDE MULTI-USE PATH

8'-12' WIDE MULTI-USE PATH

8'-10' WIDE MULTI-USE PATH

8'-12' WIDE MULTI-USE PATH

5' WIDE SIDEWALK

12' WIDE MULTI-USE PATH

12' WIDE MULTI-USE PATH

TRANSIT CENTER & PASSENGER DROP OFF RAMP BELOW GRADE

6' WIDE SIDEWALK

PROPOSED PLAZA

PROPOSED PLAZA

12' WIDE MULTI-USE PATH

5' WIDE SIDEWALK

12' WIDE MULTI-USE PATH

SKIER CLUB & SKI SCHOOL DROP OFF

ROYAL STREET

DEER VALLEY PLAZA

ASPEN WOOD CONDOMINIUMS

PINNACLE AT DEER VALLEY

IN THE TREES AT DEER VALLEY

FAWNGROVE

LAKESIDE AT DEER VALLEY

TRAIL'S END AT DEER VALLEY

DEER VALLEY RESORT

SNOW PARK LODGE

BLACK DIAMOND

POWDER RUN

RED STAG LODGE

COMSTOCK

COURCHEVEL

SILVER BARON LODGE AT DEER VALLEY

BRISTLECONE

AMBER

DAYSTAR

FIRE STATION

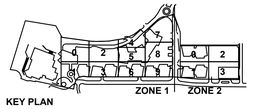
CHAPARRAL

GLENFIDDICH

WILDFLOWER

LODGES AT DEER VALLEY

120' 0 120' 240'



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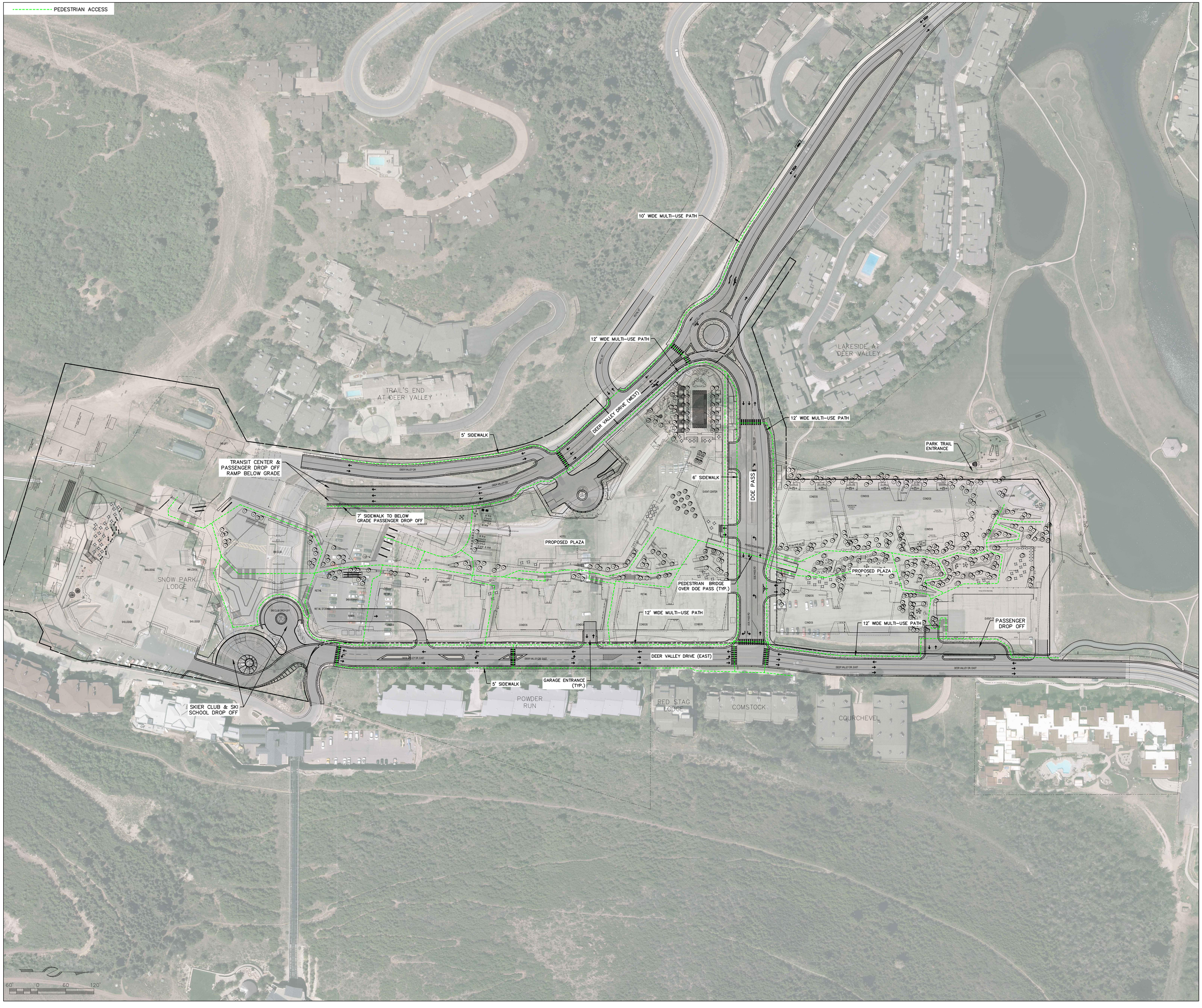
ISSUANCE
100% DD - PODIUM

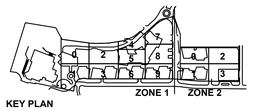
REVISION

NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-4





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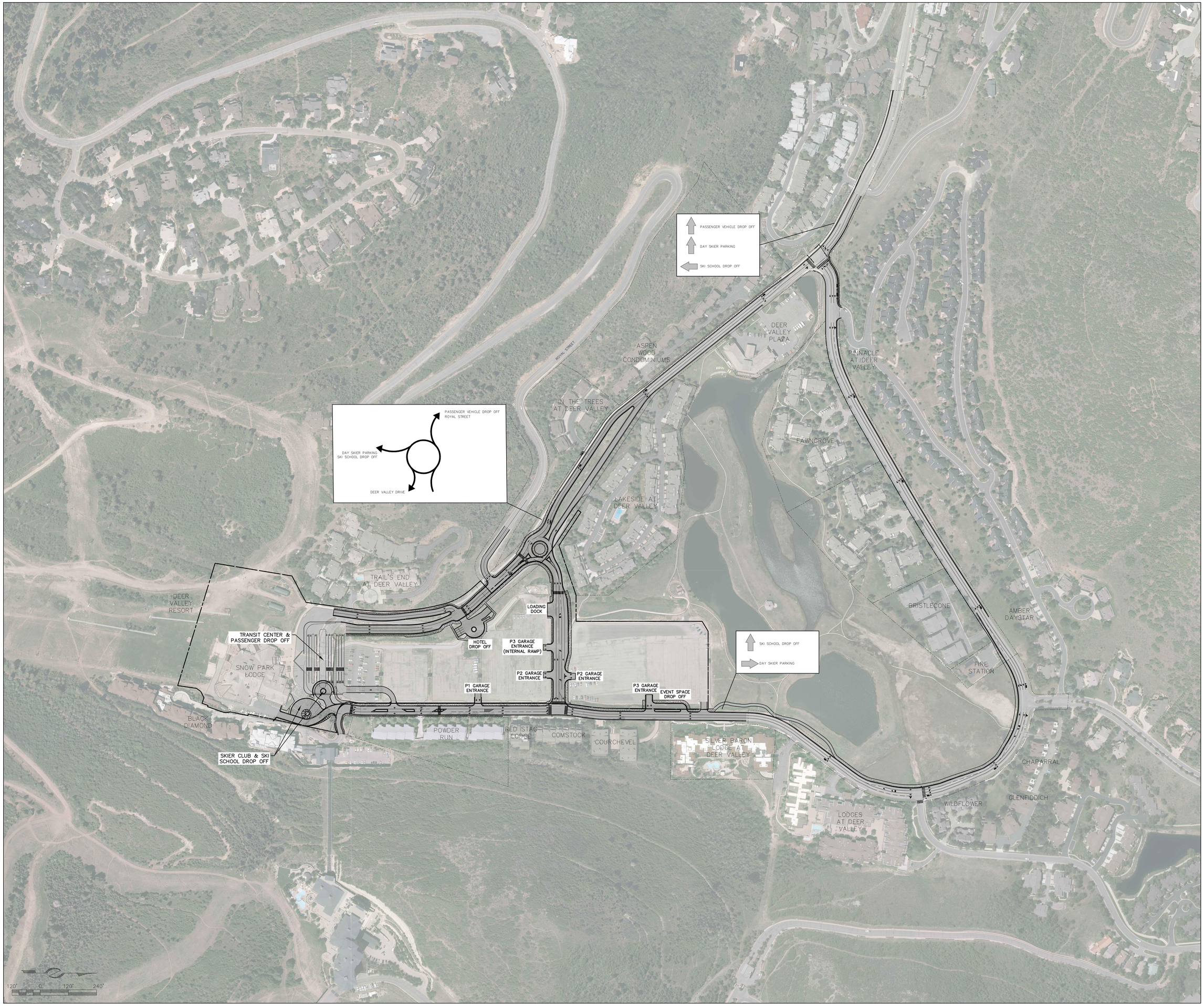
ISSUANCE
100% DD - PODIUM

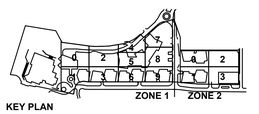
REVISION

NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-5





KEY PLAN

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PROJECT #
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DATE
SEPTEMBER 20, 2024

ISSUANCE
100% DD - PODIUM

REVISION

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SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-6

Attachment B: Counts

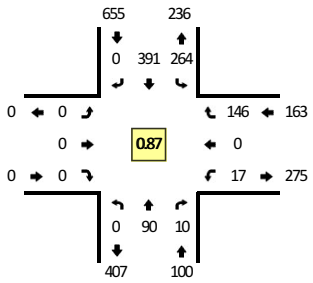
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

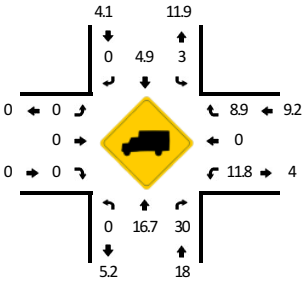
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467001

CITY/STATE: Park City, UT | **DATE:** Fri, Feb 9 2024

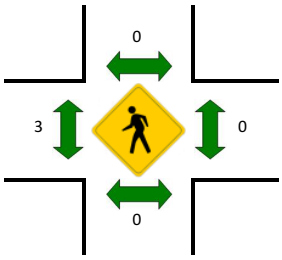
Peak-Hour: 8:30 AM -- 9:30 AM

Peak 15-Min: 8:45 AM -- 9:00 AM

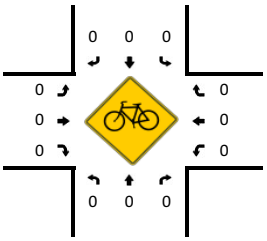


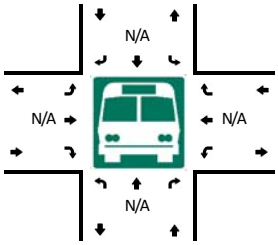


TRUE DATA TO IMPROVE MOBILITY

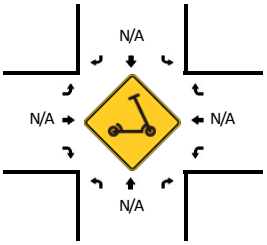












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 1) (Eastbound)				Deer Valley Dr N (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	14	3	0	49	89	0	0	0	0	0	0	4	0	37	0	196	
8:15 AM	0	16	3	0	53	84	0	0	0	0	0	0	3	0	38	0	197	
8:30 AM	0	17	1	0	71	112	0	0	0	0	0	0	4	0	37	1	243	
8:45 AM	0	33	2	0	78	110	0	0	0	0	0	0	1	0	39	0	263	899
9:00 AM	0	15	4	0	59	94	0	0	0	0	0	0	6	0	36	0	214	917
9:15 AM	0	25	3	0	56	75	0	0	0	0	0	0	5	0	34	0	198	918
9:30 AM	0	26	5	0	45	92	0	0	0	0	0	0	5	0	39	0	212	887
9:45 AM	0	39	3	0	45	75	0	0	0	0	0	0	6	0	46	0	214	838

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	132	8	0	312	440	0	0	0	0	0	0	4	0	156	0	1052
Heavy Trucks	0	4	4		0	24	0		0	0	0		0	0	16		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

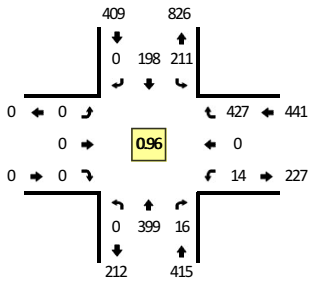
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

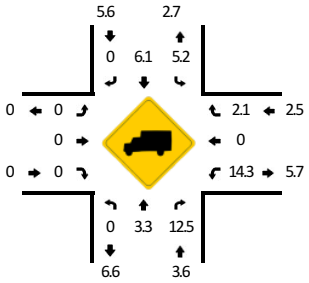
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1)
CITY/STATE: Park City, UT

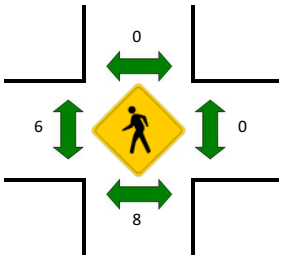
QC JOB #: 16467002
DATE: Fri, Feb 9 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

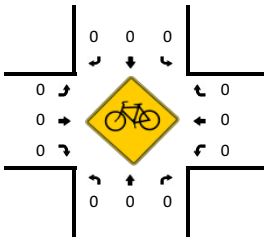


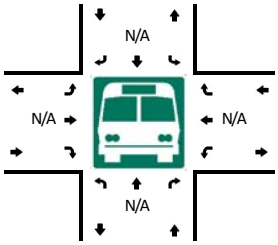




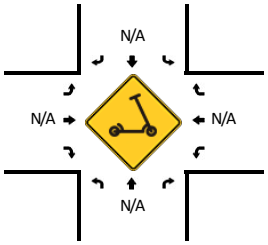












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 1) (Eastbound)				Deer Valley Dr N (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	64	1	0	39	46	0	0	0	0	0	0	5	0	111	0	266	
3:45 PM	0	77	5	0	57	64	0	0	0	0	0	0	7	0	121	0	331	
4:00 PM	0	104	5	0	51	39	0	0	0	0	0	0	5	0	111	0	315	
4:15 PM	0	106	3	0	55	61	0	0	0	0	0	0	0	0	96	0	321	1233
4:30 PM	0	112	3	0	48	34	0	0	0	0	0	0	2	0	99	0	298	1265
4:45 PM	0	112	2	0	46	53	0	0	0	0	0	0	2	0	98	0	313	1247
5:00 PM	0	118	4	0	37	40	0	0	0	0	0	0	3	0	100	0	302	1234
5:15 PM	0	88	4	0	46	47	0	0	0	0	0	0	3	0	100	0	288	1201

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	308	20	0	228	256	0	0	0	0	0	0	28	0	484	0	1324
Heavy Trucks	0	28	4		16	12	0		0	0	0		0	0	16		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

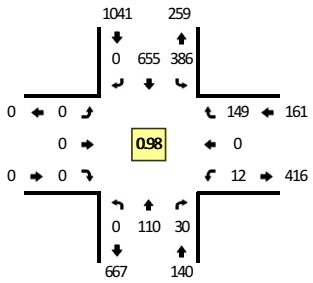
Report generated on 2/14/2024 10:26 AM

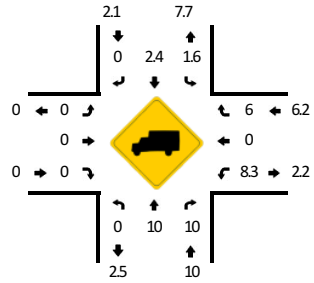
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

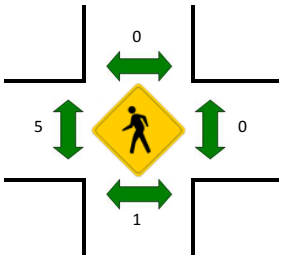
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467003
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 10 2024

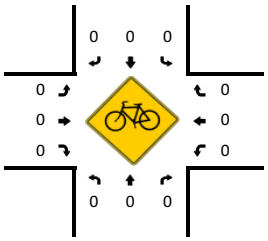
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

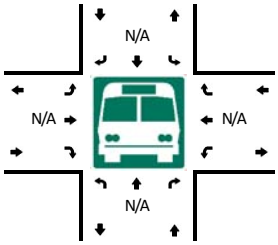




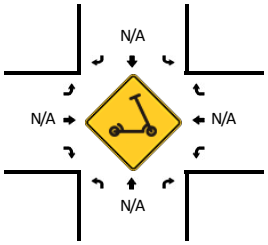












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 1) (Eastbound)				Deer Valley Dr N (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	15	3	0	97	177	0	0	0	0	0	0	2	0	41	0	335	
8:15 AM	0	22	3	0	102	174	0	0	0	0	0	0	2	0	31	0	334	
8:30 AM	0	34	10	0	88	156	0	0	0	0	0	0	3	0	39	0	330	
8:45 AM	0	39	14	0	99	148	0	0	0	0	0	0	5	0	38	0	343	1342
9:00 AM	0	40	24	0	93	130	0	0	0	0	0	0	0	0	36	0	323	1330
9:15 AM	0	62	35	0	86	99	0	0	0	0	0	0	11	0	52	0	345	1341
9:30 AM	0	33	32	0	47	108	0	0	0	0	0	0	9	0	56	0	285	1296
9:45 AM	0	77	15	0	64	96	0	0	0	0	0	0	17	0	65	1	335	1288

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	156	56	0	396	592	0	0	0	0	0	0	20	0	152	0	1372
Heavy Trucks	0	12	4		8	12	0		0	0	0		0	0	8		44
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

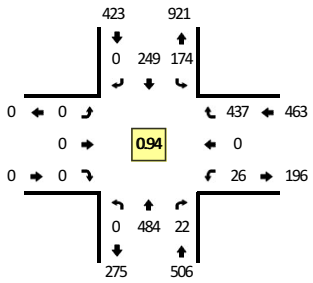
Comments:

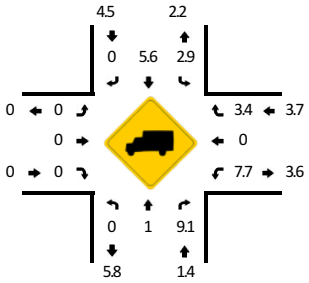
Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

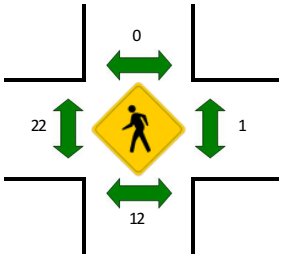
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467004
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 10 2024

Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

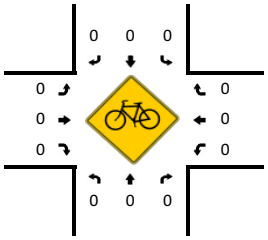


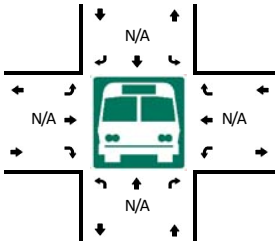


TRUE DATA TO IMPROVE MOBILITY

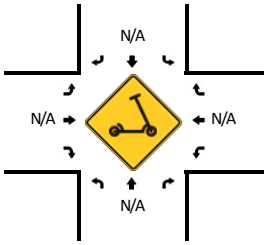












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 1) (Eastbound)				Deer Valley Dr N (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	117	3	0	41	62	0	0	0	0	0	0	7	0	112	0	342	
3:45 PM	0	127	10	0	40	73	0	0	0	0	0	0	8	0	113	0	371	
4:00 PM	0	114	6	0	43	63	0	0	0	0	0	0	7	0	114	0	347	
4:15 PM	0	126	3	0	50	51	0	0	0	0	0	0	4	0	98	0	332	1392
4:30 PM	0	121	5	0	34	43	0	0	0	0	0	0	6	0	109	0	318	1368
4:45 PM	0	119	3	0	49	51	0	0	0	0	0	0	3	0	107	0	332	1329
5:00 PM	0	100	2	0	44	37	0	0	0	0	0	0	5	0	113	0	301	1283
5:15 PM	0	79	5	0	37	45	0	0	0	0	0	0	1	0	79	0	246	1197

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	508	40	0	160	292	0	0	0	0	0	0	32	0	452	0	1484
Heavy Trucks	0	8	4		4	20	0		0	0	0		4	0	20		60
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

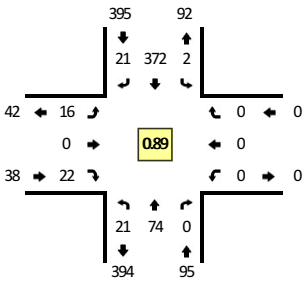
Comments:

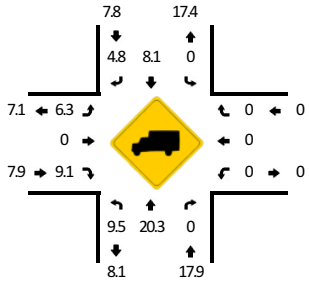
Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

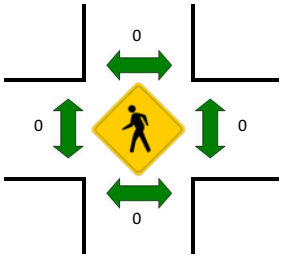
LOCATION: Deer Valley W -- Royal St (Round 1) | **QC JOB #:** 16467005
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 9 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

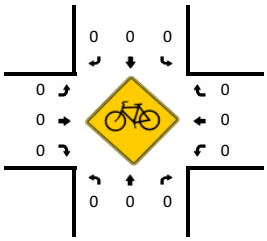


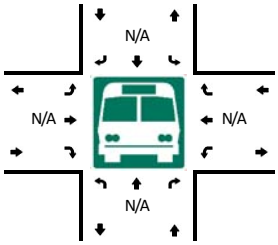


TRUE DATA TO IMPROVE MOBILITY

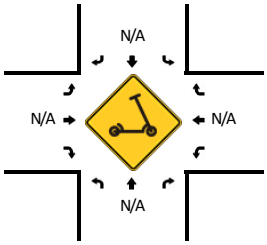












15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	8	0	0	0	69	11	0	3	0	5	0	0	0	0	0	98	
8:15 AM	0	11	0	0	0	62	16	0	2	0	4	0	0	0	0	0	95	
8:30 AM	4	17	0	0	0	104	4	0	2	0	10	0	0	0	0	0	141	
8:45 AM	11	25	0	0	0	99	7	1	4	0	2	0	0	0	0	0	149	483
9:00 AM	3	10	0	0	0	92	8	0	3	0	4	0	0	0	0	0	120	505
9:15 AM	3	22	0	0	0	77	2	1	7	0	6	0	0	0	0	0	118	528
9:30 AM	2	23	0	0	0	79	6	1	2	0	3	0	0	0	0	0	116	503
9:45 AM	2	29	0	1	0	73	10	0	4	0	9	0	0	0	0	0	128	482

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	100	0	0	0	396	28	4	16	0	8	0	0	0	0	0	596
Heavy Trucks	0	8	0		0	20	4		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

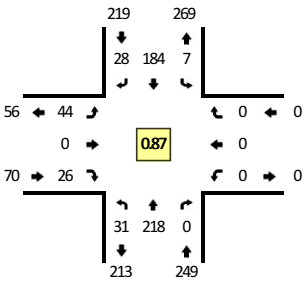
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

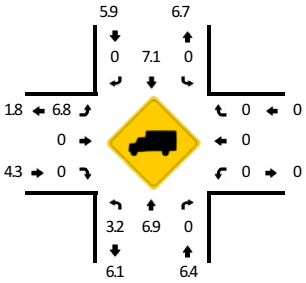
LOCATION: Deer Valley W -- Royal St (Round 1)
CITY/STATE: Park City, UT

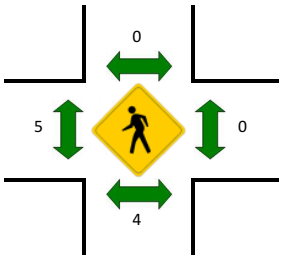
QC JOB #: 16467006
DATE: Fri, Feb 9 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

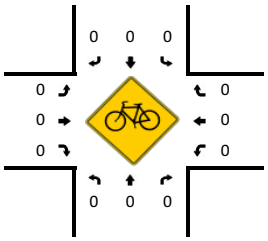


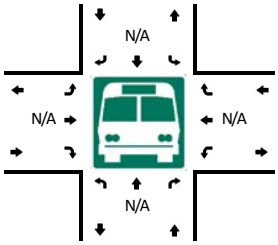




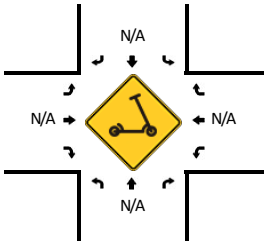












15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	3	30	0	0	0	53	8	1	14	0	10	0	0	0	0	0	119	
3:45 PM	5	44	0	0	0	59	8	0	8	0	8	0	0	0	0	0	132	
4:00 PM	5	69	0	0	0	35	4	1	14	0	2	0	0	0	0	0	130	
4:15 PM	11	52	0	2	0	57	10	6	9	0	7	0	0	0	0	0	154	535
4:30 PM	7	53	0	1	0	33	6	0	13	0	9	0	0	0	0	0	122	538
4:45 PM	6	46	0	0	0	43	12	0	11	0	5	0	0	0	0	0	123	529
5:00 PM	7	49	0	0	0	34	4	1	7	0	5	0	0	0	0	0	107	506
5:15 PM	5	25	0	2	0	41	10	2	11	0	8	0	0	0	0	0	104	456

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	208	0	8	0	228	40	24	36	0	28	0	0	0	0	0	616
Heavy Trucks	4	8	0		0	20	0		4	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

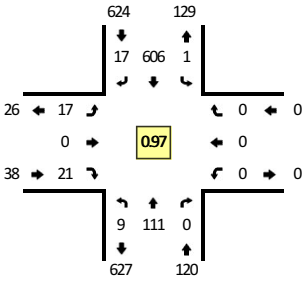
Type of peak hour being reported: Intersection Peak

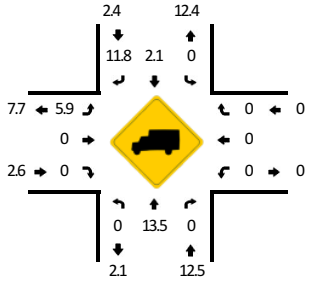
Method for determining peak hour: Total Entering Volume

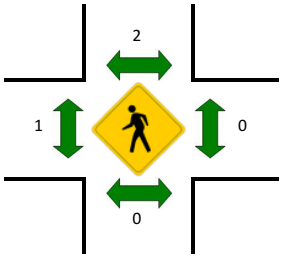
LOCATION: Deer Valley W -- Royal St (Round 1)
CITY/STATE: Park City, UT

QC JOB #: 16467007
DATE: Sat, Feb 10 2024

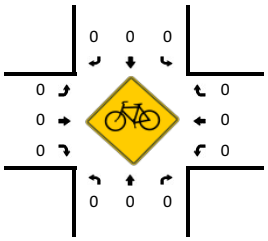
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

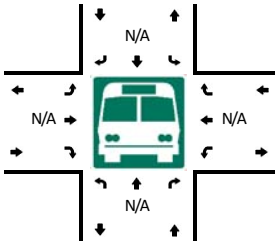




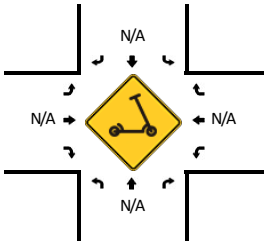












15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	9	0	0	0	173	4	0	3	0	3	0	0	0	0	0	192	
8:15 AM	1	20	0	0	0	156	5	0	3	0	7	0	0	0	0	0	192	
8:30 AM	4	33	0	0	0	144	4	0	6	0	6	0	0	0	0	0	197	
8:45 AM	4	49	0	0	0	133	4	1	5	0	5	0	0	0	0	0	201	782
9:00 AM	5	38	0	0	0	87	3	6	5	0	4	0	0	0	0	0	148	738
9:15 AM	3	57	0	0	0	136	5	3	6	0	4	0	0	0	0	0	214	760
9:30 AM	5	37	0	1	0	109	5	1	2	0	6	0	0	0	0	0	166	729
9:45 AM	3	64	0	1	0	107	7	1	14	0	6	0	0	0	0	0	203	731

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	196	0	0	0	532	16	4	20	0	20	0	0	0	0	0	804
Heavy Trucks	0	16	0		0	16	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

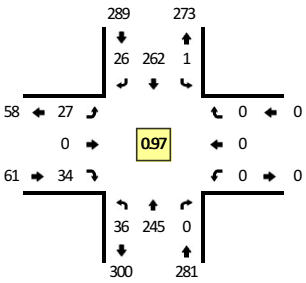
Type of peak hour being reported: Intersection Peak

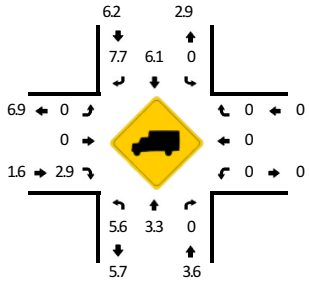
Method for determining peak hour: Total Entering Volume

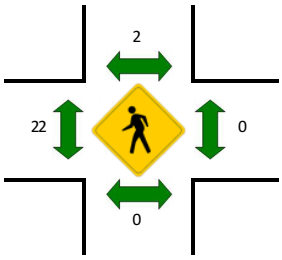
LOCATION: Deer Valley W -- Royal St (Round 1)
CITY/STATE: Park City, UT

QC JOB #: 16467008
DATE: Sat, Feb 10 2024

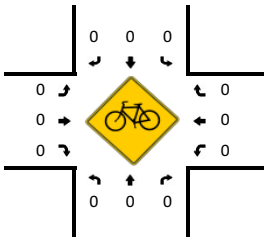
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

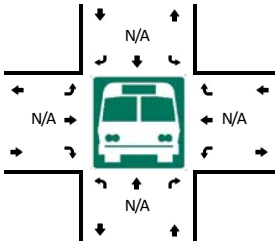




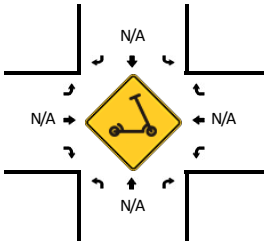












15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	5	56	0	1	0	65	9	0	10	0	10	0	0	0	0	0	156	
3:45 PM	7	58	0	1	0	73	6	0	8	0	9	0	0	0	0	0	162	
4:00 PM	5	63	0	2	0	63	6	1	4	0	8	0	0	0	0	0	152	
4:15 PM	15	68	0	0	0	61	5	0	5	0	7	0	0	0	0	0	161	631
4:30 PM	4	49	0	0	0	45	5	0	7	0	7	0	0	0	0	0	117	592
4:45 PM	7	56	0	1	0	45	8	1	2	0	9	0	0	0	0	0	129	559
5:00 PM	7	29	0	0	0	33	6	1	9	0	6	0	0	0	0	0	91	498
5:15 PM	6	36	0	0	0	31	9	0	9	0	3	0	0	0	0	0	94	431

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	232	0	4	0	292	24	0	32	0	36	0	0	0	0	0	648
Heavy Trucks	4	4	0		0	24	4		0	0	4		0	0	0		40
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

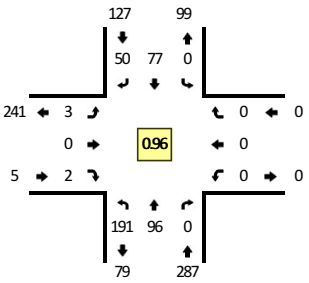
Type of peak hour being reported: Intersection Peak

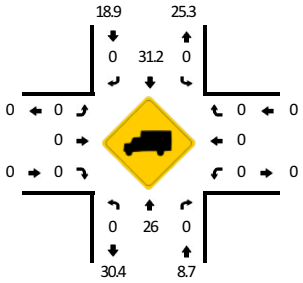
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1)
CITY/STATE: Park City, UT

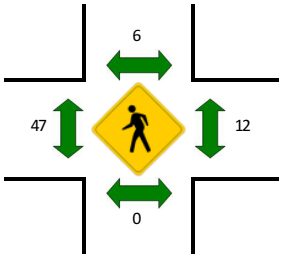
QC JOB #: 16467009
DATE: Fri, Feb 9 2024

Peak-Hour: 9:00 AM -- 10:00 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

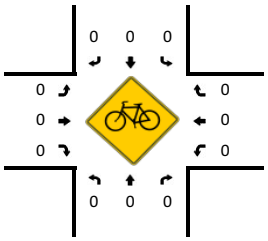


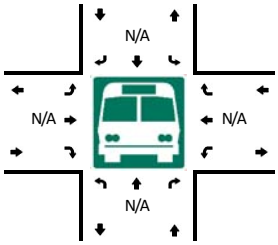


TRUE DATA TO IMPROVE MOBILITY

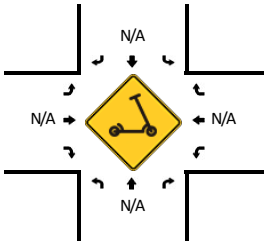












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	11	0	0	0	41	2	0	0	0	0	0	0	0	0	0	55	
8:15 AM	0	13	0	0	0	53	0	0	0	0	0	0	0	0	0	0	66	
8:30 AM	3	23	0	0	0	55	10	0	0	0	0	0	0	0	0	0	91	
8:45 AM	6	20	0	0	0	41	19	0	0	0	0	0	0	0	0	0	86	298
9:00 AM	36	23	0	0	0	17	19	0	2	0	0	0	0	0	0	0	97	340
9:15 AM	60	18	0	0	0	19	10	0	1	0	1	0	0	0	0	0	109	383
9:30 AM	45	25	0	0	0	22	14	0	0	0	0	0	0	0	0	0	106	398
9:45 AM	50	30	0	0	0	19	7	0	0	0	1	0	0	0	0	0	107	419

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	240	72	0	0	0	76	40	0	4	0	4	0	0	0	0	0	436
Heavy Trucks	0	8	0		0	36	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				44				0			44
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

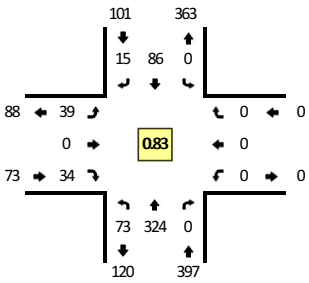
Report generated on 2/14/2024 10:26 AM

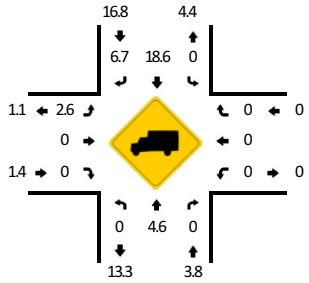
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

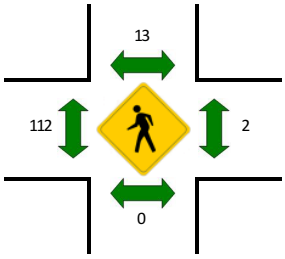
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1) | **QC JOB #:** 16467010
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 9 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

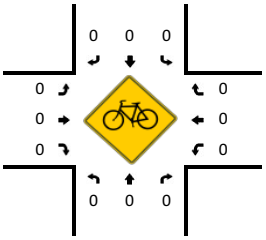


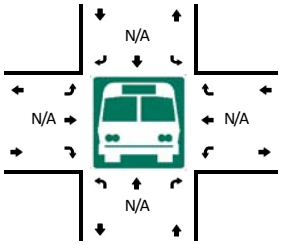




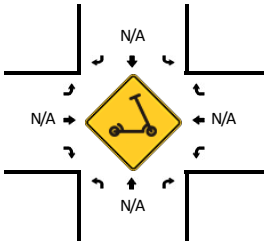












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	69	0	0	0	20	1	0	5	0	7	0	0	0	0	0	109	
3:45 PM	7	89	0	0	0	18	3	0	7	0	4	0	0	0	0	0	128	
4:00 PM	18	76	0	0	0	28	2	0	7	0	5	0	0	0	0	0	136	
4:15 PM	22	97	0	0	0	23	4	0	13	0	14	0	0	0	0	0	173	546
4:30 PM	26	62	0	0	0	17	6	0	12	0	11	0	0	0	0	0	134	571
4:45 PM	12	59	0	0	0	23	5	0	7	0	7	0	0	0	0	0	113	556
5:00 PM	13	54	0	0	0	13	4	0	3	0	8	0	0	0	0	0	95	515
5:15 PM	8	38	0	0	0	21	2	0	3	0	1	0	0	0	0	0	73	415

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	388	0	0	0	92	16	0	52	0	56	0	0	0	0	0	692
Heavy Trucks	0	16	0		0	8	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				28				128				0			156
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

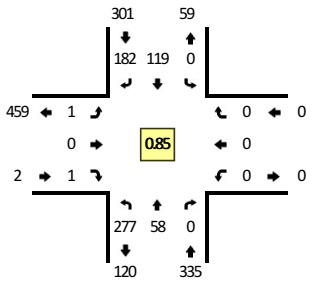
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

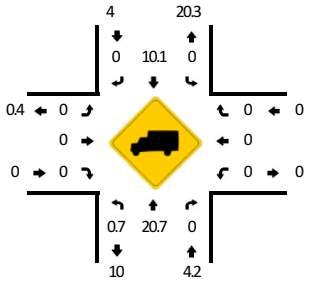
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1)
CITY/STATE: Park City, UT

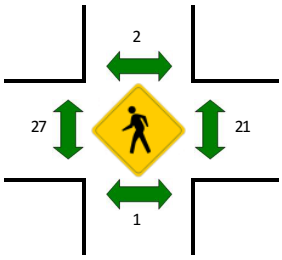
QC JOB #: 16467011
DATE: Sat, Feb 10 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

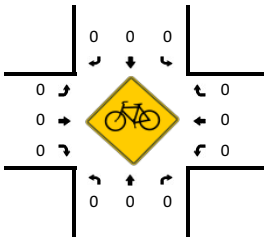


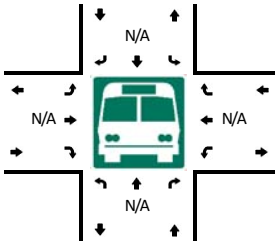




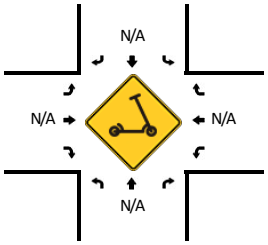












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	12	8	0	0	0	63	16	0	0	0	0	0	0	0	0	0	99	
8:15 AM	88	12	0	0	0	14	59	0	1	0	0	0	0	0	0	0	174	
8:30 AM	91	22	0	0	0	19	56	0	0	0	0	0	0	0	0	0	188	
8:45 AM	86	16	0	0	0	23	51	0	0	0	1	0	0	0	0	0	177	638
9:00 AM	41	4	0	0	0	7	40	0	0	0	1	0	0	0	0	0	93	632
9:15 AM	57	11	0	0	0	36	32	0	0	0	0	0	0	0	0	0	136	594
9:30 AM	48	58	0	0	0	24	1	0	0	0	0	0	0	0	0	0	131	537
9:45 AM	5	77	0	0	0	26	0	0	1	0	2	0	0	0	0	0	111	471

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	364	88	0	0	0	76	224	0	0	0	0	0	0	0	0	0	752
Heavy Trucks	0	12	0		0	12	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				32				36			68
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

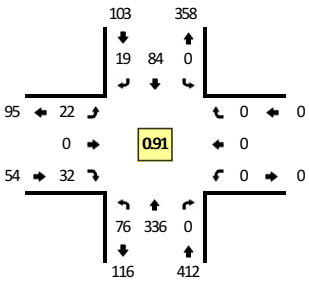
Report generated on 2/14/2024 10:27 AM

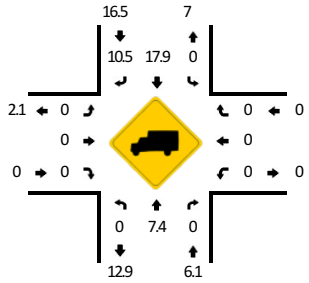
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

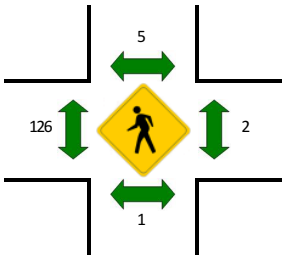
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1) | **QC JOB #:** 16467012
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 10 2024

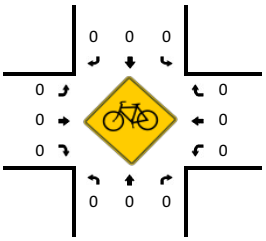
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

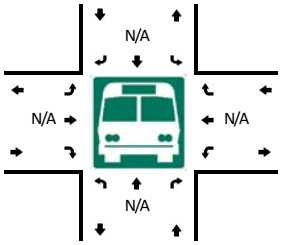




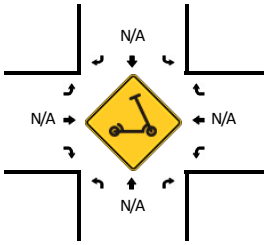












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	10	73	0	0	0	18	1	1	8	0	15	0	0	0	0	0	126	
3:45 PM	23	77	0	0	0	20	4	0	1	0	4	0	0	0	0	0	129	
4:00 PM	15	84	0	0	0	23	7	0	4	0	12	0	0	0	0	0	145	
4:15 PM	21	84	0	0	0	19	3	0	5	0	7	0	0	0	0	0	139	539
4:30 PM	17	91	0	0	0	22	5	0	12	0	9	0	0	0	0	0	156	569
4:45 PM	13	53	0	0	0	24	3	0	3	0	11	0	0	0	0	0	107	547
5:00 PM	9	54	0	0	0	23	3	0	3	0	5	0	0	0	0	0	97	499
5:15 PM	9	40	0	0	0	13	1	0	5	0	4	0	0	0	0	0	72	432

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	364	0	0	0	88	20	0	48	0	36	0	0	0	0	0	624
Heavy Trucks	0	28	0		0	16	4		0	0	0		0	0	0		48
Buses																	
Pedestrians		0				4				64				4			72
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

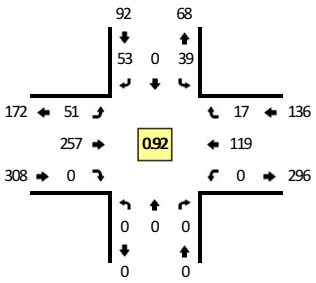
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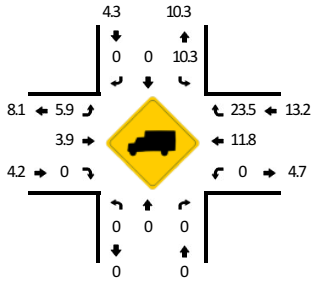
Report generated on 2/14/2024 10:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

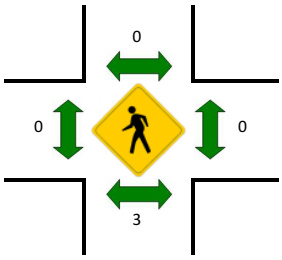
LOCATION: Solamere Dr -- Deer Valley Dr N | **QC JOB #:** 16467013
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

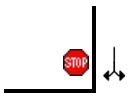
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

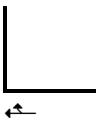


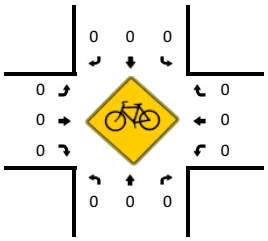


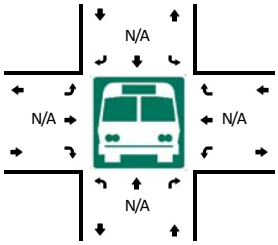
TRUE DATA TO IMPROVE MOBILITY

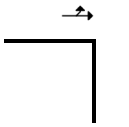




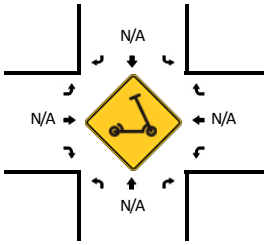












15-Min Count Period Beginning At	Solamere Dr (Northbound)				Solamere Dr (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	8	0	8	0	18	80	0	0	0	30	1	0	145	
8:15 AM	0	0	0	0	8	0	18	0	11	72	0	0	0	23	4	0	136	
8:30 AM	0	0	0	0	7	0	11	0	8	50	0	0	0	32	7	0	115	
8:45 AM	0	0	0	0	16	0	16	0	14	55	0	0	0	34	5	0	140	536
9:00 AM	0	0	0	0	6	0	12	0	17	45	0	0	0	41	10	0	131	522
9:15 AM	0	0	0	0	8	0	14	0	26	51	0	0	0	33	4	0	136	522
9:30 AM	0	0	0	0	10	0	18	0	15	40	0	0	0	35	10	0	128	535
9:45 AM	0	0	0	0	5	0	14	0	13	29	0	0	0	40	4	0	105	500

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	32	0	32	0	72	320	0	0	0	120	4	0	580
Heavy Trucks	0	0	0		4	0	0		8	4	0		0	16	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

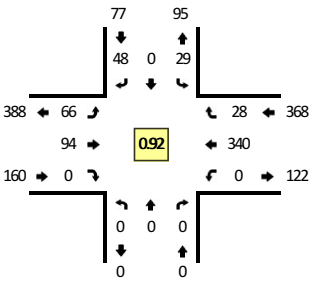
Type of peak hour being reported: Intersection Peak

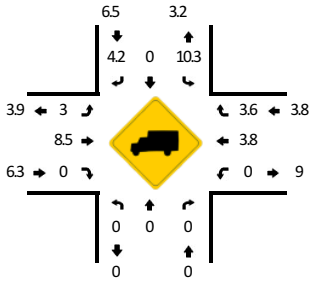
Method for determining peak hour: Total Entering Volume

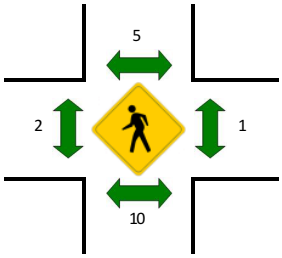
LOCATION: Solamere Dr -- Deer Valley Dr N
CITY/STATE: Park City, UT

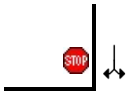
QC JOB #: 16467014
DATE: Fri, Feb 16 2024

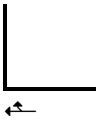
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

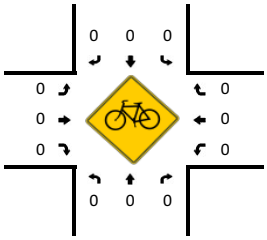


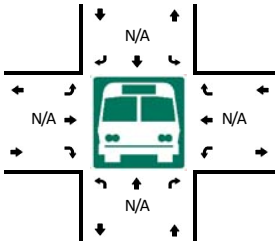


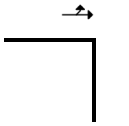




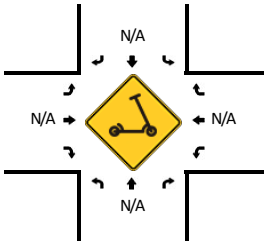












15-Min Count Period Beginning At	Solamere Dr (Northbound)				Solamere Dr (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	3	0	9	0	11	26	0	0	0	84	9	0	142	
3:45 PM	0	0	0	0	7	0	9	0	14	19	0	0	0	71	4	0	124	
4:00 PM	0	0	0	0	6	0	18	1	12	23	0	0	0	86	10	0	156	
4:15 PM	0	0	0	0	11	0	12	0	23	24	0	0	0	90	5	0	165	587
4:30 PM	0	0	0	0	4	0	9	0	17	28	0	0	0	93	9	0	160	605
4:45 PM	0	0	0	0	3	0	14	0	14	17	0	1	0	61	11	0	121	602
5:00 PM	0	0	0	0	1	0	14	1	12	14	0	0	0	54	10	0	106	552
5:15 PM	0	0	0	0	3	0	8	1	12	23	0	0	0	50	16	0	113	500

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	44	0	48	0	92	96	0	0	0	360	20	0	660
Heavy Trucks	0	0	0		4	0	0		0	16	0		0	16	0		36
Buses																	
Pedestrians		16				20				0				4			40
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

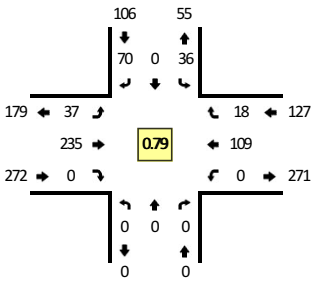
Type of peak hour being reported: Intersection Peak

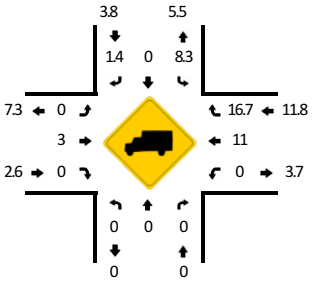
Method for determining peak hour: Total Entering Volume

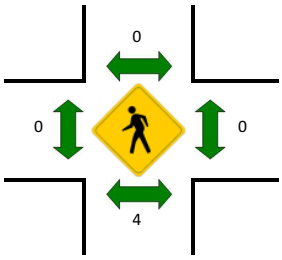
LOCATION: Solamere Dr -- Deer Valley Dr N
CITY/STATE: Park City, UT

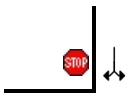
QC JOB #: 16467015
DATE: Sat, Feb 17 2024

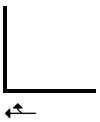
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

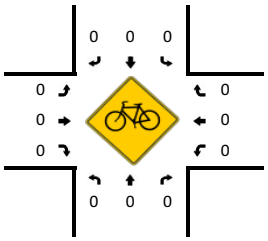


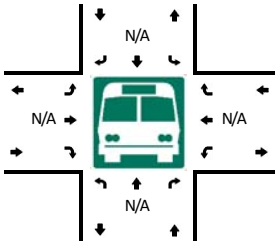


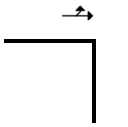




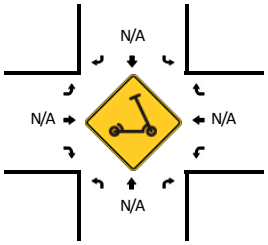












15-Min Count Period Beginning At	Solamere Dr (Northbound)				Solamere Dr (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	6	0	11	0	10	99	0	0	0	27	6	0	159	
8:15 AM	0	0	0	0	15	0	14	0	8	66	0	0	0	28	3	0	134	
8:30 AM	0	0	0	0	10	0	27	0	12	41	0	0	0	23	6	0	119	
8:45 AM	0	0	0	0	5	0	18	0	7	29	0	0	0	31	3	0	93	505
9:00 AM	0	0	0	0	9	0	17	0	10	28	0	0	0	22	8	0	94	440
9:15 AM	0	0	0	0	10	0	14	0	11	21	0	0	0	17	2	0	75	381
9:30 AM	0	0	0	0	6	0	19	0	7	30	0	0	0	31	4	0	97	359
9:45 AM	0	0	0	0	1	0	13	0	11	26	0	0	0	45	6	0	102	368

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	24	0	44	0	40	396	0	0	0	108	24	0	636
Heavy Trucks	0	0	0		8	0	0		0	8	0		0	12	4		32
Buses																	
Pedestrians		8				0				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

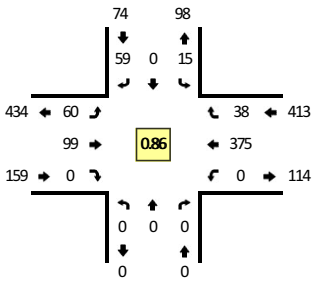
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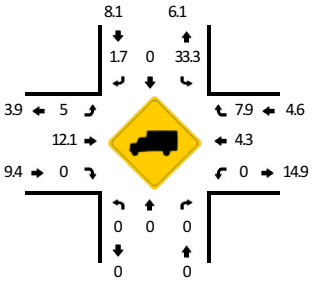
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

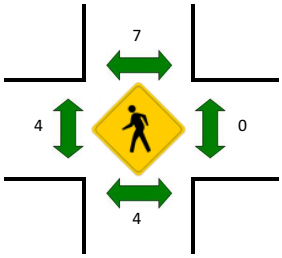
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

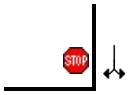
LOCATION: Solamere Dr -- Deer Valley Dr N | **QC JOB #:** 16467016
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

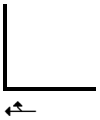
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

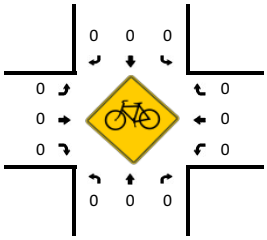


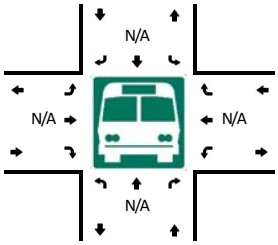


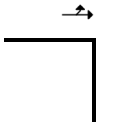




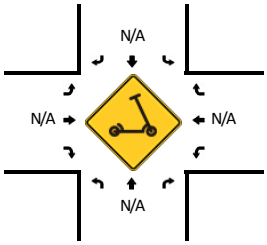












15-Min Count Period Beginning At	Solamere Dr (Northbound)				Solamere Dr (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	5	0	15	0	17	20	0	0	0	71	8	0	136	
3:45 PM	0	0	0	0	1	0	11	0	15	28	0	0	0	76	8	0	139	
4:00 PM	0	0	0	0	4	0	12	0	18	22	0	0	0	89	9	0	154	
4:15 PM	0	0	0	0	5	0	14	0	12	26	0	0	0	117	14	0	188	617
4:30 PM	0	0	0	0	5	0	22	0	15	23	0	0	0	93	7	0	165	646
4:45 PM	0	0	0	0	2	0	8	1	15	18	0	0	0	82	8	0	134	641
5:00 PM	0	0	0	0	5	0	18	0	20	32	0	0	0	56	8	0	139	626
5:15 PM	0	0	0	0	1	0	12	0	17	28	0	0	0	51	5	0	114	552

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	20	0	56	0	48	104	0	0	0	468	56	0	752
Heavy Trucks	0	0	0		4	0	0		0	12	0		0	16	0		32
Buses																	
Pedestrians		0				8				8				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

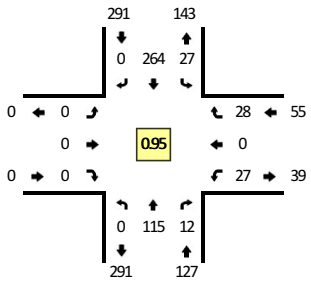
Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

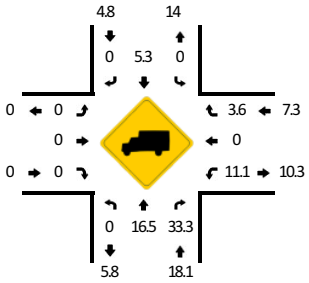
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

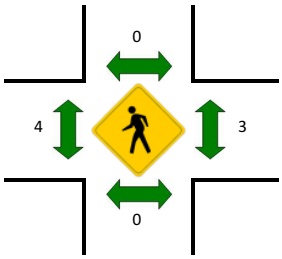
LOCATION: Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467017
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

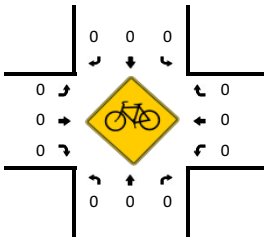


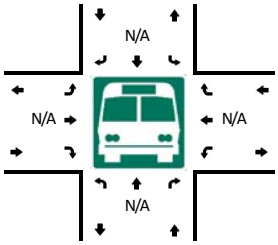




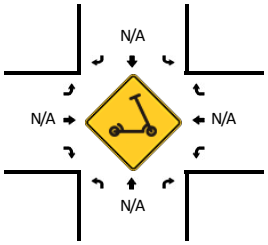












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Queen Esther Dr (Eastbound)				Queen Esther Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	28	2	0	5	81	0	0	0	0	0	0	4	0	5	0	125	
8:15 AM	0	22	3	0	8	72	0	0	0	0	0	0	9	0	7	0	121	
8:30 AM	0	29	3	0	7	51	0	0	0	0	0	0	4	0	9	0	103	
8:45 AM	0	36	4	0	7	60	0	0	0	0	0	0	10	0	7	0	124	473
9:00 AM	0	40	7	0	9	49	0	0	0	0	0	0	5	0	10	0	120	468
9:15 AM	0	27	7	0	11	48	0	0	0	0	0	0	13	0	7	0	113	460
9:30 AM	0	28	2	0	4	44	0	0	0	0	0	0	8	0	17	0	103	460
9:45 AM	0	37	8	0	8	25	0	0	0	0	0	0	5	0	8	0	91	427

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	112	8	0	20	324	0	0	0	0	0	0	16	0	20	0	500
Heavy Trucks	0	20	4		0	8	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

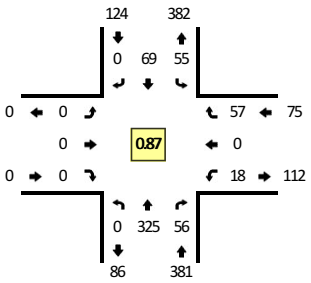
Comments:

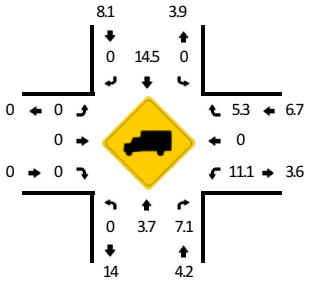
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

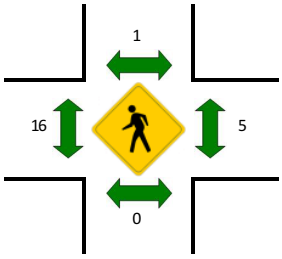
LOCATION: Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467018
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

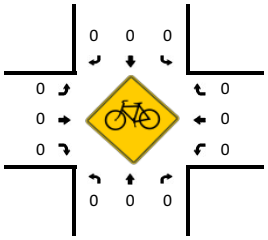


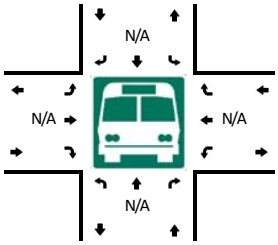


TRUE DATA TO IMPROVE MOBILITY

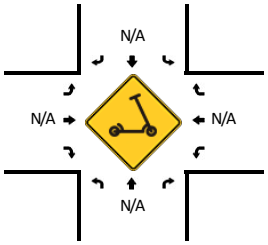












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Queen Esther Dr (Eastbound)				Queen Esther Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	84	9	0	14	17	0	0	0	0	0	0	8	0	6	0	138	
3:45 PM	0	62	4	0	10	16	0	0	0	0	0	0	3	0	11	0	106	
4:00 PM	0	87	16	0	12	20	0	0	0	0	0	0	2	0	11	0	148	
4:15 PM	0	94	14	0	15	19	0	0	0	0	0	0	8	0	16	0	166	558
4:30 PM	0	82	22	0	18	14	0	0	0	0	0	0	4	0	19	1	160	580
4:45 PM	0	55	10	0	11	13	0	0	0	0	0	0	5	0	9	1	104	578
5:00 PM	0	58	21	0	7	7	0	0	0	0	0	0	4	0	11	0	108	538
5:15 PM	0	56	18	0	11	15	0	0	0	0	0	0	7	0	8	0	115	487

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	376	56	0	60	76	0	0	0	0	0	0	32	0	64	0	664
Heavy Trucks	0	16	0		0	20	0		0	0	0		4	0	4		44
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

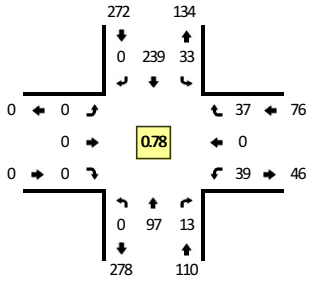
Type of peak hour being reported: Intersection Peak

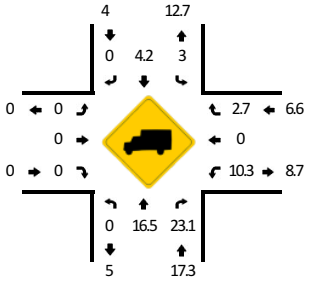
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Queen Esther Dr
CITY/STATE: Park City, UT

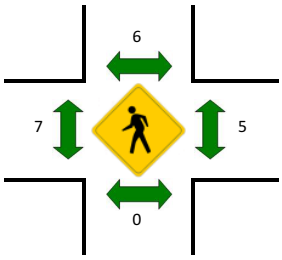
QC JOB #: 16467019
DATE: Sat, Feb 17 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

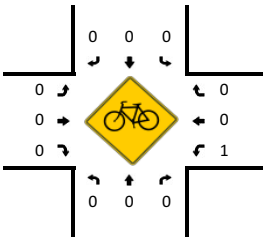


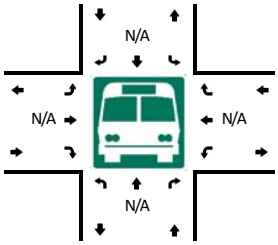


TRUE DATA TO IMPROVE MOBILITY

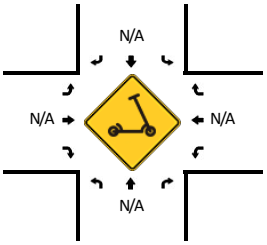












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Queen Esther Dr (Eastbound)				Queen Esther Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	24	1	0	6	99	0	0	0	0	0	0	6	0	10	0	146	
8:15 AM	0	21	5	0	9	72	0	0	0	0	0	0	15	0	12	0	134	
8:30 AM	0	23	2	0	7	43	0	0	0	0	0	0	8	0	7	0	90	
8:45 AM	0	29	5	0	11	25	0	0	0	0	0	0	10	0	8	0	88	458
9:00 AM	0	26	3	0	6	31	0	0	0	0	0	0	7	0	6	0	79	391
9:15 AM	0	17	5	0	9	22	0	0	0	0	0	0	9	0	7	0	69	326
9:30 AM	0	30	4	0	9	24	0	0	0	0	0	0	4	0	8	0	79	315
9:45 AM	0	40	8	0	11	17	0	0	0	0	0	0	6	0	10	0	92	319

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	96	4	0	24	396	0	0	0	0	0	0	24	0	40	0	584
Heavy Trucks	0	16	4		0	16	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				4				8			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

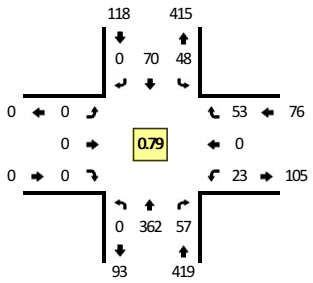
Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

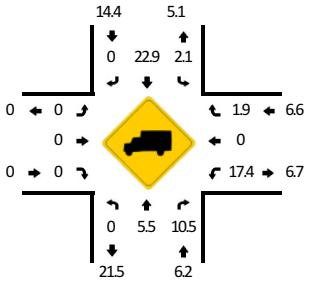
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

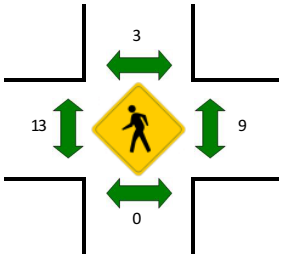
LOCATION: Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467020
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

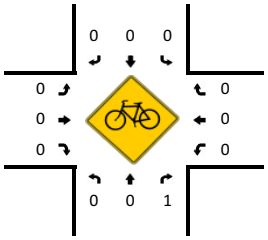


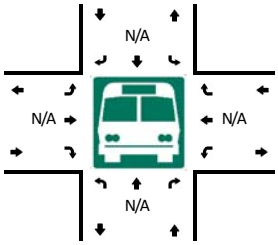




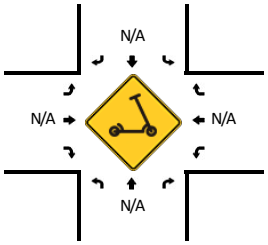












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Queen Esther Dr (Eastbound)				Queen Esther Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	71	9	0	7	21	0	0	0	0	0	0	2	0	13	0	123	
3:45 PM	0	69	11	0	10	15	0	0	0	0	0	0	4	0	11	0	120	
4:00 PM	0	91	13	0	9	17	0	0	0	0	0	0	13	0	7	0	150	
4:15 PM	0	120	17	0	15	22	0	0	0	0	0	0	4	0	15	0	193	586
4:30 PM	0	82	16	0	14	16	0	0	0	0	0	0	2	0	20	0	150	613
4:45 PM	0	79	8	0	7	11	0	0	0	0	0	0	5	0	8	0	118	611
5:00 PM	0	49	12	0	21	16	0	0	0	0	0	0	10	0	14	0	122	583
5:15 PM	0	43	11	0	16	14	0	0	0	0	0	0	4	0	13	0	101	491

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	480	68	0	60	88	0	0	0	0	0	0	16	0	60	0	772
Heavy Trucks	0	16	8		4	12	0		0	0	0		8	0	0		48
Buses																	
Pedestrians		0				8				28				0			36
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

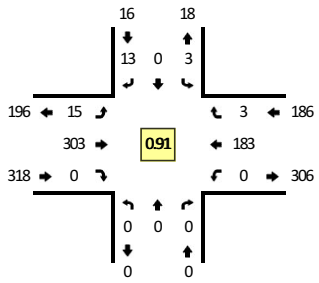
Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

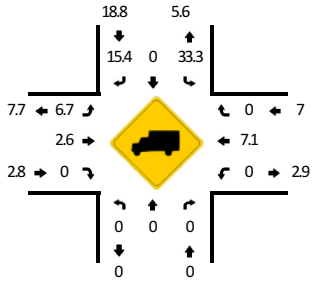
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

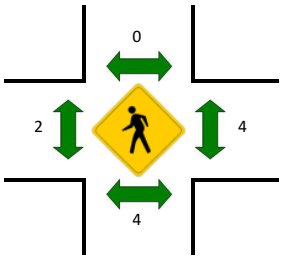
LOCATION: Amber Rd -- Deer Valley Dr N | **QC JOB #:** 16467021
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

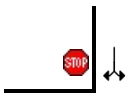
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

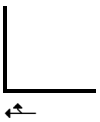


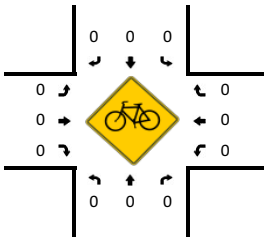


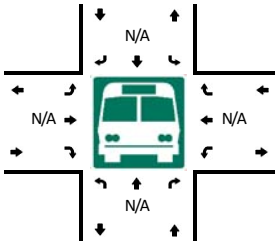


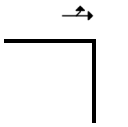




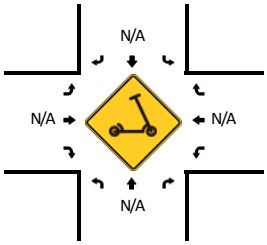












15-Min Count Period Beginning At	Amber Rd (Northbound)				Amber Rd (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	5	0	2	98	0	0	0	38	0	0	143	
8:15 AM	0	0	0	0	1	0	1	0	2	81	0	0	0	48	0	0	133	
8:30 AM	0	0	0	0	1	0	3	0	2	59	0	0	0	44	1	0	110	
8:45 AM	0	0	0	0	1	0	4	0	9	65	0	0	0	53	2	0	134	520
9:00 AM	0	0	0	0	1	0	7	0	6	67	0	0	0	49	1	0	131	508
9:15 AM	0	0	0	0	2	0	5	0	4	75	0	0	0	49	1	0	136	511
9:30 AM	0	0	0	0	1	0	2	0	2	52	0	0	0	57	0	0	114	515
9:45 AM	0	0	0	0	0	0	5	0	4	47	0	0	0	55	0	0	111	492

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	20	0	8	392	0	0	0	152	0	0	572
Heavy Trucks	0	0	0		0	0	4		0	8	0		0	12	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

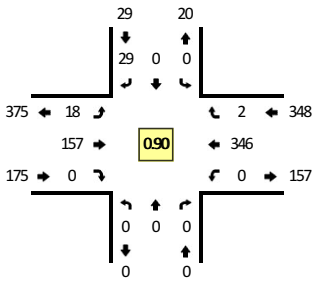
Comments:

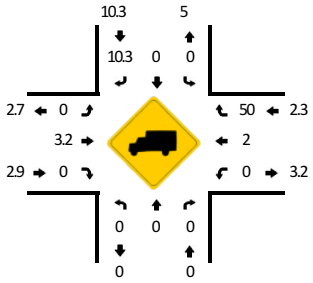
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

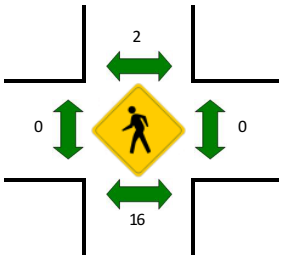
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

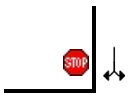
LOCATION: Amber Rd -- Deer Valley Dr N | **QC JOB #:** 16467022
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

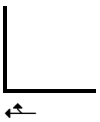
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

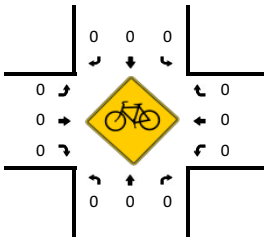


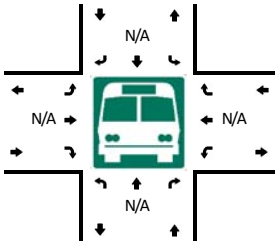


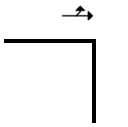




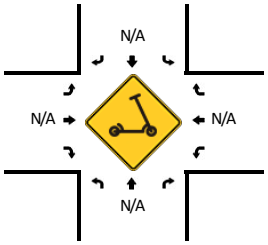












15-Min Count Period Beginning At	Amber Rd (Northbound)				Amber Rd (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	0	0	3	0	4	40	0	0	0	92	1	0	140	
3:45 PM	0	0	0	0	0	0	6	0	5	30	0	0	0	71	0	0	112	
4:00 PM	0	0	0	0	0	0	2	0	3	37	0	0	0	88	1	0	131	
4:15 PM	0	0	0	0	0	0	8	0	8	48	0	0	0	89	0	0	153	536
4:30 PM	0	0	0	0	0	0	11	0	2	44	0	0	0	83	1	0	141	537
4:45 PM	0	0	0	0	0	0	8	0	5	28	0	0	0	86	0	0	127	552
5:00 PM	0	0	0	0	0	0	17	0	2	27	0	0	0	68	0	0	114	535
5:15 PM	0	0	0	0	2	0	21	0	2	40	0	0	0	70	0	0	135	517

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	32	0	32	192	0	0	0	356	0	0	612
Heavy Trucks	0	0	0		0	0	4		0	8	0		0	8	0		20
Buses																	
Pedestrians		12				0				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

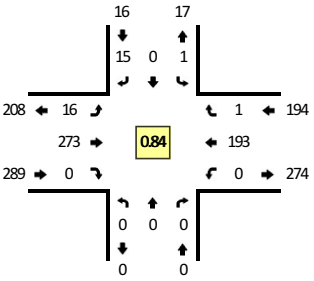
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

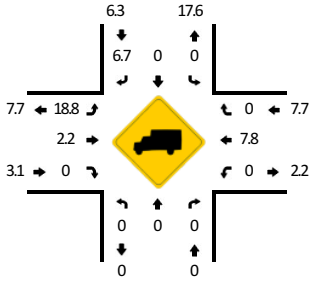
LOCATION: Amber Rd -- Deer Valley Dr N
CITY/STATE: Park City, UT

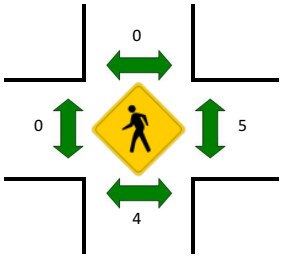
QC JOB #: 16467023
DATE: Sat, Feb 17 2024

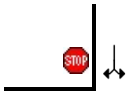
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

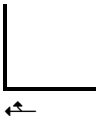


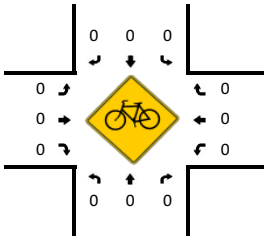


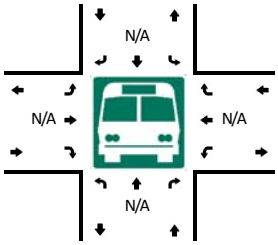


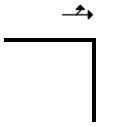




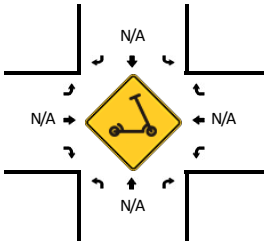












15-Min Count Period Beginning At	Amber Rd (Northbound)				Amber Rd (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	1	0	3	0	3	104	0	0	0	38	0	0	149	
8:15 AM	0	0	0	0	0	0	5	0	5	75	0	0	0	43	0	0	128	
8:30 AM	0	0	0	0	0	0	5	0	4	55	0	0	0	57	0	0	121	
8:45 AM	0	0	0	0	0	0	2	0	4	39	0	0	0	55	1	0	101	499
9:00 AM	0	0	0	0	2	0	5	0	4	36	0	0	0	48	0	0	95	445
9:15 AM	0	0	0	0	0	0	5	0	3	38	0	1	0	32	1	0	80	397
9:30 AM	0	0	0	0	1	0	6	0	5	36	0	0	0	53	1	0	102	378
9:45 AM	0	0	0	0	0	0	3	0	3	36	0	1	0	66	1	0	110	387

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	12	0	12	416	0	0	0	152	0	0	596
Heavy Trucks	0	0	0		0	0	0		4	8	0		0	8	0		20
Buses																	
Pedestrians		8				0				0				12			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

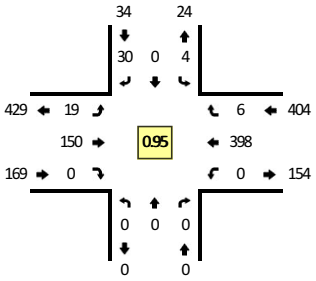
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

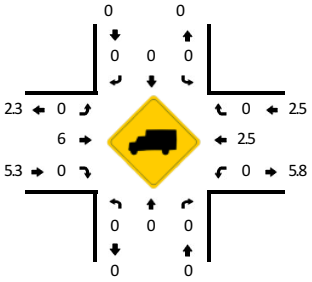
LOCATION: Amber Rd -- Deer Valley Dr N
CITY/STATE: Park City, UT

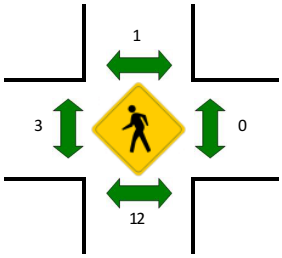
QC JOB #: 16467024
DATE: Sat, Feb 17 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

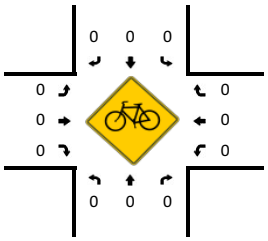


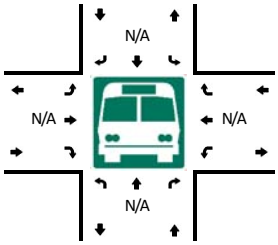
TRUE DATA TO IMPROVE MOBILITY



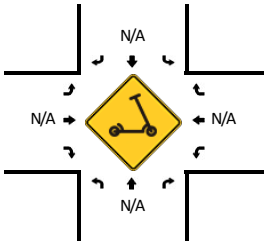












15-Min Count Period Beginning At	Amber Rd (Northbound)				Amber Rd (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	0	0	4	0	2	40	0	0	0	94	1	0	141	
3:45 PM	0	0	0	0	0	0	4	0	5	41	0	0	0	83	0	0	133	
4:00 PM	0	0	0	0	0	0	9	0	8	42	0	1	0	96	1	0	157	
4:15 PM	0	0	0	0	1	0	8	0	1	37	0	0	0	93	2	0	142	573
4:30 PM	0	0	0	0	3	0	4	0	2	36	0	0	0	111	3	0	159	591
4:45 PM	0	0	0	0	0	0	9	0	7	35	0	0	0	98	0	0	149	607
5:00 PM	0	0	0	0	1	0	13	0	6	43	0	0	0	92	0	0	155	605
5:15 PM	0	0	0	0	0	0	7	0	4	48	0	0	0	69	3	0	131	594

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	16	0	8	144	0	0	0	444	12	0	636
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	12	0		20
Buses																	
Pedestrians		12				4				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

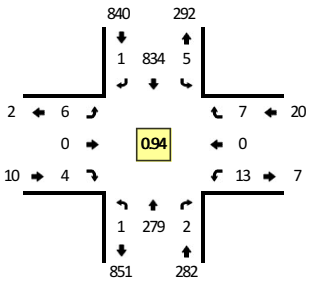
Report generated on 2/28/2024 7:03 AM

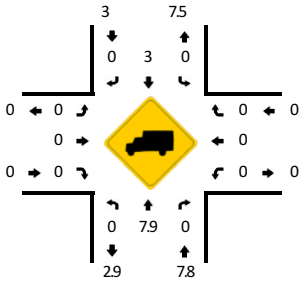
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

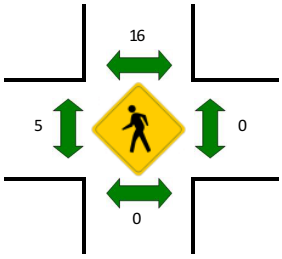
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir | **QC JOB #:** 16467025
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

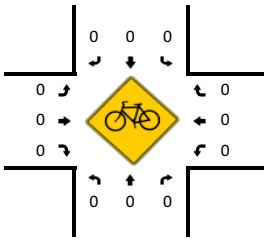


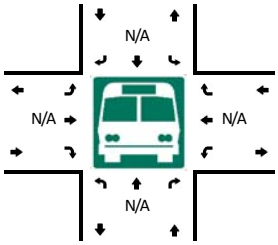


TRUE DATA TO IMPROVE MOBILITY

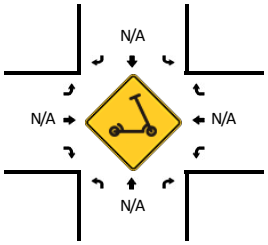












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Mellow Mountain Rd/Stonebridge Cir (Eastbound)				Mellow Mountain Rd/Stonebridge Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	57	1	0	2	215	0	0	1	0	0	0	2	0	2	0	280	
8:15 AM	1	75	0	0	1	217	0	0	4	0	2	0	2	0	3	0	305	
8:30 AM	0	69	1	0	1	189	0	0	0	0	2	0	7	0	0	0	269	
8:45 AM	0	78	0	0	1	213	1	0	1	0	0	0	2	0	2	0	298	1152
9:00 AM	0	77	3	0	3	178	0	0	0	0	1	0	2	0	0	0	264	1136
9:15 AM	1	74	0	0	0	211	0	0	2	0	1	0	4	0	2	0	295	1126
9:30 AM	2	98	3	0	1	162	2	0	1	0	0	0	1	0	0	0	270	1127
9:45 AM	2	90	1	0	6	169	0	0	1	0	3	0	3	0	2	0	277	1106

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	300	0	0	4	868	0	0	16	0	8	0	8	0	12	0	1220
Heavy Trucks	0	32	0		0	20	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

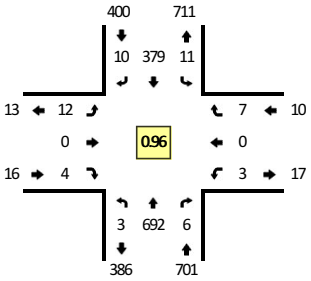
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

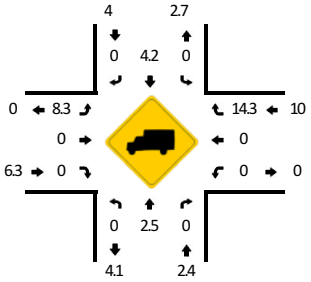
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

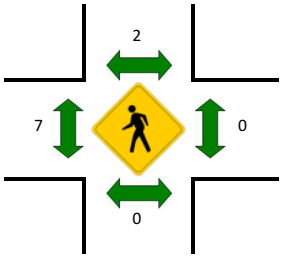
QC JOB #: 16467026
DATE: Fri, Feb 16 2024

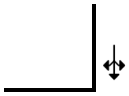
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

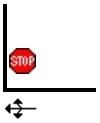


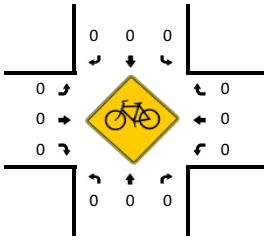


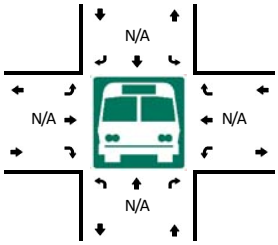


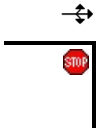


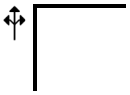


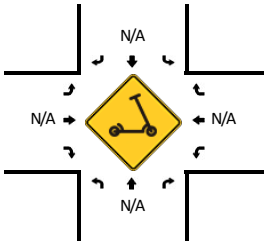












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Mellow Mountain Rd/Stonebridge Cir (Eastbound)				Mellow Mountain Rd/Stonebridge Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	173	2	0	1	95	1	0	1	0	0	0	1	0	4	0	279	
3:45 PM	1	156	0	0	1	75	5	0	6	0	1	0	0	0	2	0	247	
4:00 PM	0	174	0	0	5	100	2	0	4	0	3	0	2	0	2	0	292	
4:15 PM	1	174	2	0	4	107	2	0	0	0	0	0	1	0	2	0	293	1111
4:30 PM	1	188	4	0	1	97	1	0	2	0	0	0	0	0	1	0	295	1127
4:45 PM	1	164	2	0	2	66	1	0	1	0	0	0	0	0	5	0	242	1122
5:00 PM	0	181	3	0	0	55	2	0	0	0	1	0	0	0	1	0	243	1073
5:15 PM	2	188	2	0	6	84	2	0	3	0	2	0	0	0	1	0	290	1070

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	752	16	0	4	388	4	0	8	0	0	0	0	0	4	0	1180
Heavy Trucks	0	12	0		0	12	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				8				4				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

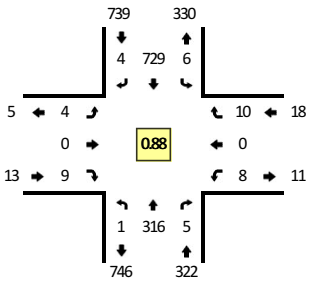
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

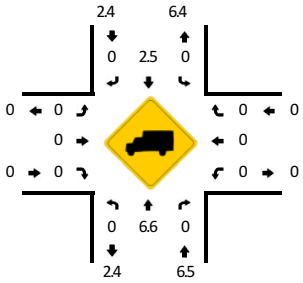
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

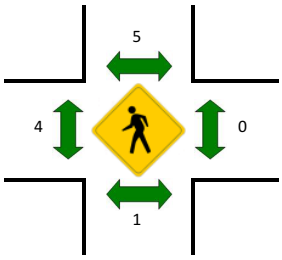
QC JOB #: 16467027
DATE: Sat, Feb 17 2024

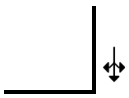
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

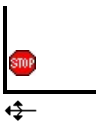


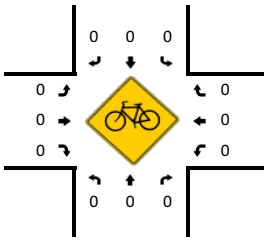


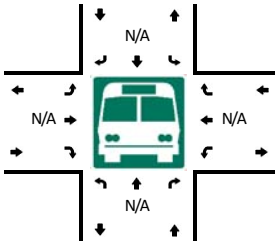


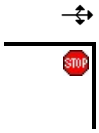


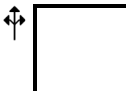


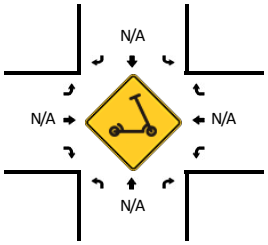












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Mellow Mountain Rd/Stonebridge Cir (Eastbound)				Mellow Mountain Rd/Stonebridge Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	65	2	0	1	230	0	0	1	0	3	0	3	0	3	0	309	
8:15 AM	0	75	1	0	0	192	2	0	0	0	1	0	1	0	0	0	272	
8:30 AM	0	86	2	0	3	171	1	0	2	0	5	0	3	0	3	0	276	
8:45 AM	0	90	0	0	2	136	1	0	1	0	0	0	1	0	4	0	235	1092
9:00 AM	1	80	2	0	1	157	0	0	0	1	1	0	5	0	2	0	250	1033
9:15 AM	0	78	0	0	1	115	2	0	2	0	0	0	0	0	2	0	200	961
9:30 AM	0	86	3	0	0	123	2	0	0	0	1	0	0	0	1	0	216	901
9:45 AM	4	102	1	0	0	107	5	1	4	0	3	0	1	0	2	0	230	896

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	260	8	0	4	920	0	0	4	0	12	0	12	0	12	0	1236
Heavy Trucks	0	16	0		0	24	0		0	0	0		0	0	0		40
Buses																	
Pedestrians		4				16				8				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

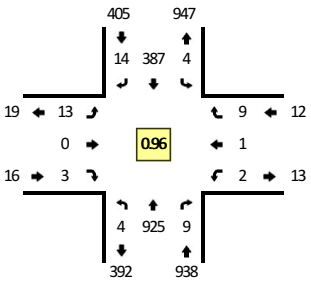
Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

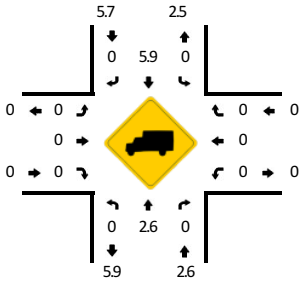
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

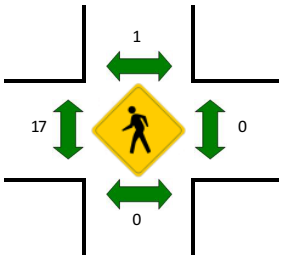
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir | **QC JOB #:** 16467028
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

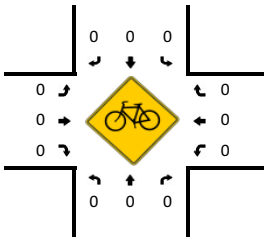


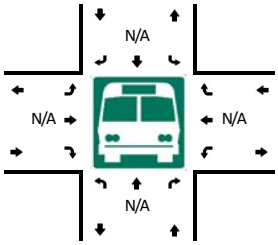




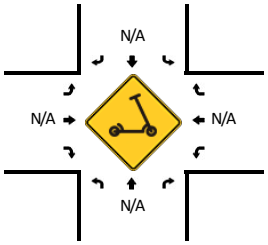












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Mellow Mountain Rd/Stonebridge Cir (Eastbound)				Mellow Mountain Rd/Stonebridge Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	176	4	0	0	97	2	0	0	0	0	0	1	0	1	0	282	
3:45 PM	0	179	4	0	1	115	4	0	3	0	0	0	1	0	0	0	307	
4:00 PM	0	233	2	0	0	117	4	0	0	0	1	0	0	0	1	0	358	
4:15 PM	1	229	3	0	1	97	6	0	2	0	0	0	2	1	1	0	343	1290
4:30 PM	2	238	1	0	1	88	2	0	5	0	0	0	0	0	2	0	339	1347
4:45 PM	1	225	3	0	2	85	2	0	6	0	2	0	0	0	5	0	331	1371
5:00 PM	2	214	2	1	3	88	2	0	3	0	3	0	0	0	2	0	320	1333
5:15 PM	2	176	5	0	2	88	5	1	4	0	1	0	1	0	3	0	288	1278

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	932	8	0	0	468	16	0	0	0	4	0	0	0	4	0	1432
Heavy Trucks	0	32	0		0	28	0		0	0	0		0	0	0		60
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

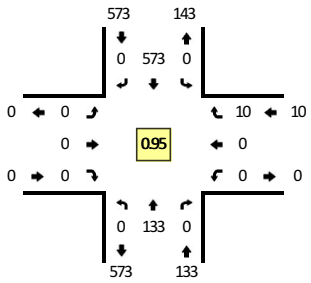
Comments:

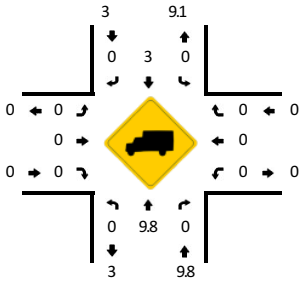
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

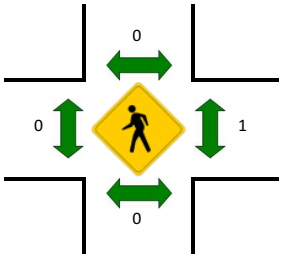
LOCATION: Deer Valley Dr W -- Doe Pass Rd | **QC JOB #:** 16467029
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

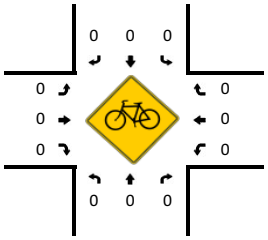


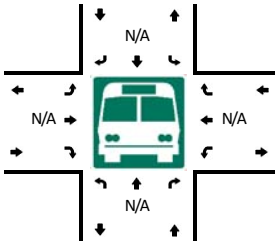


TRUE DATA TO IMPROVE MOBILITY

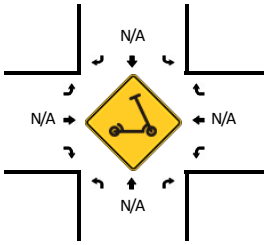












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Doe Pass Rd (Eastbound)				Doe Pass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	21	0	0	0	123	0	0	0	0	0	0	0	0	4	0	148	
8:15 AM	0	30	0	0	0	137	0	0	0	0	0	0	0	0	5	0	172	
8:30 AM	0	31	0	0	0	144	0	0	0	0	0	0	0	0	3	0	178	
8:45 AM	0	32	0	0	0	155	0	0	0	0	0	0	0	0	2	0	189	687
9:00 AM	0	34	0	0	0	125	0	0	0	0	0	0	0	0	4	0	163	702
9:15 AM	0	36	0	0	0	149	0	0	0	0	0	0	0	0	1	0	186	716
9:30 AM	0	52	0	0	0	120	0	0	0	0	0	0	0	0	3	0	175	713
9:45 AM	0	37	0	0	0	134	0	0	0	0	0	0	0	0	6	0	177	701

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	128	0	0	0	620	0	0	0	0	0	0	0	0	8	0	756
Heavy Trucks	0	4	0		0	16	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

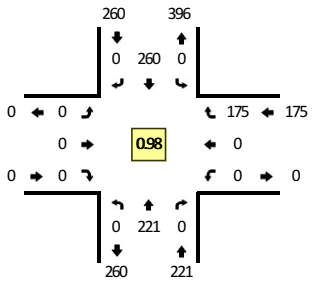
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

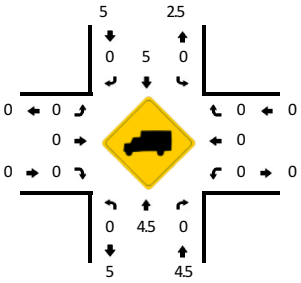
LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

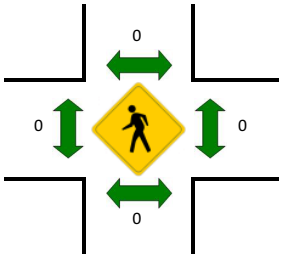
QC JOB #: 16467030
DATE: Fri, Feb 16 2024

Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

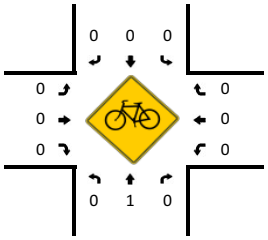


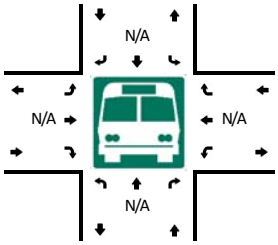
TRUE DATA TO IMPROVE MOBILITY



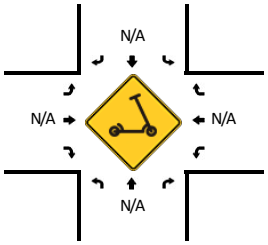












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Doe Pass Rd (Eastbound)				Doe Pass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	65	0	0	0	66	0	0	0	0	0	0	0	0	37	0	168	
3:45 PM	0	63	0	0	0	52	0	0	0	0	0	0	0	0	53	0	168	
4:00 PM	0	50	0	0	0	68	0	0	0	0	0	0	0	0	42	0	160	
4:15 PM	0	43	0	0	0	74	0	0	0	0	0	0	0	0	43	0	160	656
4:30 PM	0	31	0	0	0	54	0	0	0	0	0	0	0	0	73	0	158	646
4:45 PM	0	49	0	0	0	45	0	0	0	0	0	0	0	0	43	0	137	615
5:00 PM	0	44	0	0	0	29	0	0	0	0	0	0	0	0	46	0	119	574
5:15 PM	0	56	0	0	0	41	0	0	0	0	0	0	0	0	43	0	140	554

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	260	0	0	0	264	0	0	0	0	0	0	0	0	148	0	672
Heavy Trucks	0	12	0		0	8	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

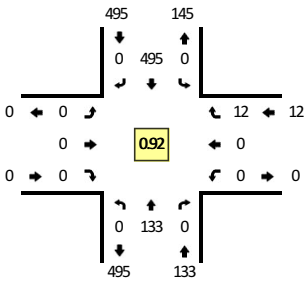
Report generated on 2/28/2024 7:03 AM

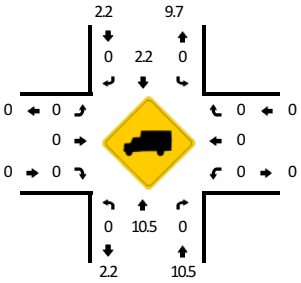
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

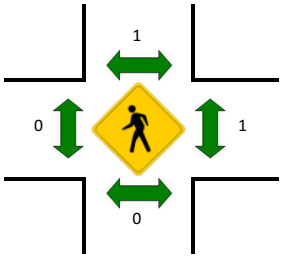
LOCATION: Deer Valley Dr W -- Doe Pass Rd | **QC JOB #:** 16467031
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

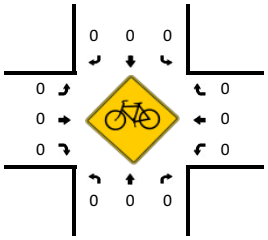


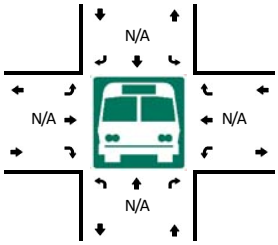


TRUE DATA TO IMPROVE MOBILITY

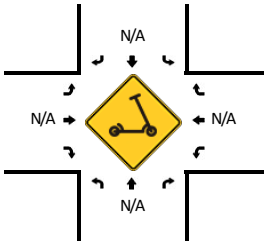












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Doe Pass Rd (Eastbound)				Doe Pass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	32	0	0	0	140	0	0	0	0	0	0	0	0	1	0	173	
8:15 AM	0	29	0	0	0	120	0	0	0	0	0	0	0	0	5	0	154	
8:30 AM	0	36	0	0	0	136	0	0	0	0	0	0	0	0	2	0	174	
8:45 AM	0	36	0	0	0	99	0	0	0	0	0	0	0	0	4	0	139	640
9:00 AM	0	33	0	0	0	118	0	0	0	0	0	0	0	0	3	0	154	621
9:15 AM	0	37	0	0	0	81	0	0	0	0	0	0	0	0	6	0	124	591
9:30 AM	0	45	0	0	0	96	0	0	0	0	0	0	0	0	2	0	143	560
9:45 AM	0	42	0	0	0	84	0	0	0	0	0	0	0	0	8	0	134	555

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	144	0	0	0	544	0	0	0	0	0	0	0	0	8	0	696
Heavy Trucks	0	16	0		0	16	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

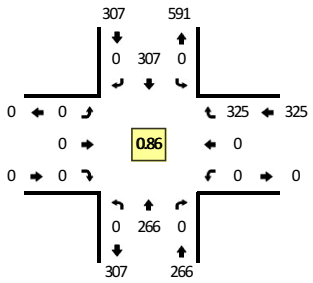
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

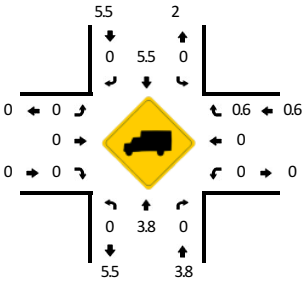
LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

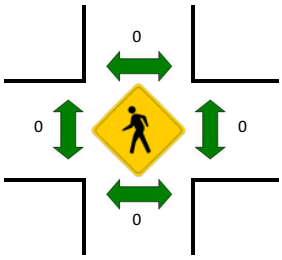
QC JOB #: 16467032
DATE: Sat, Feb 17 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

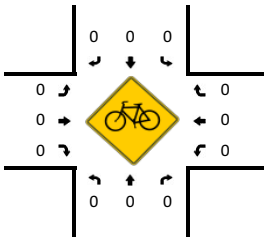


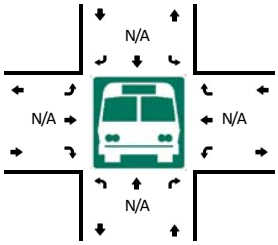




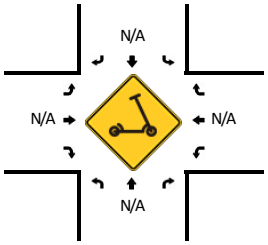












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Doe Pass Rd (Eastbound)				Doe Pass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	54	0	0	0	66	0	0	0	0	0	0	1	0	36	0	157	
3:45 PM	0	57	0	0	0	84	0	0	0	0	0	0	0	0	63	0	204	
4:00 PM	0	75	0	0	0	77	0	0	0	0	0	0	0	0	77	0	229	
4:15 PM	0	66	0	0	0	82	0	0	0	0	0	0	0	0	112	0	260	850
4:30 PM	0	68	0	0	0	64	0	0	0	0	0	0	0	0	73	0	205	898
4:45 PM	0	62	0	0	0	56	0	0	0	0	0	0	0	0	63	0	181	875
5:00 PM	0	50	0	0	0	46	0	0	0	0	0	0	0	0	45	0	141	787
5:15 PM	0	43	0	0	0	35	0	0	0	0	0	0	0	0	30	0	108	635

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	264	0	0	0	328	0	0	0	0	0	0	0	0	448	0	1040
Heavy Trucks	0	12	0		0	12	0		0	0	0		0	0	4		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

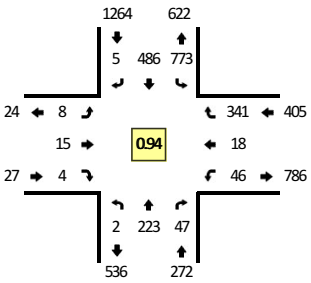
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

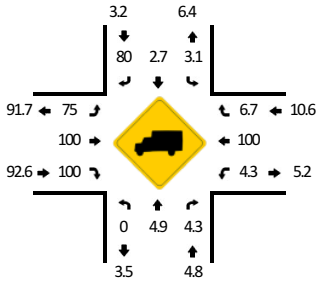
LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

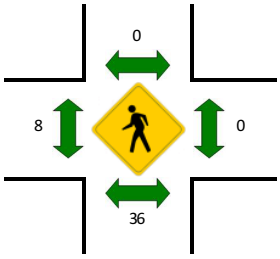
QC JOB #: 16467033
DATE: Fri, Feb 16 2024

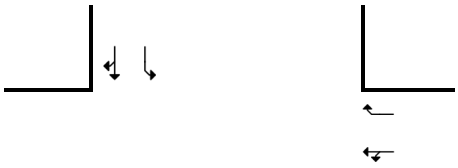
Peak-Hour: 9:00 AM -- 10:00 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

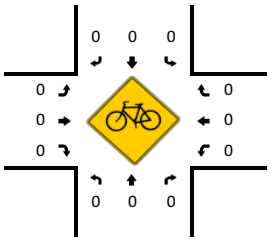


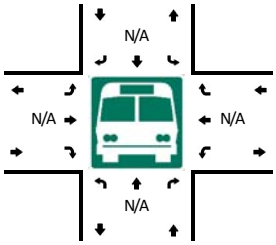
TRUE DATA TO IMPROVE MOBILITY



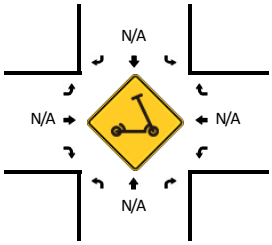












15-Min Count Period Beginning At	Marsac Ave (Northbound)				Marsac Ave (Southbound)				Deer Valley Dr (Eastbound)				Deer Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	59	16	0	211	135	0	6	2	4	0	0	8	2	62	0	505	
8:15 AM	0	41	8	0	210	130	2	11	1	6	2	0	11	6	77	2	507	
8:30 AM	0	55	23	1	177	130	2	7	1	3	0	0	11	4	61	2	477	
8:45 AM	0	42	10	1	190	107	1	9	2	3	2	0	14	5	80	1	467	1956
9:00 AM	0	49	14	0	195	101	1	11	3	2	0	0	10	3	79	0	468	1919
9:15 AM	0	63	16	0	196	131	2	13	2	6	2	0	6	4	84	0	525	1937
9:30 AM	0	52	6	1	166	113	1	13	1	3	0	0	13	6	91	0	466	1926
9:45 AM	0	59	11	1	165	141	1	14	1	4	2	1	15	5	87	2	509	1968

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	252	64	0	784	524	8	52	8	24	8	0	24	16	336	0	2100
Heavy Trucks	0	20	0		36	16	4		4	24	8		4	16	40		172
Buses																	
Pedestrians		56				0				12				0			68
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

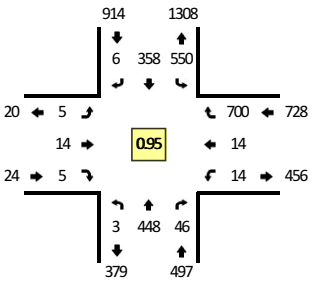
Report generated on 2/28/2024 7:03 AM

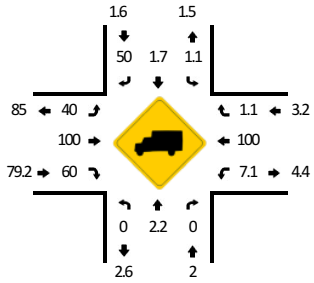
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

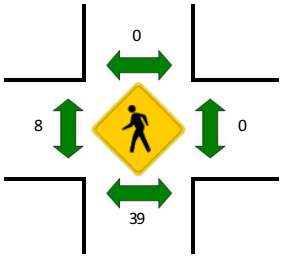
LOCATION: Marsac Ave -- Deer Valley Dr | **QC JOB #:** 16467034
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

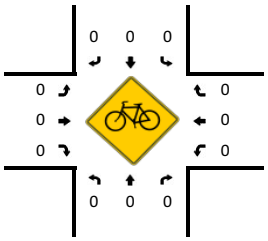
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

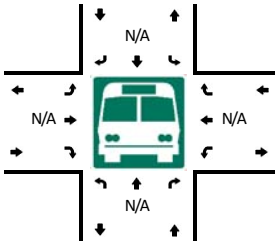


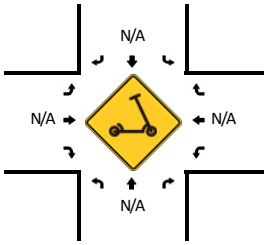


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Marsac Ave (Northbound)				Marsac Ave (Southbound)				Deer Valley Dr (Eastbound)				Deer Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	96	14	1	106	91	2	33	3	8	1	0	4	6	166	0	531	
3:45 PM	0	109	6	0	86	106	0	47	0	1	0	0	0	3	163	0	521	
4:00 PM	0	119	17	0	92	67	3	38	2	4	2	0	1	2	194	0	541	
4:15 PM	0	124	9	2	111	94	1	37	0	1	2	0	8	3	177	1	570	2163
4:30 PM	0	112	19	1	89	92	0	22	3	2	1	1	9	2	175	1	529	2161
4:45 PM	0	140	7	0	69	67	1	28	1	2	2	0	9	2	176	0	504	2144
5:00 PM	0	105	8	1	65	89	0	32	2	2	0	0	6	1	195	0	506	2109
5:15 PM	0	101	7	0	94	100	1	37	3	3	4	0	8	1	176	1	536	2075

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	496	36	8	444	376	4	148	0	4	8	0	32	12	708	4	2280
Heavy Trucks	0	8	0		4	8	0		0	4	0		0	12	8		44
Buses																	
Pedestrians		44				0				16				0			60
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

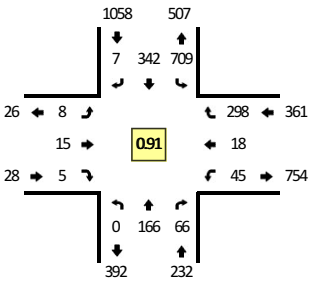
Type of peak hour being reported: Intersection Peak

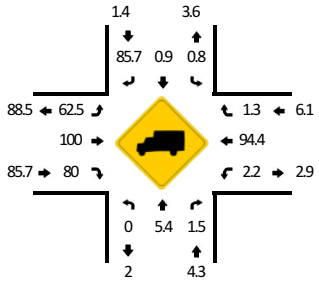
Method for determining peak hour: Total Entering Volume

LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

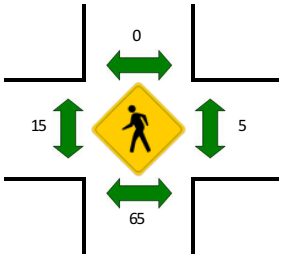
QC JOB #: 16467035
DATE: Sat, Feb 17 2024

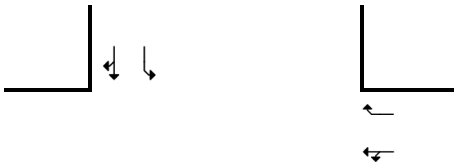
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

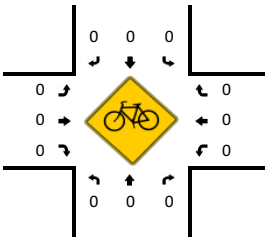


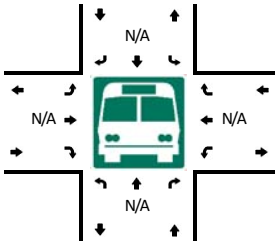


TRUE DATA TO IMPROVE MOBILITY

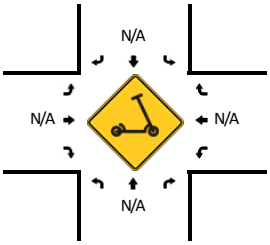












15-Min Count Period Beginning At	Marsac Ave (Northbound)				Marsac Ave (Southbound)				Deer Valley Dr (Eastbound)				Deer Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	44	18	0	209	96	1	10	2	4	1	0	10	3	65	0	463	
8:15 AM	0	40	18	0	180	75	2	9	2	4	1	0	9	4	72	0	416	
8:30 AM	0	43	15	0	159	79	2	10	1	4	1	1	13	6	86	0	420	
8:45 AM	0	39	15	0	125	92	2	7	2	3	2	0	13	5	75	0	380	1679
9:00 AM	0	44	10	0	144	84	0	12	2	4	0	0	18	3	74	2	397	1613
9:15 AM	0	58	16	0	104	90	3	14	1	6	3	0	11	3	82	2	393	1590
9:30 AM	0	42	17	0	107	82	1	10	1	5	0	0	14	10	67	1	357	1527
9:45 AM	0	49	18	0	108	116	2	15	2	6	2	0	20	5	92	1	436	1583

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	176	72	0	836	384	4	40	8	16	4	0	40	12	260	0	1852
Heavy Trucks	0	12	0		8	0	4		8	16	4		0	12	8		72
Buses																	
Pedestrians		56				0				8				8			72
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

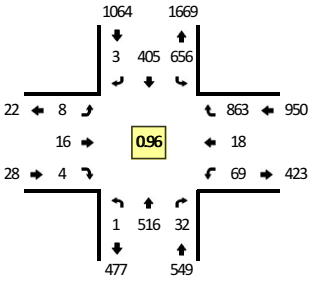
Report generated on 2/28/2024 7:03 AM

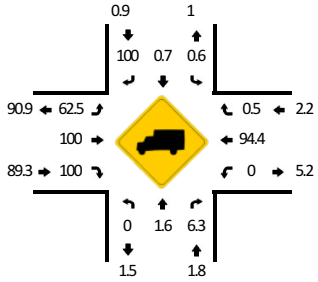
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

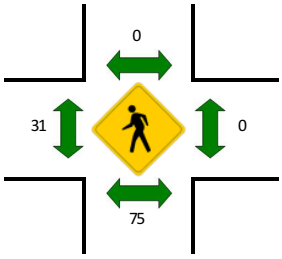
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

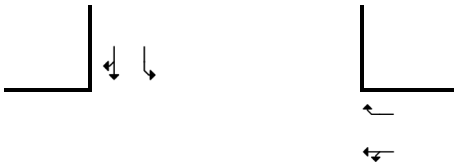
LOCATION: Marsac Ave -- Deer Valley Dr | **QC JOB #:** 16467036
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

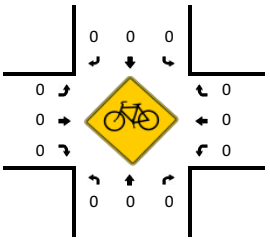
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

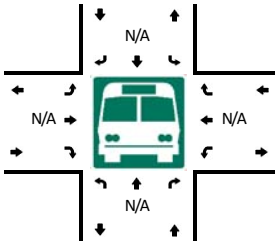




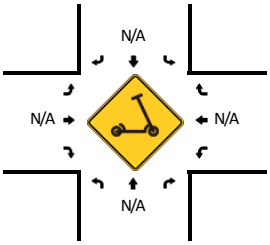












15-Min Count Period Beginning At	Marsac Ave (Northbound)				Marsac Ave (Southbound)				Deer Valley Dr (Eastbound)				Deer Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	122	17	0	97	86	3	58	3	3	0	0	7	7	178	0	582	
3:45 PM	0	115	18	1	110	116	1	85	1	4	2	0	16	4	179	2	654	
4:00 PM	0	123	15	1	103	92	1	62	2	5	0	0	21	6	192	0	623	
4:15 PM	0	137	5	0	105	106	0	63	2	4	2	0	19	4	225	0	672	2531
4:30 PM	0	125	11	0	82	99	1	70	3	4	0	0	18	4	220	2	639	2588
4:45 PM	0	136	6	0	92	107	1	65	1	3	2	0	16	4	220	0	653	2587
5:00 PM	0	118	10	1	94	93	1	85	1	5	0	1	14	6	198	0	627	2591
5:15 PM	0	114	12	0	92	94	0	69	1	5	2	0	16	8	190	0	603	2522

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	548	20	0	420	424	0	252	8	16	8	0	76	16	900	0	2688
Heavy Trucks	0	0	0		4	4	0		4	16	8		0	16	0		52
Buses																	
Pedestrians		68				0				40				0			108
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

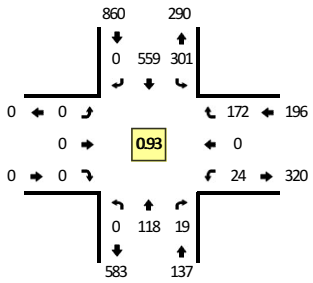
Comments:

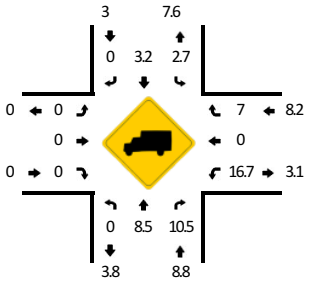
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

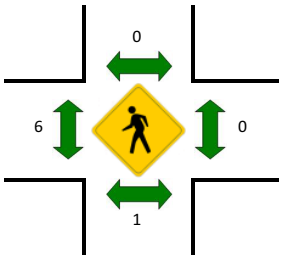
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467053
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

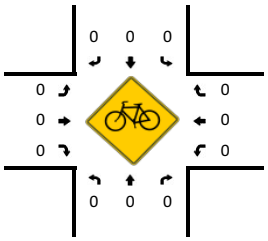


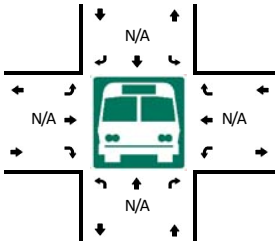


TRUE DATA TO IMPROVE MOBILITY

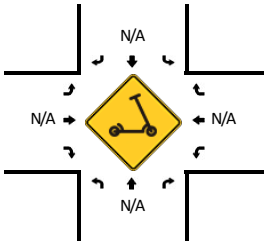












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 2) (Eastbound)				Deer Valley Dr N (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	19	4	0	98	119	0	0	0	0	0	0	3	0	38	0	281	
8:15 AM	0	36	2	0	80	147	0	0	0	0	0	0	6	0	46	0	317	
8:30 AM	0	29	8	0	54	140	0	0	0	0	0	0	2	0	41	0	274	
8:45 AM	0	34	5	0	69	153	0	0	0	0	0	0	13	0	47	0	321	1193
9:00 AM	0	31	10	0	64	114	0	0	0	0	0	0	5	0	50	0	274	1186
9:15 AM	0	28	4	0	75	147	0	0	0	0	0	0	8	0	46	0	308	1177
9:30 AM	0	51	7	0	47	115	0	0	0	0	0	0	4	0	51	0	275	1178
9:45 AM	0	39	5	0	46	132	0	0	0	0	0	0	5	0	57	0	284	1141

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	136	20	0	276	612	0	0	0	0	0	0	52	0	188	0	1284
Heavy Trucks	0	12	4		8	20	0		0	0	0		12	0	12		68
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

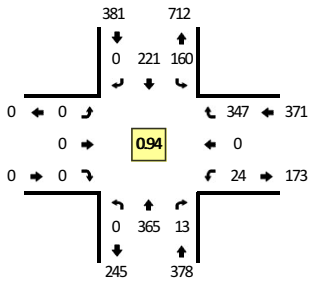
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

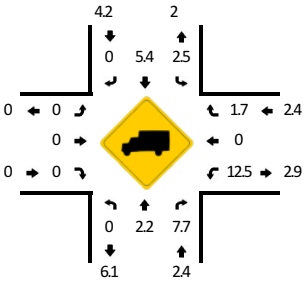
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467054

CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

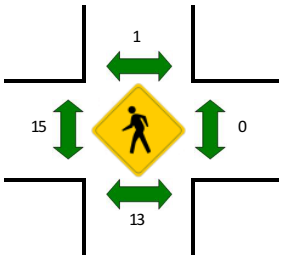
Peak-Hour: 4:00 PM -- 5:00 PM

Peak 15-Min: 4:15 PM -- 4:30 PM

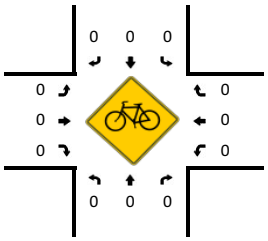


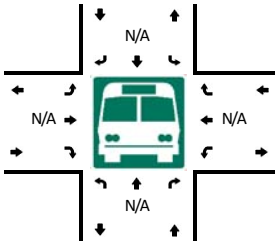


TRUE DATA TO IMPROVE MOBILITY

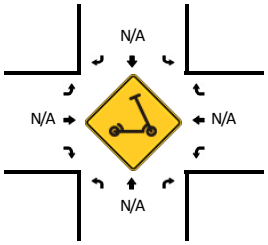












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 2) (Eastbound)				Deer Valley Dr N (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	90	4	0	39	57	0	0	0	0	0	0	6	0	90	0	286	
3:45 PM	0	88	5	0	29	44	0	0	0	0	0	0	5	0	69	0	240	
4:00 PM	0	89	7	0	36	69	0	0	0	0	0	0	7	0	84	0	292	
4:15 PM	0	91	2	0	51	62	0	0	0	0	0	0	10	0	86	0	302	1120
4:30 PM	0	100	2	0	43	51	0	0	0	0	0	0	3	0	93	0	292	1126
4:45 PM	0	85	2	0	30	39	0	0	0	0	0	0	4	0	84	0	244	1130
5:00 PM	0	96	1	0	26	27	0	0	0	0	0	0	0	0	83	0	233	1071
5:15 PM	0	104	2	0	37	48	0	0	0	0	0	0	2	0	87	0	280	1049

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	364	8	0	204	248	0	0	0	0	0	0	40	0	344	0	1208
Heavy Trucks	0	4	0		4	8	0		0	0	0		4	0	12		32
Buses																	
Pedestrians		12				0				4				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

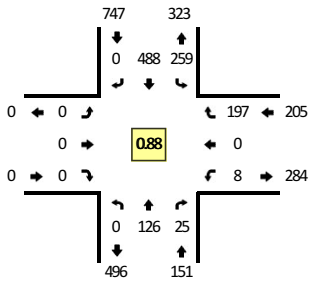
Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

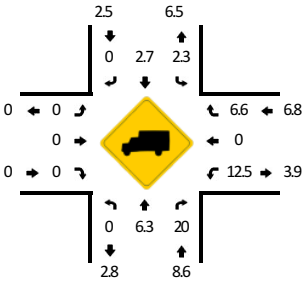
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

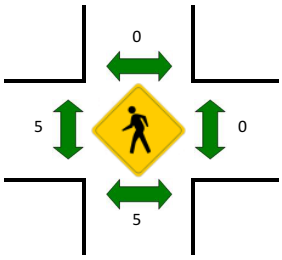
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467055
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

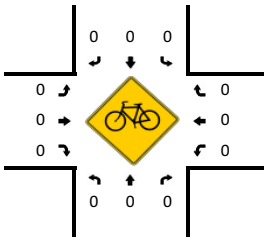


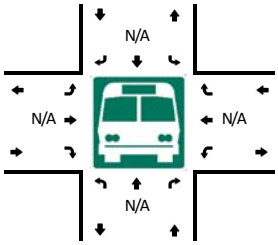




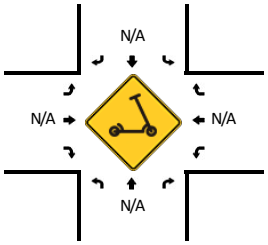












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 2) (Eastbound)				Deer Valley Dr N (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	29	6	0	98	140	0	0	0	0	0	0	1	0	38	0	312	
8:15 AM	0	28	3	0	76	117	0	0	0	0	0	0	1	0	47	0	272	
8:30 AM	0	35	11	0	48	130	0	0	0	0	0	0	3	0	56	0	283	
8:45 AM	0	34	5	0	37	101	0	0	0	0	0	0	3	0	56	0	236	1103
9:00 AM	0	37	5	0	36	126	0	0	0	0	0	0	3	0	46	0	253	1044
9:15 AM	0	42	3	0	38	79	0	0	0	0	0	0	4	0	37	0	203	975
9:30 AM	0	39	4	0	37	89	0	0	0	0	0	0	8	0	51	0	228	920
9:45 AM	0	46	5	0	35	78	0	0	0	0	0	0	6	0	64	0	234	918

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	116	24	0	392	560	0	0	0	0	0	0	4	0	152	0	1248
Heavy Trucks	0	8	4		8	16	0		0	0	0		0	0	8		44
Buses																	
Pedestrians		8				0				12				0			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

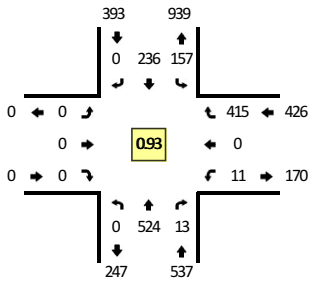
Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

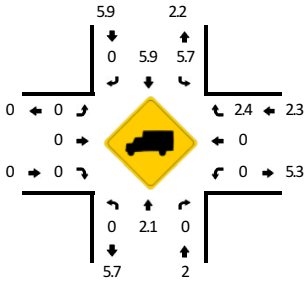
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

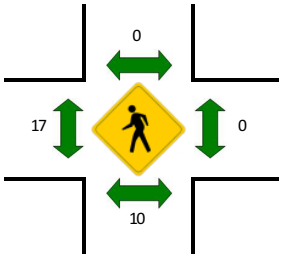
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467056
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

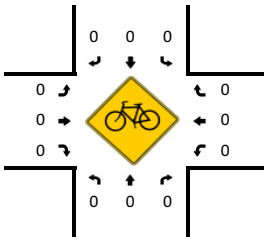


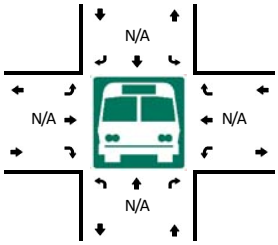
TRUE DATA TO IMPROVE MOBILITY



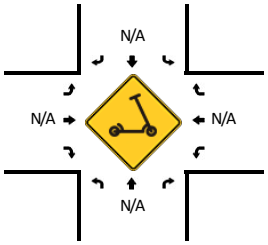












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 2) (Eastbound)				Deer Valley Dr N (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	86	3	0	39	59	0	0	0	0	0	0	6	0	93	0	286	
3:45 PM	0	109	3	0	45	74	0	0	0	0	0	0	6	0	78	0	315	
4:00 PM	0	139	3	0	48	70	0	0	0	0	0	0	5	0	99	0	364	
4:15 PM	0	136	2	0	36	59	0	0	0	0	0	0	4	0	95	0	332	1297
4:30 PM	0	127	4	0	36	56	0	0	0	0	0	0	1	0	118	0	342	1353
4:45 PM	0	122	4	0	37	51	0	0	0	0	0	0	1	0	103	0	318	1356
5:00 PM	0	115	1	0	47	42	0	0	0	0	0	0	3	0	105	0	313	1305
5:15 PM	0	95	5	0	49	37	0	0	0	0	0	0	3	0	74	0	263	1236

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	556	12	0	192	280	0	0	0	0	0	0	20	0	396	0	1456
Heavy Trucks	0	16	0		16	12	0		0	0	0		0	0	16		60
Buses																	
Pedestrians		0				0				12				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

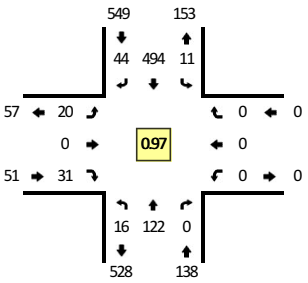
Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

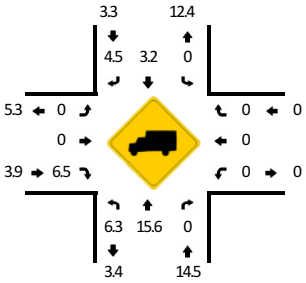
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

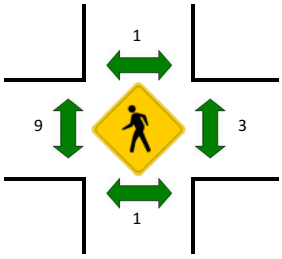
LOCATION: Deer Valley Dr W -- Royal St (Round 2) | **QC JOB #:** 16467082
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 8:45 AM -- 9:45 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

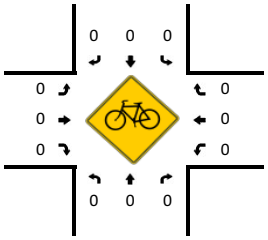


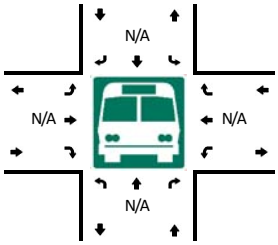
TRUE DATA TO IMPROVE MOBILITY



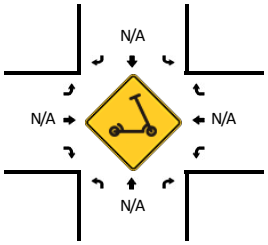












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	4	17	0	0	0	118	5	0	5	0	6	0	0	0	0	0	155	
8:15 AM	2	20	0	0	0	129	6	2	7	0	9	0	0	0	0	0	175	
8:30 AM	3	23	0	0	0	134	8	2	8	0	7	0	0	0	0	0	185	
8:45 AM	2	27	0	1	0	139	12	4	2	0	3	0	0	0	0	0	190	705
9:00 AM	3	28	0	0	0	113	10	2	4	0	10	0	0	0	0	0	170	720
9:15 AM	2	26	0	1	0	139	6	4	4	0	9	0	0	0	0	0	191	736
9:30 AM	6	41	0	1	0	103	16	1	10	0	9	0	0	0	0	0	187	738
9:45 AM	2	29	0	0	0	118	15	1	7	0	6	0	0	0	0	0	178	726

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	104	0	4	0	556	24	16	16	0	36	0	0	0	0	0	764
Heavy Trucks	0	16	0		0	16	0		0	0	4		0	0	0		36
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

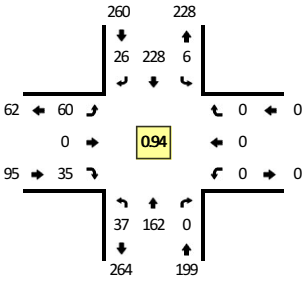
Type of peak hour being reported: Intersection Peak

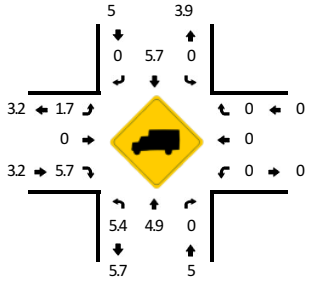
Method for determining peak hour: Total Entering Volume

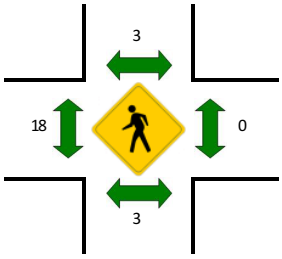
LOCATION: Deer Valley Dr W -- Royal St (Round 2)
CITY/STATE: Park City, UT

QC JOB #: 16467083
DATE: Fri, Feb 16 2024

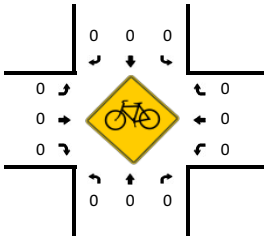
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

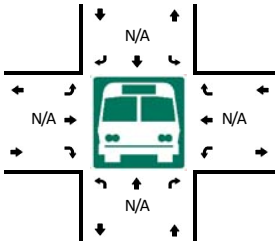




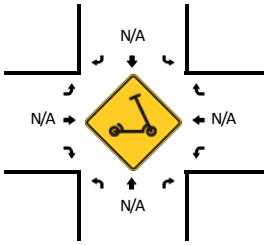












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	45	0	0	0	59	4	3	18	0	11	0	0	0	0	0	147	
3:45 PM	8	42	0	0	0	45	6	1	19	0	6	0	0	0	0	0	127	
4:00 PM	13	50	0	0	0	60	7	1	8	0	5	0	0	0	0	0	144	
4:15 PM	8	25	0	1	0	64	9	1	15	0	13	0	0	0	0	0	136	554
4:30 PM	2	18	0	2	0	44	9	1	12	0	10	1	0	0	0	0	99	506
4:45 PM	20	42	0	0	0	35	10	0	5	0	8	0	0	0	0	0	120	499
5:00 PM	4	38	0	0	0	22	7	0	9	0	3	0	0	0	0	0	83	438
5:15 PM	9	37	0	0	0	39	1	1	7	0	10	0	0	0	0	0	104	406

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	180	0	0	0	236	16	12	72	0	44	0	0	0	0	0	588
Heavy Trucks	0	8	0		0	8	0		4	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

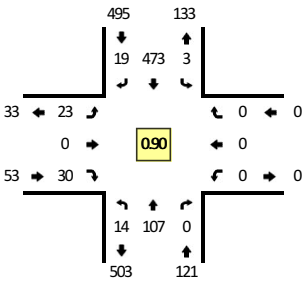
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

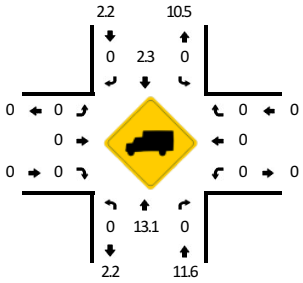
LOCATION: Deer Valley Dr W -- Royal St (Round 2)
CITY/STATE: Park City, UT

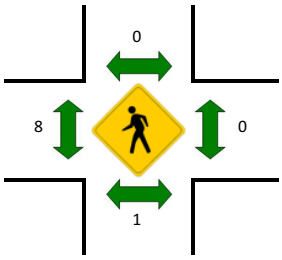
QC JOB #: 16467084
DATE: Sat, Feb 17 2024

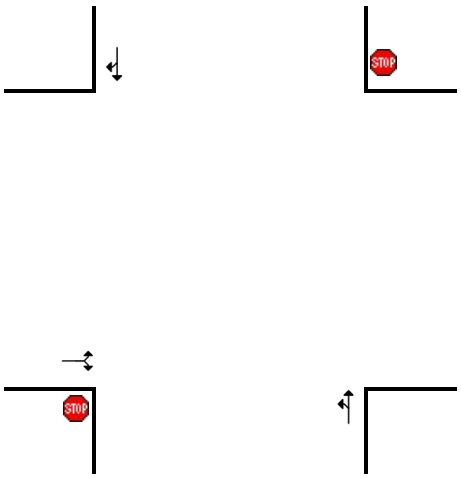
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

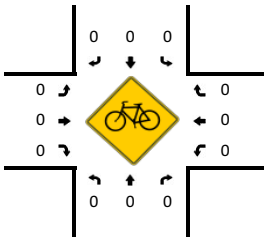


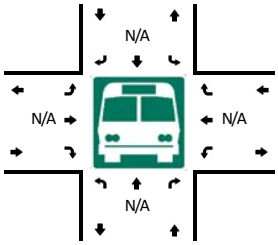


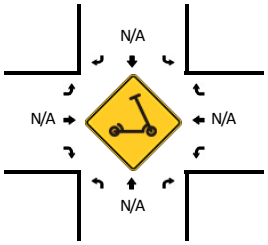












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	27	0	0	0	131	9	0	5	0	3	0	0	0	0	0	177	
8:15 AM	5	21	0	0	0	113	5	2	8	0	6	0	0	0	0	0	160	
8:30 AM	4	27	0	0	0	134	1	1	6	0	13	0	0	0	0	0	186	
8:45 AM	3	32	0	0	0	95	4	0	4	0	8	0	0	0	0	0	146	669
9:00 AM	7	29	0	0	0	109	7	2	4	0	11	0	0	0	0	0	169	661
9:15 AM	3	28	0	0	0	72	8	1	8	0	10	0	0	0	0	0	130	631
9:30 AM	2	34	0	0	0	89	3	4	7	0	6	0	0	0	0	0	145	590
9:45 AM	5	36	0	1	0	78	4	2	4	0	5	0	0	0	0	0	135	579

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	108	0	0	0	536	4	4	24	0	52	0	0	0	0	0	744
Heavy Trucks	0	16	0		0	16	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

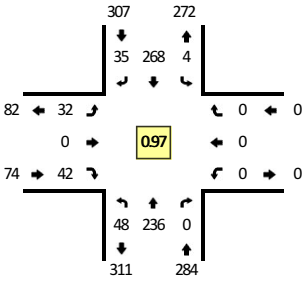
Type of peak hour being reported: Intersection Peak

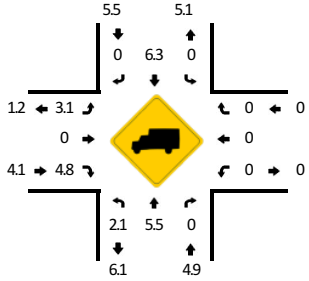
Method for determining peak hour: Total Entering Volume

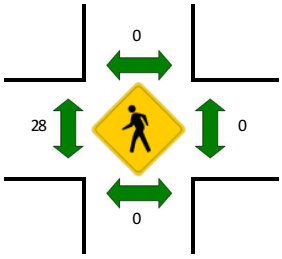
LOCATION: Deer Valley Dr W -- Royal St (Round 2)
CITY/STATE: Park City, UT

QC JOB #: 16467085
DATE: Sat, Feb 17 2024

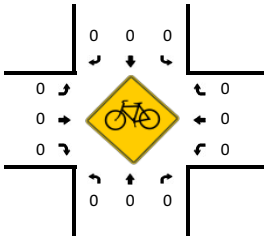
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

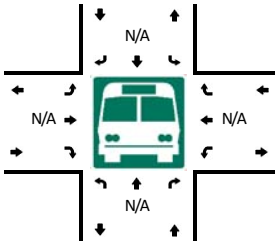




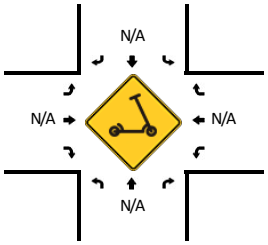












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	6	46	0	0	0	63	2	1	7	0	13	0	0	0	0	0	138	
3:45 PM	6	52	0	0	0	75	9	0	7	0	11	0	0	0	0	0	160	
4:00 PM	13	61	0	0	0	67	9	1	11	0	10	0	0	0	0	0	172	
4:15 PM	12	56	0	1	0	68	12	2	8	0	13	0	0	0	0	0	172	642
4:30 PM	16	67	0	0	0	58	5	1	6	0	8	0	0	0	0	0	161	665
4:45 PM	6	52	0	0	0	44	11	1	6	0	8	0	0	0	0	0	128	633
5:00 PM	5	43	0	3	0	38	7	1	4	0	4	0	0	0	0	0	105	566
5:15 PM	2	31	0	0	0	28	7	0	11	0	4	0	0	0	0	0	83	477

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	244	0	0	0	268	36	4	44	0	40	0	0	0	0	0	688
Heavy Trucks	0	16	0		0	12	0		0	0	0		0	0	0		28
Buses																	
Pedestrians		0				0				56				0			56
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

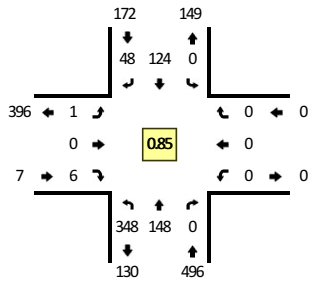
Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

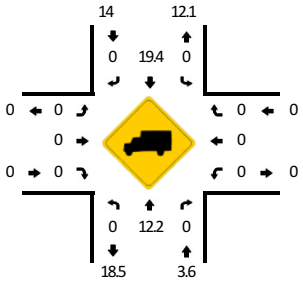
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

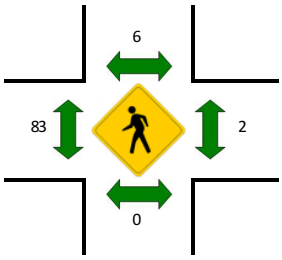
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2) | **QC JOB #:** 16467086
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 8:45 AM -- 9:45 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

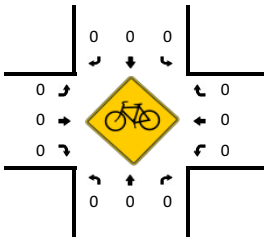


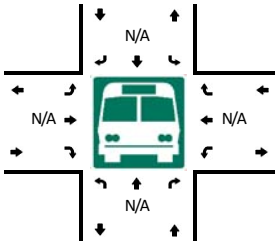




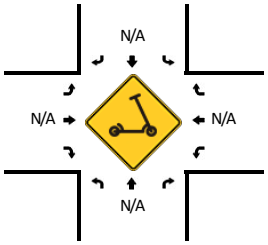












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 2) (Eastbound)				Doe Pass Rd (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	27	0	0	0	63	9	0	0	0	0	0	0	0	0	0	101	
8:15 AM	6	23	0	0	0	54	8	0	0	0	1	0	0	0	0	0	92	
8:30 AM	49	28	0	0	0	35	9	0	0	0	0	0	0	0	0	0	121	
8:45 AM	104	40	0	0	0	36	18	0	0	0	1	0	0	0	0	0	199	513
9:00 AM	77	41	0	0	0	28	10	0	0	0	2	0	0	0	0	0	158	570
9:15 AM	95	37	0	0	0	30	10	0	1	0	1	0	0	0	0	0	174	652
9:30 AM	72	30	0	0	0	30	10	0	0	0	2	0	0	0	0	0	144	675
9:45 AM	66	40	0	0	0	17	1	0	1	0	1	0	0	0	0	0	126	602

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	416	160	0	0	0	144	72	0	0	0	4	0	0	0	0	0	796
Heavy Trucks	0	24	0		0	8	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				4				60				0			64
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

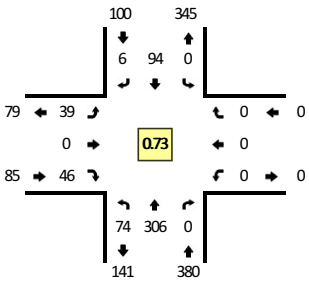
Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

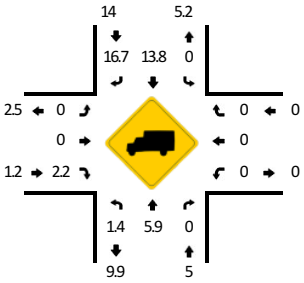
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

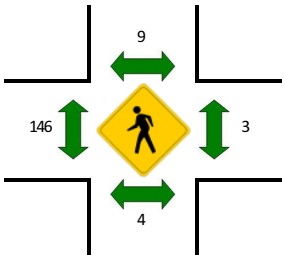
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2) | **QC JOB #:** 16467087
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

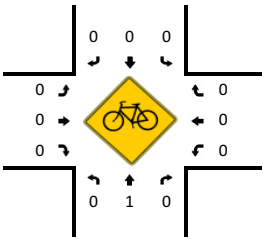


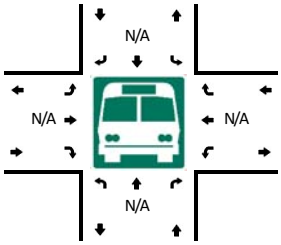




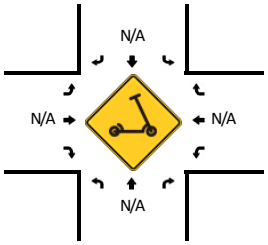












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 2) (Eastbound)				Doe Pass Rd (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	14	59	0	0	0	21	1	0	13	0	3	0	0	0	0	0	111	
3:45 PM	18	45	0	0	0	20	2	0	6	0	11	0	0	0	0	0	102	
4:00 PM	15	85	0	0	0	23	0	0	12	0	10	0	0	0	0	0	145	
4:15 PM	16	102	0	0	0	33	3	0	19	0	21	0	0	0	0	0	194	552
4:30 PM	24	74	0	1	0	18	1	0	2	0	4	0	0	0	0	0	124	565
4:45 PM	15	59	0	0	0	17	3	0	0	0	6	0	0	0	0	0	100	563
5:00 PM	18	54	0	0	0	8	1	0	1	0	2	0	0	0	0	0	84	502
5:15 PM	6	51	0	1	0	13	4	0	5	0	2	0	0	0	0	0	82	390

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	408	0	0	0	132	12	0	76	0	84	0	0	0	0	0	776
Heavy Trucks	0	28	0		0	24	4		0	0	0		0	0	0		56
Buses																	
Pedestrians		4				16				220				4			244
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

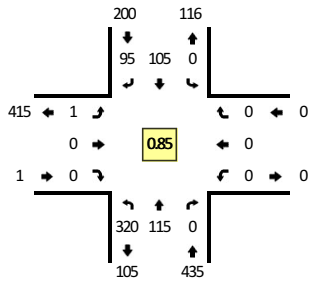
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

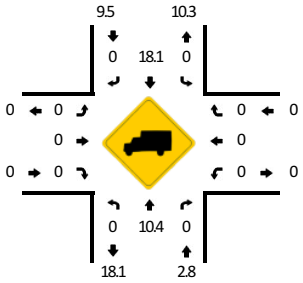
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2)
CITY/STATE: Park City, UT

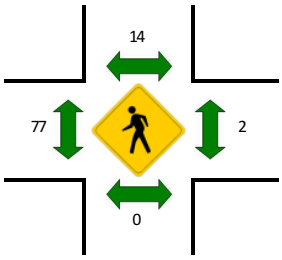
QC JOB #: 16467088
DATE: Sat, Feb 17 2024

Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

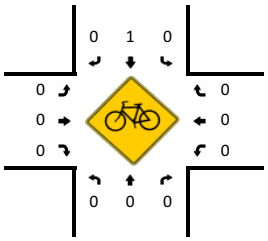


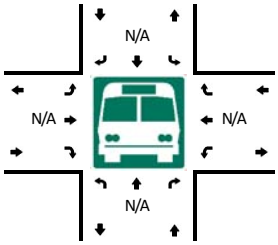




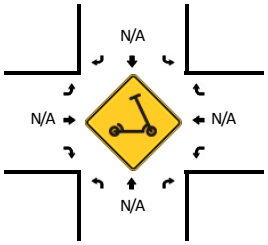












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 2) (Eastbound)				Doe Pass Rd (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	23	21	0	0	0	51	24	0	0	0	1	0	0	0	0	0	120	
8:15 AM	90	23	0	0	0	30	43	0	1	0	0	0	0	0	0	0	187	
8:30 AM	86	26	0	0	0	26	26	0	0	0	0	0	0	0	0	0	164	
8:45 AM	70	32	0	0	0	27	10	0	0	0	0	0	0	0	0	0	139	610
9:00 AM	74	34	0	0	0	22	16	0	0	0	0	0	0	0	0	0	146	636
9:15 AM	43	25	0	0	0	23	12	0	0	0	0	0	0	0	0	0	103	552
9:30 AM	41	36	0	0	0	19	13	0	0	0	1	0	0	0	0	0	110	498
9:45 AM	27	47	0	0	0	16	9	0	0	0	0	0	0	0	0	0	99	458

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	360	92	0	0	0	120	172	0	4	0	0	0	0	0	0	0	748
Heavy Trucks	0	4	0		0	16	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				60				8			68
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

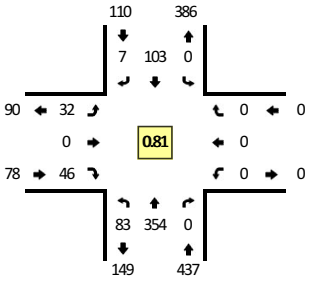
Report generated on 2/28/2024 7:03 AM

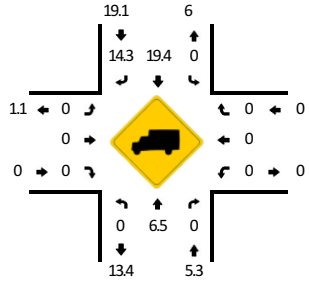
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

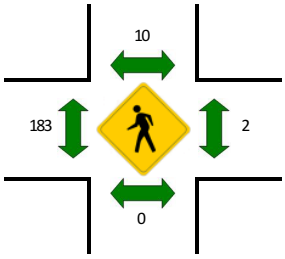
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2) | **QC JOB #:** 16467089
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

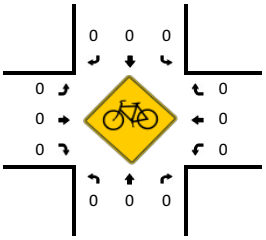


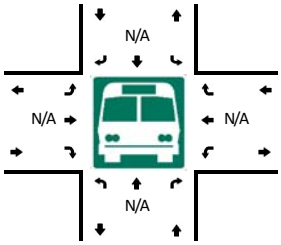


TRUE DATA TO IMPROVE MOBILITY

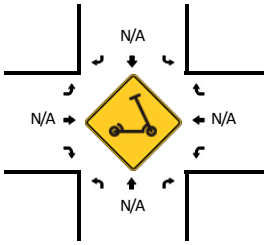












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 2) (Eastbound)				Doe Pass Rd (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	11	67	0	0	0	22	2	0	8	0	8	0	0	0	0	0	118	
3:45 PM	16	57	0	0	0	15	0	0	10	0	8	0	0	0	0	0	106	
4:00 PM	25	88	0	0	0	28	1	0	9	0	14	0	0	0	0	0	165	
4:15 PM	16	120	0	0	0	32	3	0	8	0	14	0	0	0	0	0	193	582
4:30 PM	24	78	0	0	0	23	1	0	5	0	9	0	0	0	0	0	140	604
4:45 PM	18	68	0	0	0	20	2	0	10	0	9	0	0	0	0	0	127	625
5:00 PM	8	46	0	0	0	23	1	0	1	0	8	0	0	0	0	0	87	547
5:15 PM	10	41	0	0	0	10	3	0	2	0	1	0	0	0	0	0	67	421

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	480	0	0	0	128	12	0	32	0	56	0	0	0	0	0	772
Heavy Trucks	0	12	0		0	16	4		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				4				284				8			296
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

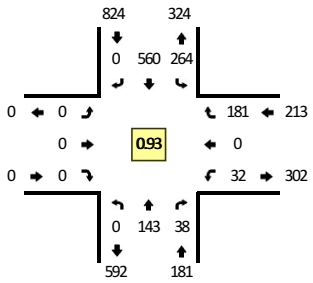
Comments:

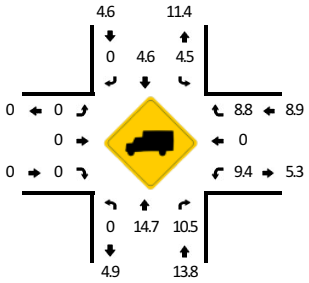
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

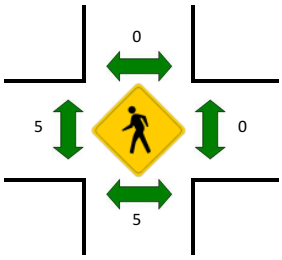
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3) | **QC JOB #:** 16467090
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

Peak-Hour: 9:00 AM -- 10:00 AM
Peak 15-Min: 9:45 AM -- 10:00 AM

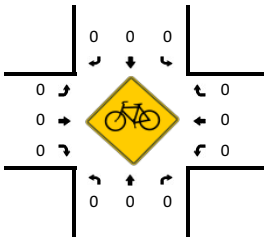


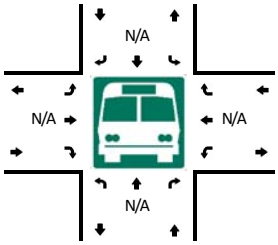


TRUE DATA TO IMPROVE MOBILITY

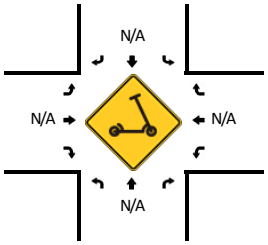












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 3) (Eastbound)				Deer Valley Dr N (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	20	5	0	92	131	0	0	0	0	0	0	3	0	32	0	283	
8:15 AM	0	28	4	0	70	168	0	0	0	0	0	0	4	0	44	0	318	
8:30 AM	0	36	2	0	64	149	0	0	0	0	0	0	4	0	57	0	312	
8:45 AM	0	20	6	0	69	126	0	0	0	0	0	0	9	0	36	0	266	1179
9:00 AM	0	30	3	0	48	145	0	0	0	0	0	0	9	0	62	0	297	1193
9:15 AM	0	28	8	0	72	146	0	0	0	0	0	0	9	0	37	0	300	1175
9:30 AM	0	37	8	0	69	130	0	0	0	0	0	0	10	0	40	0	294	1157
9:45 AM	0	48	19	0	75	139	0	0	0	0	0	0	4	0	42	0	327	1218

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	192	76	0	300	556	0	0	0	0	0	0	16	0	168	0	1308
Heavy Trucks	0	20	4		16	32	0		0	0	0		4	0	24		100
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

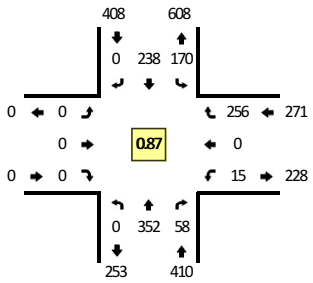
Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

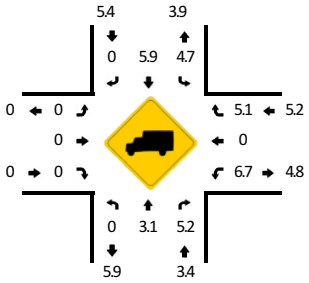
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

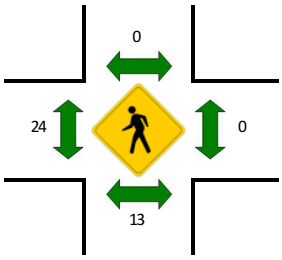
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3) | **QC JOB #:** 16467091
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

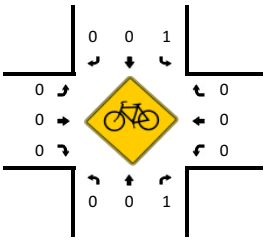


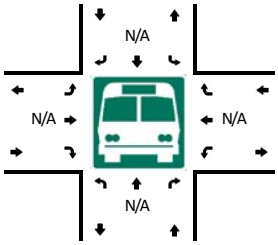




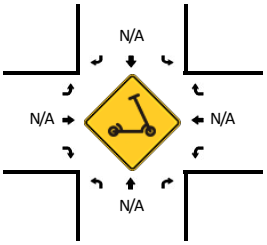












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 3) (Eastbound)				Deer Valley Dr N (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	65	7	0	42	59	0	0	0	0	0	0	6	0	73	0	252	
3:45 PM	0	103	5	0	37	70	0	0	0	0	0	0	6	0	93	0	314	
4:00 PM	0	84	11	0	47	74	0	0	0	0	0	0	2	0	68	0	286	
4:15 PM	0	68	20	0	46	51	0	0	0	0	0	0	2	0	41	0	228	1080
4:30 PM	0	97	22	0	40	43	0	0	0	0	0	0	5	0	54	0	261	1089
4:45 PM	0	86	20	0	32	41	0	0	0	0	0	0	1	0	65	0	245	1020
5:00 PM	0	104	12	0	38	39	0	0	0	0	0	0	2	0	81	0	276	1010
5:15 PM	0	65	2	0	51	31	0	0	0	0	0	0	2	0	97	0	248	1030

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	412	20	0	148	280	0	0	0	0	0	0	24	0	372	0	1256
Heavy Trucks	0	28	4		4	12	0		0	0	0		4	0	16		68
Buses																	
Pedestrians		8				0				12				0			20
Bicycles	0	0	4		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

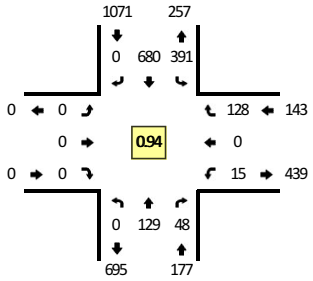
Type of peak hour being reported: Intersection Peak

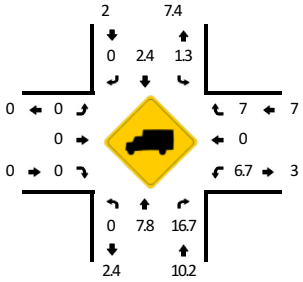
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3)
CITY/STATE: Park City, UT

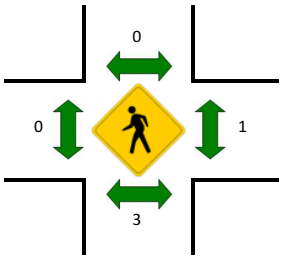
QC JOB #: 16467092
DATE: Sat, Feb 24 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

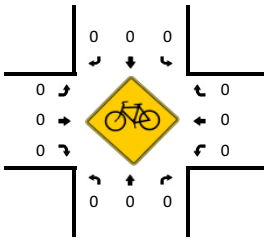


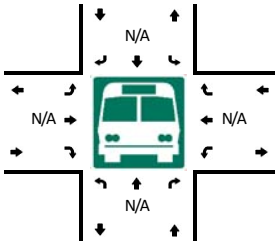


TRUE DATA TO IMPROVE MOBILITY

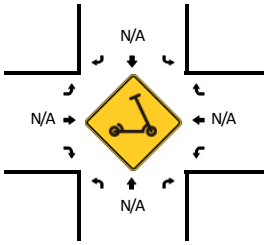












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 3) (Eastbound)				Deer Valley Dr N (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	16	5	0	83	203	0	0	0	0	0	0	2	0	24	0	333	
8:15 AM	0	39	8	0	106	181	0	0	0	0	0	0	5	0	29	0	368	
8:30 AM	0	36	20	0	94	165	0	0	0	0	0	0	3	0	44	0	362	
8:45 AM	0	38	15	0	108	131	0	0	0	0	0	0	5	0	31	0	328	1391
9:00 AM	0	35	23	0	84	120	0	0	0	0	0	0	2	0	32	0	296	1354
9:15 AM	0	32	25	0	101	81	0	0	0	0	0	0	5	0	41	0	285	1271
9:30 AM	0	50	16	0	65	80	0	0	0	0	0	0	6	0	40	0	257	1166
9:45 AM	0	57	7	0	33	70	0	0	0	0	0	0	7	0	90	0	264	1102

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	156	32	0	424	724	0	0	0	0	0	0	20	0	116	0	1472
Heavy Trucks	0	16	0		8	16	0		0	0	0		0	0	16		56
Buses																	
Pedestrians		8				0				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

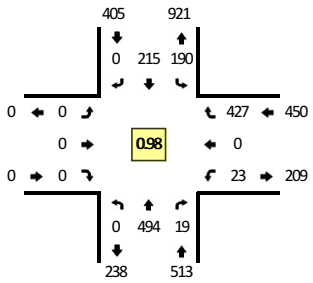
Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

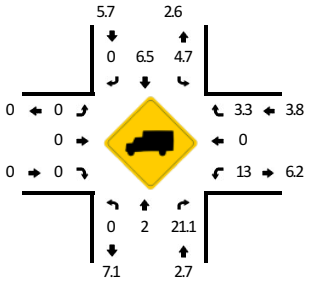
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

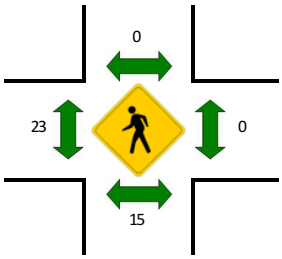
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3) | **QC JOB #:** 16467093
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 24 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

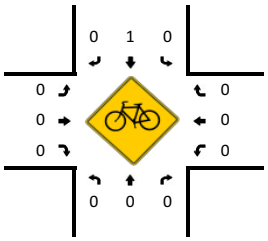


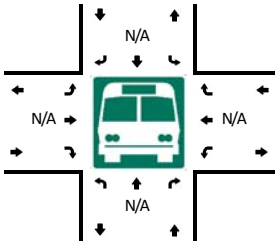




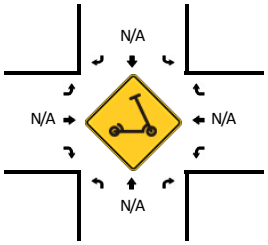












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 3) (Eastbound)				Deer Valley Dr N (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	101	2	0	34	56	0	0	0	0	0	0	11	0	100	0	304	
3:45 PM	0	114	4	0	56	61	0	0	0	0	0	0	6	0	102	0	343	
4:00 PM	0	110	7	0	42	54	0	0	0	0	0	0	9	0	128	0	350	
4:15 PM	0	133	6	0	46	51	0	0	0	0	0	0	3	0	98	0	337	1334
4:30 PM	0	137	2	0	46	49	0	0	0	0	0	0	5	0	99	0	338	1368
4:45 PM	0	111	5	0	33	62	0	0	0	0	0	0	2	0	93	0	306	1331
5:00 PM	0	84	6	0	42	40	0	0	0	0	0	0	2	0	91	0	265	1246
5:15 PM	0	72	4	0	39	39	0	0	0	0	0	0	5	0	79	0	238	1147

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	440	28	0	168	216	0	0	0	0	0	0	36	0	512	0	1400
Heavy Trucks	0	8	4		4	16	0		0	0	0		4	0	4		40
Buses																	
Pedestrians		16				0				24				0			40
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

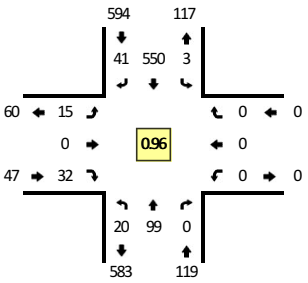
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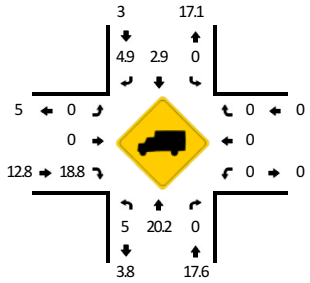
Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

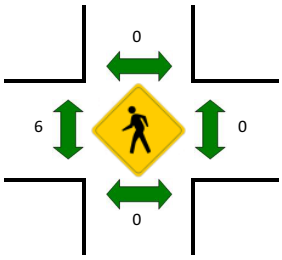
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr W -- Royal St (Round 3) | **QC JOB #:** 16467094
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

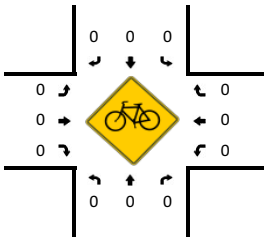
Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

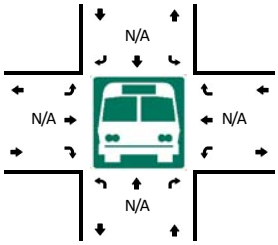




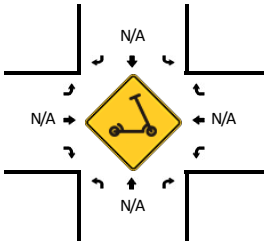












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	20	0	0	0	118	2	0	2	0	0	0	0	0	0	0	144	
8:15 AM	3	19	0	0	0	158	4	1	5	0	4	0	0	0	0	0	194	
8:30 AM	6	26	0	1	0	136	5	2	4	0	14	0	0	0	0	0	194	
8:45 AM	5	23	0	0	0	137	10	0	3	0	10	0	0	0	0	0	188	720
9:00 AM	4	25	0	0	0	137	10	0	3	0	1	0	0	0	0	0	180	756
9:15 AM	4	25	0	0	0	140	16	1	5	0	7	0	0	0	0	0	198	760
9:30 AM	5	37	0	0	0	115	10	2	1	0	8	0	0	0	0	0	178	744
9:45 AM	5	46	0	0	0	104	7	1	11	0	11	0	0	0	0	0	185	741

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	100	0	0	0	560	64	4	20	0	28	0	0	0	0	0	792
Heavy Trucks	0	24	0		0	16	4		0	0	8		0	0	0		52
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

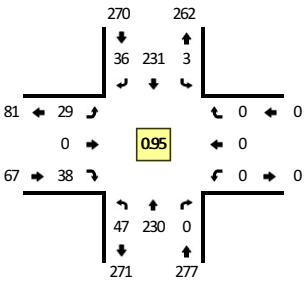
Type of peak hour being reported: Intersection Peak

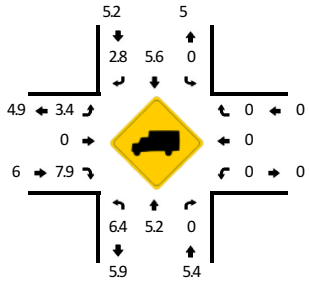
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr W -- Royal St (Round 3)
CITY/STATE: Park City, UT

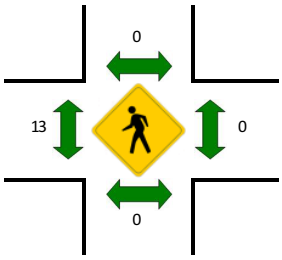
QC JOB #: 16467095
DATE: Fri, Feb 23 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

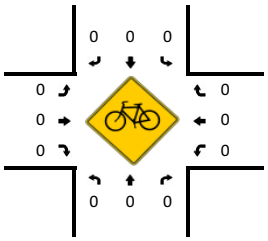


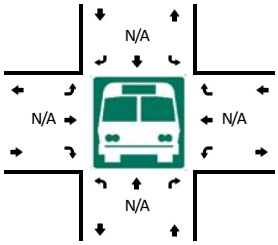


TRUE DATA TO IMPROVE MOBILITY

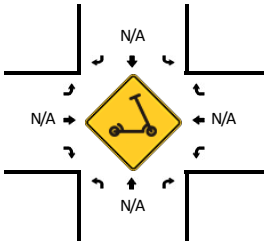












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	9	37	0	0	0	59	5	1	13	0	7	0	0	0	0	0	131	
3:45 PM	6	60	0	1	0	70	12	0	6	0	7	0	0	0	0	0	162	
4:00 PM	6	52	0	0	0	71	8	3	11	0	8	0	0	0	0	0	159	
4:15 PM	15	56	0	1	0	50	7	0	8	0	14	0	0	0	0	0	151	603
4:30 PM	18	62	0	0	0	40	9	0	4	0	9	0	0	0	0	0	142	614
4:45 PM	9	57	0	0	0	40	4	4	13	0	9	0	0	0	0	0	136	588
5:00 PM	7	33	0	0	0	41	3	0	10	0	9	0	0	0	0	0	103	532
5:15 PM	8	25	0	1	0	25	5	2	7	0	3	0	0	0	0	0	76	457

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	240	0	4	0	280	48	0	24	0	28	0	0	0	0	0	648
Heavy Trucks	4	24	0		0	16	0		4	0	0		0	0	0		48
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

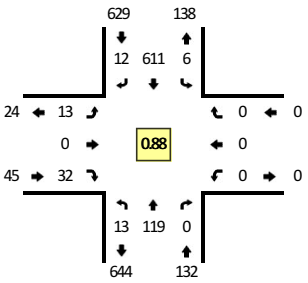
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

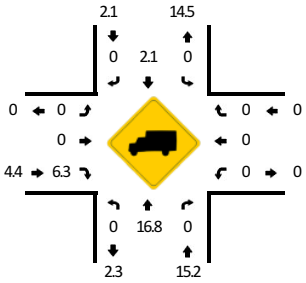
LOCATION: Deer Valley Dr W -- Royal St (Round 3)
CITY/STATE: Park City, UT

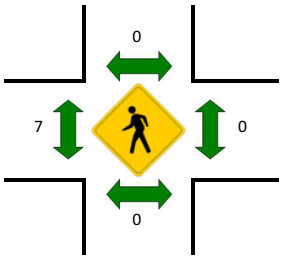
QC JOB #: 16467096
DATE: Sat, Feb 24 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

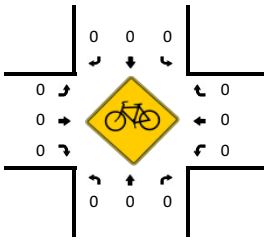


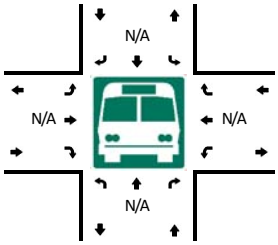




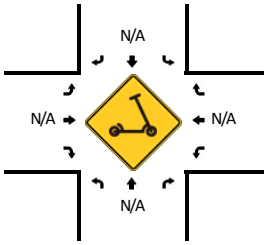












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	11	0	0	0	192	2	1	4	0	6	0	0	0	0	0	218	
8:15 AM	3	32	0	0	0	178	4	2	3	0	6	0	0	0	0	0	228	
8:30 AM	3	39	0	0	0	128	4	2	2	0	8	0	0	0	0	0	186	
8:45 AM	4	37	0	1	0	113	2	1	4	0	12	0	0	0	0	0	174	806
9:00 AM	3	47	0	0	0	98	7	1	3	0	7	0	0	0	0	0	166	754
9:15 AM	5	29	0	0	0	60	1	2	2	0	7	0	0	0	0	0	106	632
9:30 AM	4	57	0	1	0	105	6	2	8	0	4	0	0	0	0	0	187	633
9:45 AM	3	50	0	0	0	62	8	1	7	0	4	0	0	0	0	0	135	594

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	128	0	0	0	712	16	8	12	0	24	0	0	0	0	0	912
Heavy Trucks	0	12	0		0	16	0		0	0	0		0	0	0		28
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

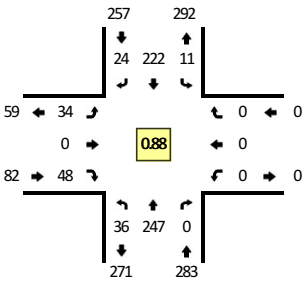
Type of peak hour being reported: Intersection Peak

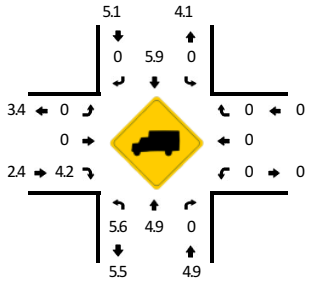
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr W -- Royal St (Round 3)
CITY/STATE: Park City, UT

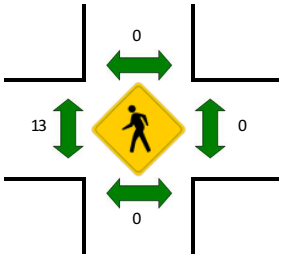
QC JOB #: 16467097
DATE: Sat, Feb 24 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

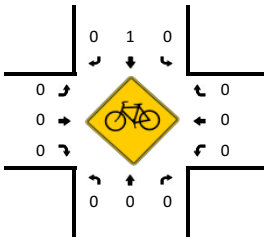


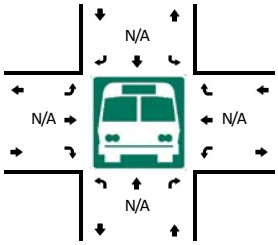


TRUE DATA TO IMPROVE MOBILITY

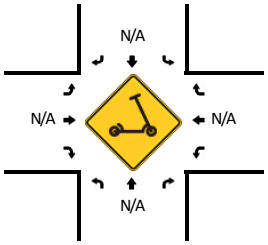












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	56	0	0	0	61	8	1	6	0	12	0	0	0	0	0	145	
3:45 PM	10	63	0	1	0	65	8	2	7	0	20	0	0	0	0	0	176	
4:00 PM	6	54	0	0	0	52	10	3	10	0	10	0	0	0	0	0	145	
4:15 PM	8	59	0	0	0	49	2	3	14	0	9	0	0	0	0	0	144	610
4:30 PM	11	71	0	0	0	56	4	3	3	0	9	0	0	0	0	0	157	622
4:45 PM	6	52	0	0	0	50	5	0	7	0	11	0	0	0	0	0	131	577
5:00 PM	6	37	0	0	0	45	4	2	9	0	9	0	0	0	0	0	112	544
5:15 PM	3	31	0	0	0	33	4	1	11	0	8	0	0	0	0	0	91	491

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	252	0	4	0	260	32	8	28	0	80	0	0	0	0	0	704
Heavy Trucks	4	16	0		0	16	0		0	0	4		0	0	0		40
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

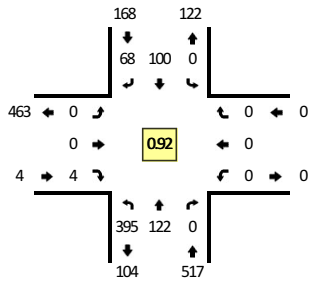
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 16467098

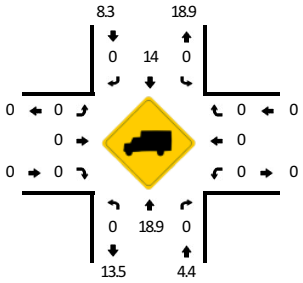
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

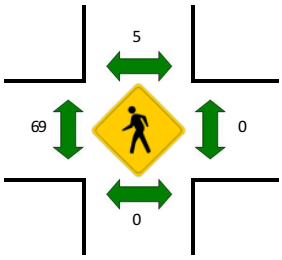
Peak-Hour: 8:30 AM -- 9:30 AM

Peak 15-Min: 8:30 AM -- 8:45 AM

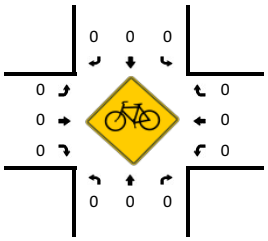


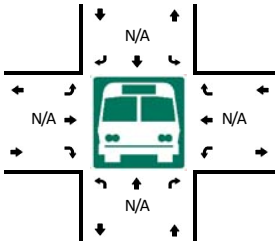




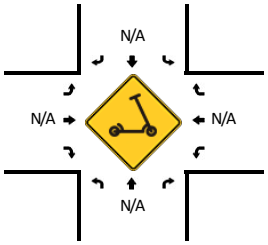












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	4	16	0	0	0	71	7	0	0	0	1	0	0	0	0	0	99	
8:15 AM	19	16	0	0	0	57	5	0	0	0	2	0	0	0	0	0	99	
8:30 AM	121	23	0	0	0	23	20	0	0	0	1	0	0	0	0	0	188	
8:45 AM	104	31	0	0	0	24	22	0	0	0	1	0	0	0	0	0	182	568
9:00 AM	86	42	0	0	0	24	15	0	0	0	2	0	0	0	0	0	169	638
9:15 AM	84	26	0	0	0	29	11	0	0	0	0	0	0	0	0	0	150	689
9:30 AM	38	40	0	0	0	18	19	0	2	0	2	0	0	0	0	0	119	620
9:45 AM	46	30	0	0	0	50	7	0	0	0	2	0	0	0	0	0	135	573

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	484	92	0	0	0	92	80	0	0	0	4	0	0	0	0	0	752
Heavy Trucks	0	24	0		0	12	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				36				0			36
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

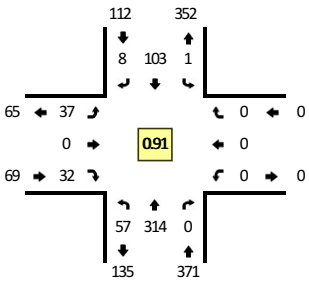
Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

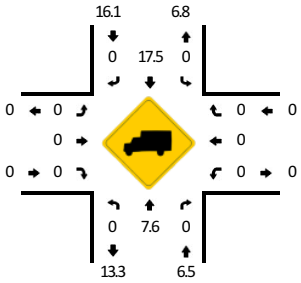
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

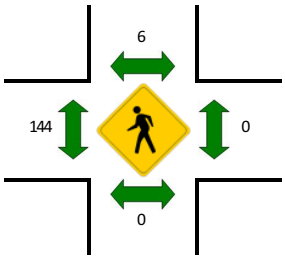
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 16467099
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

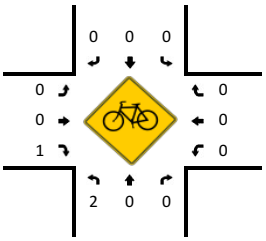


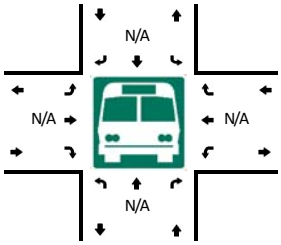




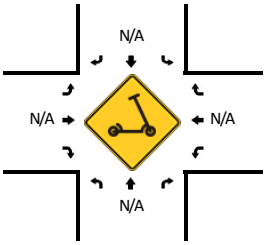












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	8	66	0	0	0	27	0	0	3	0	6	0	0	0	0	0	110	
3:45 PM	17	65	0	0	0	26	0	0	11	0	7	0	0	0	0	0	126	
4:00 PM	17	83	0	0	0	20	2	0	6	0	7	0	0	0	0	0	135	
4:15 PM	14	81	0	0	0	24	2	1	8	0	10	0	0	0	0	0	140	511
4:30 PM	9	85	0	0	0	33	4	0	12	0	8	0	0	0	0	0	151	552
4:45 PM	5	62	0	0	0	27	4	0	7	0	12	0	0	0	0	0	117	543
5:00 PM	11	64	0	0	0	20	3	1	2	0	6	0	0	0	0	0	107	515
5:15 PM	11	39	0	0	0	16	5	0	4	0	7	0	0	0	0	0	82	457

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	340	0	0	0	132	16	0	48	0	32	0	0	0	0	0	604
Heavy Trucks	0	20	0		0	16	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				4				176				0			180
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

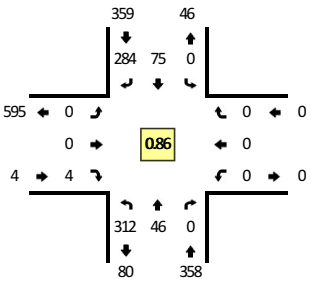
Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

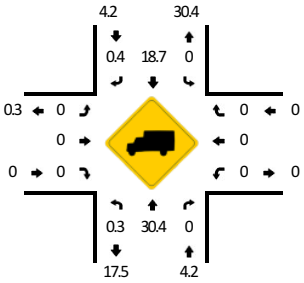
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

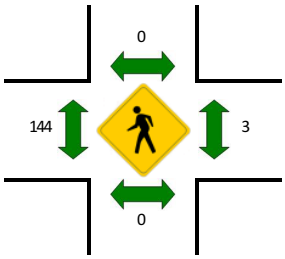
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 164670100
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 24 2024

Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

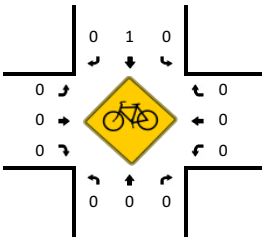


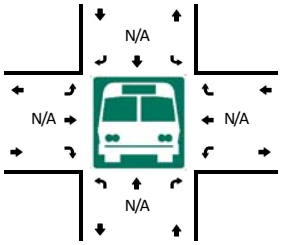




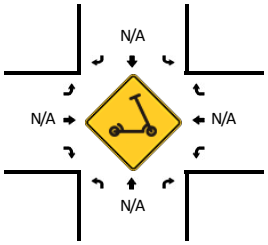












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	10	0	0	0	62	22	0	0	0	0	0	0	0	0	0	96	
8:15 AM	89	18	0	1	0	30	70	0	0	0	1	0	0	0	0	0	209	
8:30 AM	81	11	0	0	0	18	80	0	0	0	2	0	0	0	0	0	192	
8:45 AM	79	9	0	0	0	13	72	0	0	0	0	0	0	0	0	0	173	670
9:00 AM	62	8	0	0	0	14	62	0	0	0	1	0	0	0	0	0	147	721
9:15 AM	29	6	0	0	0	26	34	0	1	0	0	0	0	0	0	0	96	608
9:30 AM	17	77	0	0	0	46	1	0	1	0	4	0	0	0	0	0	146	562
9:45 AM	5	64	0	0	0	31	1	0	0	0	2	0	0	0	0	0	103	492

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	356	72	0	4	0	120	280	0	0	0	4	0	0	0	0	0	836
Heavy Trucks	0	28	0		0	24	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				56				0			56
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

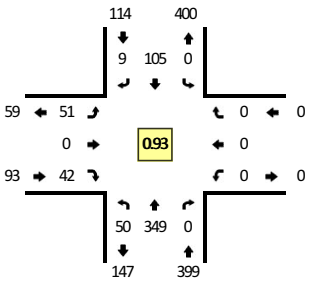
Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

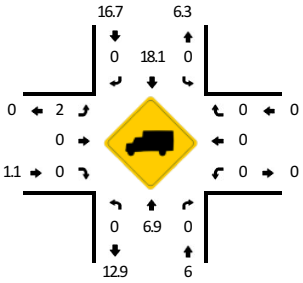
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

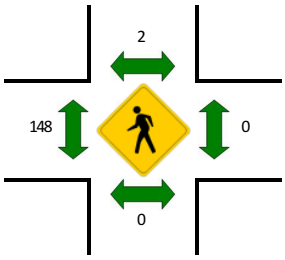
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 164670101
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 24 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

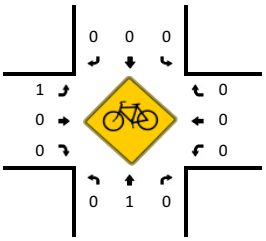


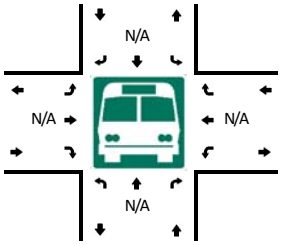




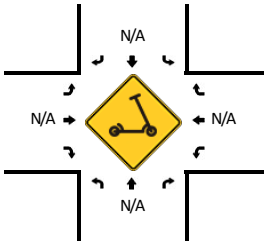












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	5	80	0	0	0	19	3	0	13	0	6	0	0	0	0	0	126	
3:45 PM	8	69	0	0	0	32	6	0	16	0	13	0	0	0	0	0	144	
4:00 PM	19	100	0	0	0	21	0	0	15	0	8	0	0	0	0	0	163	
4:15 PM	11	90	0	0	0	25	1	0	12	0	10	0	0	0	0	0	149	582
4:30 PM	12	90	0	0	0	27	2	0	8	0	11	0	0	0	0	0	150	606
4:45 PM	11	52	0	0	0	19	3	1	8	0	2	0	0	0	0	0	96	558
5:00 PM	13	47	0	0	0	13	5	0	1	0	5	0	0	0	0	0	84	479
5:15 PM	8	48	0	0	0	13	4	0	2	0	3	0	0	0	0	0	78	408

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	400	0	0	0	84	0	0	60	0	32	0	0	0	0	0	652
Heavy Trucks	0	28	0		0	16	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				108				0			108
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Attachment C: Model Outputs

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	122	119	97.5%	1.2	0.6	A
	Right Turn	35	33	94.6%	3.3	1.7	A
	Subtotal	157	152	96.9%	1.7	0.7	A
SB	Left Turn	346	349	100.8%	2.0	0.5	A
	Through	607	591	97.4%	0.7	0.1	A
	Right Turn						
	Subtotal	953	940	98.6%	1.2	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	12	11	92.5%	18.6	10.2	C
	Through						
	Right Turn	200	192	96.1%	9.1	1.6	A
	Subtotal	212	203	95.8%	9.5	1.8	A
Total		1,322	1,295	98.0%	2.4	0.3	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	1	1	70.0%	0.0	0.0	A
	Through						
	Right Turn	15	15	102.0%	8.7	2.4	A
	Subtotal	16	16	100.0%	8.7	2.4	A
EB	Left Turn	16	17	103.8%	2.2	1.3	A
	Through	365	365	100.0%	1.0	0.4	A
	Right Turn						
	Subtotal	381	382	100.1%	1.0	0.4	A
WB	Left Turn						
	Through	197	189	95.9%	1.7	0.5	A
	Right Turn	1	1	90.0%	0.2	0.3	A
	Subtotal	198	190	95.9%	1.7	0.5	A
Total		595	587	98.7%	1.5	0.3	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	36	33	90.6%	10.5	3.1	B
	Through						
	Right Turn	70	74	105.0%	6.2	0.8	A
	Subtotal	106	106	100.1%	7.6	1.3	A
EB	Left Turn	37	39	104.6%	5.6	1.6	A
	Through	327	324	99.0%	7.3	2.0	A
	Right Turn						
	Subtotal	364	362	99.5%	7.2	1.9	A
WB	Left Turn						
	Through	109	98	90.2%	0.7	0.1	A
	Right Turn	18	17	96.1%	0.5	0.1	A
	Subtotal	127	116	91.0%	0.6	0.1	A
Total		597	584	97.8%	6.0	1.2	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	97	86	88.5%	0.3	0.2	A
	Right Turn	13	12	90.8%	0.5	0.2	A
	Subtotal	110	98	88.7%	0.4	0.2	A
SB	Left Turn	33	30	90.6%	5.9	3.7	A
	Through	331	327	98.7%	4.2	1.2	A
	Right Turn						
	Subtotal	364	357	98.0%	4.4	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	39	39	99.7%	10.9	5.8	B
	Through						
	Right Turn	37	37	99.7%	6.1	2.2	A
	Subtotal	76	76	99.7%	8.4	3.3	A
Total		550	530	96.4%	4.2	1.2	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	176	170	96.4%	66.1	44.5	F
	Through	80	71	89.0%	56.8	44.4	F
	Right Turn						
	Subtotal	256	241	94.1%	63.1	44.1	F
SB	Left Turn						
	Through	246	243	98.6%	7.2	1.5	A
	Right Turn	142	140	98.3%	12.5	2.5	B
	Subtotal	388	382	98.5%	9.2	1.7	A
EB	Left Turn						
	Through						
	Right Turn	1	0	0.0%	0.0	0.0	A
	Subtotal	1	0	0.0%	0.0	0.0	A
WB	Left Turn						
	Through						
	Right Turn	4	2	57.5%	6.0	1.1	A
	Subtotal	4	2	57.5%	6.0	1.1	A
Total		649	625	96.4%	31.3	22.5	D

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	13	105.0%	4.9	5.0	A
	Through	112	109	97.5%	2.5	0.9	A
	Right Turn						
	Subtotal	124	122	98.2%	2.9	1.3	A
SB	Left Turn	3	1	33.3%	5.5	5.2	A
	Through	563	545	96.7%	2.6	0.3	A
	Right Turn	16	17	103.8%	2.7	2.8	A
	Subtotal	582	562	96.6%	2.6	0.3	A
EB	Left Turn	18	18	102.2%	13.1	5.5	B
	Through						
	Right Turn	27	25	94.1%	9.9	3.6	A
	Subtotal	45	44	97.3%	11.1	3.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		751	728	96.9%	3.2	0.4	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	133	129	96.6%	0.3	0.1	A
	Right Turn						
	Subtotal	133	129	96.6%	0.3	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	12	12	102.5%	9.2	1.0	A
	Subtotal	12	12	102.5%	9.2	1.0	A
Total		145	141	97.1%	0.8	0.2	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	4	4	92.5%	17.0	13.8	C
	Through						
	Right Turn	9	9	103.3%	13.4	2.9	B
	Subtotal	13	13	100.0%	13.8	3.6	B
SB	Left Turn	8	9	116.3%	15.7	8.2	C
	Through						
	Right Turn	10	9	88.0%	6.4	2.4	A
	Subtotal	18	18	100.6%	11.4	4.3	B
EB	Left Turn	6	7	116.7%	7.6	7.1	A
	Through	936	922	98.5%	5.4	0.9	A
	Right Turn	4	3	65.0%	1.0	2.1	A
	Subtotal	946	932	98.5%	5.4	0.9	A
WB	Left Turn	1	1	70.0%	1.8	3.8	A
	Through	316	305	96.4%	0.6	0.4	A
	Right Turn	5	6	110.0%	0.3	0.2	A
	Subtotal	322	311	96.5%	0.6	0.5	A
Total		1,299	1,274	98.0%	4.4	0.7	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	166	165	99.2%	66.3	37.1	F
	Right Turn	83	83	100.2%	60.3	31.9	F
	Subtotal	249	248	99.5%	64.6	34.9	F
SB	Left Turn	899	888	98.8%	12.4	3.0	B
	Through	342	329	96.1%	4.0	0.7	A
	Right Turn	7	14	200.0%	4.2	1.9	A
	Subtotal	1,248	1,230	98.6%	10.1	2.3	B
EB	Left Turn	7	4	57.1%	133.6	91.5	F
	Through	15	15	97.3%	111.3	55.4	F
	Right Turn	5	6	120.0%	126.1	60.6	F
	Subtotal	27	25	91.1%	119.1	54.5	F
WB	Left Turn	45	45	98.9%	6.7	2.0	A
	Through	18	10	57.2%	8.5	2.0	A
	Right Turn	298	288	96.5%	5.3	0.7	A
	Subtotal	361	343	94.9%	5.5	0.8	A
Total		1,885	1,845	97.9%	17.4	5.0	C

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	498	510	102.5%	57.6	4.6	F
	Right Turn	19	18	96.8%	55.1	14.3	F
	Subtotal	517	529	102.3%	57.6	4.7	F
SB	Left Turn	180	179	99.7%	6.6	1.1	A
	Through	241	233	96.7%	0.4	0.1	A
	Right Turn						
	Subtotal	421	412	98.0%	3.1	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	22	98.6%	52.3	5.5	F
	Through						
	Right Turn	418	406	97.2%	48.6	4.6	E
	Subtotal	440	428	97.3%	48.7	4.3	E
Total		1,378	1,369	99.4%	39.1	1.3	E

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	4	4	97.5%	4.4	7.8	A
	Through						
	Right Turn	25	25	99.6%	17.5	4.3	C
	Subtotal	29	29	99.3%	17.2	4.2	C
EB	Left Turn	17	17	98.2%	3.0	4.3	A
	Through	182	181	99.3%	1.1	0.8	A
	Right Turn						
	Subtotal	199	198	99.2%	1.2	0.9	A
WB	Left Turn						
	Through	415	406	97.8%	228.6	35.3	F
	Right Turn	6	5	90.0%	160.1	112.9	F
	Subtotal	421	411	97.6%	228.5	35.0	F
Total		649	637	98.2%	150.2	25.6	F

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	95.3%	10.8	8.6	B
	Through						
	Right Turn	59	59	100.3%	6.6	1.1	A
	Subtotal	74	74	99.3%	7.2	1.0	A
EB	Left Turn	60	61	100.8%	6.2	3.8	A
	Through	125	122	97.2%	5.3	2.2	A
	Right Turn						
	Subtotal	185	182	98.4%	5.6	2.3	A
WB	Left Turn						
	Through	407	398	97.7%	0.5	0.1	A
	Right Turn	38	38	100.5%	0.5	0.0	A
	Subtotal	445	436	98.0%	0.5	0.1	A
Total		704	691	98.2%	2.6	0.7	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	394	388	98.4%	1.8	0.8	A
	Right Turn	57	56	98.1%	1.3	0.5	A
	Subtotal	451	444	98.3%	1.7	0.7	A
SB	Left Turn	48	46	94.8%	6.2	3.5	A
	Through	96	92	96.3%	3.3	1.3	A
	Right Turn						
	Subtotal	144	138	95.8%	4.2	1.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	23	25	107.8%	8.8	2.3	A
	Through						
	Right Turn	53	51	96.4%	7.9	1.4	A
	Subtotal	76	76	99.9%	8.3	1.5	A
Total		671	657	98.0%	3.0	0.7	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	72	102.3%	4.1	2.1	A
	Through	343	339	98.7%	1.3	0.5	A
	Right Turn						
	Subtotal	413	410	99.3%	1.8	0.7	A
SB	Left Turn						
	Through	95	90	95.1%	2.7	1.1	A
	Right Turn	11	13	113.6%	3.3	4.0	A
	Subtotal	106	103	97.0%	2.9	1.1	A
EB	Left Turn	34	34	99.1%	13.9	1.7	B
	Through						
	Right Turn	39	38	98.5%	10.5	0.7	B
	Subtotal	73	72	98.8%	12.2	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		592	585	98.8%	3.2	0.4	A

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	39	38	97.2%	3.6	1.2	A
	Through	240	232	96.5%	2.3	0.5	A
	Right Turn						
	Subtotal	279	270	96.6%	2.5	0.4	A
SB	Left Turn	6	6	93.3%	4.3	3.0	A
	Through	274	267	97.5%	2.2	0.6	A
	Right Turn	27	25	93.0%	1.9	1.8	A
	Subtotal	307	298	97.0%	2.2	0.6	A
EB	Left Turn	29	28	96.9%	10.7	4.1	B
	Through						
	Right Turn	40	40	99.3%	7.0	1.0	A
	Subtotal	69	68	98.3%	8.3	1.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		655	635	97.0%	3.0	0.3	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	275	265	96.5%	6.7	5.7	A
	Right Turn						
	Subtotal	275	265	96.5%	6.7	5.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	325	323	99.3%	71.8	63.8	F
	Subtotal	325	323	99.3%	71.8	63.8	F
Total		600	588	98.0%	42.6	36.2	E

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	10	98.0%	17.8	25.4	C
	Through						
	Right Turn	1	1	100.0%	0.7	2.2	A
	Subtotal	11	11	98.2%	13.6	12.4	B
SB	Left Turn	3	4	136.7%	38.9	22.6	E
	Through	1	1	80.0%	3.9	7.2	A
	Right Turn	4	3	85.0%	17.5	14.7	C
	Subtotal	8	8	103.8%	31.6	9.7	D
EB	Left Turn	3	3	90.0%	20.1	34.6	C
	Through	417	409	98.0%	7.0	8.6	A
	Right Turn	16	16	99.4%	13.9	25.9	B
	Subtotal	436	427	98.0%	7.6	9.6	A
WB	Left Turn	3	2	56.7%	1.2	2.4	A
	Through	903	906	100.3%	0.6	0.3	A
	Right Turn	10	8	80.0%	0.3	0.1	A
	Subtotal	916	916	99.9%	0.6	0.3	A
Total		1,371	1,362	99.3%	3.1	2.8	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	500	487	97.3%	155.7	98.9	F
	Right Turn	49	50	101.8%	133.1	97.0	F
	Subtotal	551	536	97.4%	153.3	98.5	F
SB	Left Turn	680	650	95.6%	8.1	1.0	A
	Through	413	396	95.9%	4.1	0.6	A
	Right Turn	3	6	186.7%	6.7	5.8	A
	Subtotal	1,096	1,052	95.9%	6.6	0.8	A
EB	Left Turn	8	4	50.0%	47.1	29.9	E
	Through	17	16	95.3%	32.8	21.2	D
	Right Turn	4	7	175.0%	21.4	19.4	C
	Subtotal	29	27	93.8%	31.6	14.4	D
WB	Left Turn	80	73	91.1%	35.6	7.9	E
	Through	18	10	54.4%	28.3	17.8	D
	Right Turn	838	848	101.2%	15.8	3.4	C
	Subtotal	936	931	99.5%	17.6	3.8	C
Total		2,612	2,546	97.5%	41.8	18.7	E

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	125	122	97.9%	1.8	1.0	A
	Right Turn	40	36	89.3%	4.9	4.8	A
	Subtotal	165	158	95.8%	2.5	1.9	A
SB	Left Turn	350	356	101.6%	2.3	0.5	A
	Through	610	593	97.2%	0.8	0.1	A
	Right Turn						
	Subtotal	960	948	98.8%	1.4	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	15	14	93.3%	14.9	8.9	B
	Through						
	Right Turn	205	195	95.1%	9.9	1.2	A
	Subtotal	220	209	95.0%	10.4	1.6	B
Total		1,345	1,315	97.8%	2.8	0.2	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	5	90.0%	8.5	6.5	A
	Through						
	Right Turn	15	14	96.0%	6.9	3.6	A
	Subtotal	20	19	94.5%	8.6	2.4	A
EB	Left Turn	20	21	102.5%	1.6	1.2	A
	Through	370	371	100.2%	0.8	0.4	A
	Right Turn						
	Subtotal	390	391	100.3%	0.8	0.4	A
WB	Left Turn						
	Through	205	195	95.1%	1.1	0.3	A
	Right Turn	5	4	74.0%	0.6	1.4	A
	Subtotal	210	199	94.6%	1.1	0.3	A
Total		620	609	98.2%	1.0	0.3	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	37	91.3%	10.7	2.8	B
	Through						
	Right Turn	70	71	101.7%	7.6	1.3	A
	Subtotal	110	108	97.9%	8.7	1.7	A
EB	Left Turn	40	42	104.0%	6.1	5.4	A
	Through	330	329	99.8%	7.6	2.7	A
	Right Turn						
	Subtotal	370	371	100.2%	7.5	2.9	A
WB	Left Turn						
	Through	110	99	90.1%	0.5	0.2	A
	Right Turn	20	19	94.5%	0.5	0.1	A
	Subtotal	130	118	90.8%	0.5	0.2	A
Total		610	597	97.8%	6.5	1.8	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	100	88	88.3%	0.5	0.3	A
	Right Turn	15	15	97.3%	1.0	0.8	A
	Subtotal	115	103	89.5%	0.6	0.3	A
SB	Left Turn	35	35	99.7%	4.2	3.7	A
	Through	335	330	98.5%	4.2	1.5	A
	Right Turn						
	Subtotal	370	365	98.6%	4.2	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.3%	10.3	7.4	B
	Through						
	Right Turn	40	40	99.8%	6.1	0.8	A
	Subtotal	80	78	97.5%	8.4	4.1	A
Total		565	546	96.6%	4.1	1.5	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	173	95.8%	72.3	46.1	F
	Through	80	71	88.9%	63.8	44.0	F
	Right Turn						
	Subtotal	260	244	93.7%	69.6	45.0	F
SB	Left Turn						
	Through	250	250	100.2%	7.5	2.4	A
	Right Turn	145	140	96.4%	11.9	3.0	B
	Subtotal	395	390	98.8%	9.1	2.5	A
EB	Left Turn						
	Through						
	Right Turn	5	5	106.0%	10.4	1.6	B
	Subtotal	5	5	106.0%	10.4	1.6	B
WB	Left Turn						
	Through						
	Right Turn	5	3	66.0%	6.0	1.2	A
	Subtotal	5	3	66.0%	6.0	1.2	A
Total		665	642	96.6%	33.3	20.7	D

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	15	101.3%	4.9	4.5	A
	Through	115	113	98.2%	2.4	0.6	A
	Right Turn						
	Subtotal	130	128	98.5%	2.9	0.8	A
SB	Left Turn	5	4	80.0%	5.9	7.2	A
	Through	565	545	96.5%	2.8	0.3	A
	Right Turn	20	21	102.5%	2.6	1.6	A
	Subtotal	590	570	96.6%	2.8	0.3	A
EB	Left Turn	20	20	101.0%	12.8	5.8	B
	Through						
	Right Turn	30	29	95.0%	8.9	4.6	A
	Subtotal	50	49	97.4%	10.9	3.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		770	747	97.0%	3.2	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	140	137	97.6%	0.3	0.1	A
	Right Turn						
	Subtotal	140	137	97.6%	0.3	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	15	14	94.7%	9.4	0.7	A
	Subtotal	15	14	94.7%	9.4	0.7	A
Total		155	151	97.3%	0.9	0.2	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	84.0%	6.6	12.2	A
	Through						
	Right Turn	10	10	98.0%	7.2	6.7	A
	Subtotal	15	14	93.3%	12.9	10.1	B
SB	Left Turn	10	10	99.0%	16.7	6.4	C
	Through						
	Right Turn	10	8	83.0%	7.9	3.2	A
	Subtotal	20	18	91.0%	12.9	5.6	B
EB	Left Turn	10	10	99.0%	3.9	2.9	A
	Through	940	929	98.8%	4.8	0.4	A
	Right Turn	5	5	100.0%	3.0	4.0	A
	Subtotal	955	944	98.8%	4.8	0.4	A
WB	Left Turn	5	6	116.0%	11.5	8.3	B
	Through	320	306	95.6%	1.1	0.7	A
	Right Turn	5	5	102.0%	0.8	1.3	A
	Subtotal	330	317	96.0%	1.3	0.7	A
Total		1,320	1,293	97.9%	4.2	0.4	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	170	169	99.4%	66.5	32.5	F
	Right Turn	85	85	99.4%	52.2	23.4	F
	Subtotal	255	253	99.4%	61.9	28.9	F
SB	Left Turn	910	900	98.9%	9.6	1.9	A
	Through	345	333	96.6%	4.0	0.7	A
	Right Turn	7	14	200.0%	4.6	2.2	A
	Subtotal	1,262	1,248	98.9%	8.0	1.3	A
EB	Left Turn	7	4	57.1%	51.7	33.3	F
	Through	15	16	107.3%	72.6	21.5	F
	Right Turn	5	6	120.0%	78.4	38.0	F
	Subtotal	27	26	96.7%	69.8	20.9	F
WB	Left Turn	45	43	94.7%	9.3	2.3	A
	Through	18	11	62.8%	11.0	4.0	B
	Right Turn	300	290	96.6%	5.8	1.7	A
	Subtotal	363	344	94.7%	6.4	1.4	A
Total		1,907	1,871	98.1%	16.6	4.9	C

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	500	512	102.3%	56.0	7.3	F
	Right Turn	20	19	94.5%	54.1	8.8	F
	Subtotal	520	531	102.0%	56.0	7.2	F
SB	Left Turn	185	183	98.7%	8.2	2.7	A
	Through	245	234	95.6%	0.5	0.1	A
	Right Turn						
	Subtotal	430	417	97.0%	3.9	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	24	94.4%	53.8	8.1	F
	Through						
	Right Turn	420	404	96.3%	49.3	4.7	E
	Subtotal	445	428	96.2%	49.5	4.8	E
Total		1,395	1,375	98.6%	38.9	2.5	E

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	4	88.0%	5.8	8.5	A
	Through						
	Right Turn	25	25	98.0%	16.7	4.3	C
	Subtotal	30	29	96.3%	16.3	4.6	C
EB	Left Turn	20	20	101.5%	3.2	2.1	A
	Through	185	181	98.0%	0.7	0.5	A
	Right Turn						
	Subtotal	205	202	98.3%	1.0	0.6	A
WB	Left Turn						
	Through	420	407	96.8%	195.2	66.3	F
	Right Turn	10	8	84.0%	204.9	59.1	F
	Subtotal	430	415	96.5%	195.3	66.1	F
Total		665	646	97.1%	127.8	44.6	F

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	94.7%	9.9	3.2	A
	Through						
	Right Turn	60	59	99.0%	7.0	1.2	A
	Subtotal	75	74	98.1%	7.6	1.4	A
EB	Left Turn	60	58	96.8%	9.4	2.7	A
	Through	125	123	98.3%	6.4	1.6	A
	Right Turn						
	Subtotal	185	181	97.8%	7.3	1.4	A
WB	Left Turn						
	Through	410	398	97.0%	0.5	0.1	A
	Right Turn	40	40	100.0%	0.6	0.0	A
	Subtotal	450	438	97.2%	0.5	0.1	A
Total		710	692	97.5%	2.9	0.5	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	395	386	97.7%	1.0	0.1	A
	Right Turn	60	59	98.3%	1.2	0.3	A
	Subtotal	455	445	97.8%	1.0	0.1	A
SB	Left Turn	50	50	100.0%	6.8	2.4	A
	Through	100	95	95.0%	4.9	1.5	A
	Right Turn						
	Subtotal	150	145	96.7%	5.4	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	26	105.2%	9.6	3.4	A
	Through						
	Right Turn	55	52	94.9%	8.5	2.4	A
	Subtotal	80	79	98.1%	8.9	2.6	A
Total		685	669	97.6%	3.0	0.5	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	70	71	101.0%	3.8	1.2	A
	Through	345	338	98.0%	1.5	0.4	A
	Right Turn						
	Subtotal	415	409	98.5%	1.9	0.4	A
SB	Left Turn						
	Through	95	90	94.5%	3.2	1.4	A
	Right Turn	15	14	94.7%	6.7	5.3	A
	Subtotal	110	104	94.5%	3.7	1.6	A
EB	Left Turn	35	34	98.0%	13.8	1.3	B
	Through						
	Right Turn	40	39	97.3%	10.3	0.5	B
	Subtotal	75	73	97.6%	12.0	0.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		600	586	97.7%	3.4	0.4	A

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	40	40	100.0%	3.7	1.2	A
	Through	240	231	96.2%	2.2	0.5	A
	Right Turn						
	Subtotal	280	271	96.7%	2.4	0.5	A
SB	Left Turn	10	11	108.0%	1.5	1.5	A
	Through	275	264	96.0%	2.3	0.5	A
	Right Turn	30	27	89.3%	1.9	1.1	A
	Subtotal	315	302	95.8%	2.2	0.4	A
EB	Left Turn	30	29	95.0%	12.2	2.9	B
	Through						
	Right Turn	40	39	98.3%	7.2	1.4	A
	Subtotal	70	68	96.9%	9.0	1.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		665	640	96.3%	3.0	0.3	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	280	270	96.3%	6.5	5.0	A
	Right Turn						
	Subtotal	280	270	96.3%	6.5	5.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	330	325	98.5%	88.1	69.1	F
	Subtotal	330	325	98.5%	88.1	69.1	F
Total		610	595	97.5%	50.9	37.6	F

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	8	79.0%	11.7	5.2	B
	Through						
	Right Turn	5	5	100.0%	3.4	4.4	A
	Subtotal	15	13	86.0%	10.4	3.1	B
SB	Left Turn	5	6	120.0%	67.9	33.0	F
	Through	5	4	88.0%	26.4	12.6	D
	Right Turn	5	4	72.0%	29.1	17.6	D
	Subtotal	15	14	93.3%	45.3	17.3	E
EB	Left Turn	5	5	104.0%	15.0	18.8	B
	Through	420	407	96.8%	4.7	2.5	A
	Right Turn	20	20	101.0%	4.2	3.4	A
	Subtotal	445	432	97.1%	4.8	2.8	A
WB	Left Turn	5	4	78.0%	0.2	0.4	A
	Through	905	904	99.9%	0.6	0.2	A
	Right Turn	10	8	76.0%	0.3	0.0	A
	Subtotal	920	915	99.5%	0.6	0.2	A
Total		1,395	1,374	98.5%	2.8	0.9	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	505	480	95.0%	242.1	122.8	F
	Right Turn	50	49	98.8%	220.3	126.5	F
	Subtotal	557	529	95.0%	239.8	123.1	F
SB	Left Turn	690	659	95.5%	9.2	2.2	A
	Through	415	397	95.7%	4.1	0.9	A
	Right Turn	3	6	190.0%	5.6	2.6	A
	Subtotal	1,108	1,062	95.8%	7.3	1.4	A
EB	Left Turn	8	4	50.0%	31.2	15.5	D
	Through	17	16	93.5%	37.1	23.7	E
	Right Turn	4	7	175.0%	28.9	17.6	D
	Subtotal	29	27	92.8%	33.7	16.7	D
WB	Left Turn	80	75	93.4%	37.1	10.3	E
	Through	18	10	56.1%	37.5	24.6	E
	Right Turn	845	850	100.6%	19.1	8.9	C
	Subtotal	943	935	99.1%	20.9	9.3	C
Total		2,637	2,553	96.8%	61.0	23.9	F

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	135	125	92.4%	22.4	3.9	C
	Right Turn	40	36	90.5%	17.5	8.9	B
	Subtotal	175	161	91.9%	21.3	4.1	C
SB	Left Turn	348	351	100.8%	8.6	2.0	A
	Through	582	557	95.7%	7.4	1.7	A
	Right Turn						
	Subtotal	930	908	97.6%	7.9	1.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	15	14	95.3%	31.6	18.5	C
	Through						
	Right Turn	239	215	89.9%	5.1	0.7	A
	Subtotal	254	229	90.2%	6.7	1.7	A
Total		1,359	1,298	95.5%	9.7	1.3	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	5	90.0%	8.2	5.5	A
	Through						
	Right Turn	15	14	96.0%	5.7	2.7	A
	Subtotal	20	19	94.5%	7.9	2.4	A
EB	Left Turn	20	18	91.5%	1.3	1.0	A
	Through	368	369	100.4%	1.3	0.8	A
	Right Turn						
	Subtotal	388	388	99.9%	1.3	0.8	A
WB	Left Turn						
	Through	239	215	89.9%	0.9	0.2	A
	Right Turn	5	4	78.0%	0.4	0.6	A
	Subtotal	244	219	89.7%	0.9	0.2	A
Total		652	625	95.9%	1.2	0.5	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	37	91.3%	8.1	1.7	A
	Through						
	Right Turn	70	71	101.7%	6.1	0.4	A
	Subtotal	110	108	97.9%	6.8	0.7	A
EB	Left Turn	40	43	107.5%	4.6	4.4	A
	Through	328	324	98.6%	5.5	1.8	A
	Right Turn						
	Subtotal	368	367	99.6%	5.3	1.8	A
WB	Left Turn						
	Through	144	109	76.0%	0.1	0.1	A
	Right Turn	20	18	88.5%	0.5	0.1	A
	Subtotal	164	127	77.5%	0.2	0.1	A
Total		642	601	93.7%	4.4	1.2	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	134	97	72.2%	0.2	0.1	A
	Right Turn	15	14	90.0%	0.5	0.1	A
	Subtotal	149	110	74.0%	0.2	0.1	A
SB	Left Turn	35	35	101.1%	2.1	0.6	A
	Through	333	326	97.8%	3.6	0.9	A
	Right Turn						
	Subtotal	368	361	98.1%	3.5	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.3%	6.9	1.1	A
	Through						
	Right Turn	40	40	99.5%	6.4	1.1	A
	Subtotal	80	78	97.4%	6.7	0.9	A
Total		597	549	92.0%	3.4	0.5	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	175	150	85.9%	7.6	1.0	A
	Through	147	114	77.3%	7.3	0.4	A
	Right Turn						
	Subtotal	322	264	82.0%	7.5	0.6	A
SB	Left Turn						
	Through	106	100	94.5%	24.7	9.1	C
	Right Turn	165	163	99.0%	21.2	6.5	C
	Subtotal	271	264	97.2%	22.6	7.3	C
EB	Left Turn	6	5	90.0%	5.8	3.9	A
	Through						
	Right Turn						
	Subtotal	6	5	90.0%	5.8	3.9	A
WB	Left Turn						
	Through						
	Right Turn	5	3	58.0%	6.4	0.9	A
	Subtotal	5	3	58.0%	6.4	0.9	A
Total		604	536	88.7%	15.4	4.3	C

Intersection 6 **Deer Valley Drive West/Royal Street-Hotel Access** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	29	28	96.9%	0.0	0.1	A
	Through	267	242	90.6%	0.1	0.0	A
	Right Turn	35	33	95.4%	0.1	0.0	A
	Subtotal	331	303	91.6%	0.1	0.0	A
EB	Left Turn	20	20	102.0%	7.8	1.1	A
	Through						
	Right Turn	30	28	94.7%	8.4	1.2	A
	Subtotal	50	49	97.6%	8.2	0.9	A
WB	Left Turn						
	Through						
	Right Turn	13	12	92.3%	6.0	0.2	A
	Subtotal	13	12	92.3%	6.0	0.2	A
Total		394	364	92.4%	1.4	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	33	32	97.3%	2.5	1.5	A
	Right Turn						
	Subtotal	33	32	97.3%	2.5	1.5	A
SB	Left Turn	253	238	94.1%	4.0	0.9	A
	Through	309	287	92.9%	3.8	0.6	A
	Right Turn						
	Subtotal	562	525	93.5%	3.9	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	22	100.5%	3.2	1.6	A
	Through						
	Right Turn	127	121	95.1%	1.2	0.3	A
	Subtotal	149	143	95.9%	1.5	0.3	A
Total		744	700	94.1%	3.3	0.5	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	84.0%	9.6	5.6	A
	Through						
	Right Turn	10	10	98.0%	11.5	7.7	B
	Subtotal	15	14	93.3%	12.7	5.1	B
SB	Left Turn	10	10	98.0%	17.9	9.8	C
	Through						
	Right Turn	10	8	83.0%	5.0	0.8	A
	Subtotal	20	18	90.5%	12.9	6.3	B
EB	Left Turn	10	11	105.0%	3.7	2.6	A
	Through	910	891	97.9%	6.3	1.9	A
	Right Turn	5	5	102.0%	5.5	6.4	A
	Subtotal	925	907	98.0%	6.3	1.9	A
WB	Left Turn	5	5	96.0%	9.7	7.7	A
	Through	364	330	90.6%	0.7	0.6	A
	Right Turn	5	5	94.0%	0.2	0.2	A
	Subtotal	374	339	90.7%	0.9	0.7	A
Total		1,334	1,278	95.8%	5.4	1.7	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	170	167	98.2%	46.3	26.2	E
	Right Turn	99	101	101.8%	47.1	27.3	E
	Subtotal	269	268	99.5%	46.6	25.4	E
SB	Left Turn	866	855	98.7%	12.9	3.1	B
	Through	345	334	96.8%	4.1	1.0	A
	Right Turn	7	20	278.6%	21.6	11.5	C
	Subtotal	1,218	1,209	99.2%	10.7	2.6	B
EB	Left Turn	7	4	57.1%	108.9	88.6	F
	Through	15	15	98.7%	95.4	47.0	F
	Right Turn	5	6	120.0%	120.3	82.3	F
	Subtotal	27	25	91.9%	105.8	55.4	F
WB	Left Turn	49	46	94.3%	9.1	2.6	A
	Through	18	10	57.8%	8.5	3.9	A
	Right Turn	340	309	90.8%	8.3	1.0	A
	Subtotal	407	365	89.7%	8.4	0.9	A
Total		1,921	1,866	97.1%	16.2	5.2	C

Intersection 10 **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	4	4	87.5%	10.4	2.4	B
	Through						
	Right Turn	2	2	75.0%	3.9	4.1	A
	Subtotal	6	5	83.3%	10.0	2.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	101	97	96.2%	0.2	0.1	A
	Right Turn	147	138	93.9%	0.2	0.0	A
	Subtotal	248	235	94.8%	0.2	0.0	A
WB	Left Turn	141	124	88.2%	2.8	0.7	A
	Through	145	140	96.4%	0.4	0.2	A
	Right Turn						
	Subtotal	286	264	92.3%	1.4	0.3	A
Total		540	504	93.4%	1.0	0.2	A

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	45	45	99.1%	8.9	0.6	A
	Through						
	Right Turn	4	4	97.5%	4.0	5.5	A
	Subtotal	49	49	99.0%	8.9	0.5	A
SB	Left Turn						
	Through						
	Right Turn	7	6	87.1%	9.2	3.7	A
	Subtotal	7	6	87.1%	9.2	3.7	A
EB	Left Turn						
	Through	2	2	75.0%	0.1	0.1	A
	Right Turn	101	97	96.3%	0.4	0.1	A
	Subtotal	103	99	95.9%	0.4	0.1	A
WB	Left Turn	95	92	96.9%	2.2	0.2	A
	Through	243	214	87.9%	0.7	0.1	A
	Right Turn	11	8	74.5%	0.4	0.1	A
	Subtotal	349	314	89.9%	1.1	0.1	A
Total		508	467	92.0%	1.6	0.1	A

Intersection 12 **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	42	33	79.0%	2.9	1.8	A
	Through	116	79	68.0%	0.0	0.0	A
	Right Turn						
	Subtotal	158	112	70.9%	0.9	0.5	A
SB	Left Turn						
	Through	266	260	97.7%	7.3	2.4	A
	Right Turn	107	104	97.5%	7.2	2.0	A
	Subtotal	373	364	97.6%	7.3	2.1	A
EB	Left Turn	3	3	83.3%	17.3	18.5	C
	Through						
	Right Turn	5	4	78.0%	11.7	6.3	B
	Subtotal	8	6	80.0%	20.0	7.0	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		539	483	89.5%	5.9	1.5	A

Intersection 13 **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	75	63	84.1%	1.7	0.7	A
	Through	320	264	82.5%	0.2	0.1	A
	Right Turn						
	Subtotal	395	327	82.8%	0.4	0.2	A
SB	Left Turn						
	Through	98	93	95.3%	0.0	0.0	A
	Right Turn	8	7	82.5%	0.3	0.2	A
	Subtotal	106	100	94.3%	0.0	0.0	A
EB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through						
	Right Turn						
	Subtotal	2	0	0.0%	0.0	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		503	427	84.9%	0.3	0.1	A

Intersection 14 **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	98	79	80.7%	3.9	0.4	A
	Right Turn						
	Subtotal	98	79	80.7%	3.9	0.4	A
SB	Left Turn						
	Through	98	94	96.0%	17.1	53.9	C
	Right Turn						
	Subtotal	98	94	96.0%	17.1	53.9	C
EB	Left Turn	297	248	83.5%	12.6	4.9	B
	Through						
	Right Turn						
	Subtotal	297	248	83.5%	12.6	4.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		493	421	85.4%	11.9	11.4	B

Vissim Post-Processor **Snow Park Village**
Average Results from 10 Runs **2030 Build Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	575	574	99.9%	53.7	5.8	D
	Right Turn	20	19	94.5%	47.4	17.5	D
	Subtotal	595	593	99.7%	53.6	5.4	D
SB	Left Turn	290	263	90.5%	26.6	8.4	C
	Through	299	277	92.6%	10.4	2.1	B
	Right Turn						
	Subtotal	589	539	91.6%	18.6	5.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	22	88.0%	37.4	20.6	D
	Through						
	Right Turn	395	377	95.5%	28.5	5.5	C
	Subtotal	420	399	95.1%	29.1	5.4	C
Total		1,604	1,532	95.5%	35.2	2.9	D

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	4	88.0%	3.5	3.7	A
	Through						
	Right Turn	25	25	98.4%	15.1	10.7	C
	Subtotal	30	29	96.7%	13.5	7.6	B
EB	Left Turn	20	18	89.5%	3.0	3.1	A
	Through	290	264	91.1%	1.4	0.9	A
	Right Turn						
	Subtotal	310	282	91.0%	1.5	0.9	A
WB	Left Turn						
	Through	395	376	95.2%	6.6	4.4	A
	Right Turn	10	7	73.0%	2.5	2.8	A
	Subtotal	405	383	94.7%	6.5	4.3	A
Total		745	695	93.2%	4.9	3.1	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	94.7%	8.1	2.6	A
	Through						
	Right Turn	60	60	99.2%	7.0	1.0	A
	Subtotal	75	74	98.3%	7.2	0.8	A
EB	Left Turn	60	58	96.3%	5.6	2.4	A
	Through	230	206	89.3%	4.4	1.5	A
	Right Turn						
	Subtotal	290	263	90.8%	4.7	1.3	A
WB	Left Turn						
	Through	385	318	82.5%	0.2	0.0	A
	Right Turn	40	34	85.8%	0.5	0.1	A
	Subtotal	425	352	82.8%	0.3	0.0	A
Total		790	689	87.2%	2.9	0.5	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	370	300	81.1%	0.5	0.1	A
	Right Turn	60	54	90.7%	0.5	0.1	A
	Subtotal	430	354	82.4%	0.5	0.1	A
SB	Left Turn	50	49	98.6%	4.0	1.5	A
	Through	205	180	87.7%	3.2	1.4	A
	Right Turn						
	Subtotal	255	229	89.8%	3.4	1.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	26	105.2%	7.3	1.1	A
	Through						
	Right Turn	55	52	95.3%	7.8	1.1	A
	Subtotal	80	79	98.4%	7.6	0.9	A
Total		765	662	86.5%	2.3	0.5	A

Vissim Post-Processor **Snow Park Village**
Average Results from 10 Runs **2030 Build Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	165	125	75.8%	8.0	1.3	A
	Through	238	174	73.2%	7.9	0.7	A
	Right Turn						
	Subtotal	403	299	74.3%	7.9	0.7	A
SB	Left Turn						
	Through	33	23	68.8%	13.0	9.2	B
	Right Turn	94	84	89.5%	13.2	3.2	B
	Subtotal	127	107	84.1%	14.0	3.7	B
EB	Left Turn	14	14	101.4%	5.2	2.9	A
	Through						
	Right Turn						
	Subtotal	14	14	101.4%	5.2	2.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		544	420	77.3%	9.4	1.2	A

Intersection 6 **Deer Valley Drive West/Royal Street-Hotel Access** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	30	27	90.3%	0.0	0.1	A
	Through	284	227	80.0%	0.1	0.1	A
	Right Turn	70	57	81.1%	0.2	0.1	A
	Subtotal	384	311	81.0%	0.1	0.0	A
EB	Left Turn	30	30	101.3%	8.9	1.9	A
	Through						
	Right Turn	40	37	93.3%	7.3	1.5	A
	Subtotal	70	68	96.7%	7.8	0.9	A
WB	Left Turn						
	Through						
	Right Turn	37	35	94.3%	6.4	0.4	A
	Subtotal	37	35	94.3%	6.4	0.4	A
Total		491	414	84.2%	2.1	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	67	65	96.7%	14.8	10.6	B
	Right Turn						
	Subtotal	67	65	96.7%	14.8	10.6	B
SB	Left Turn	34	63	184.4%	12.2	6.5	B
	Through	335	270	80.7%	3.7	1.5	A
	Right Turn						
	Subtotal	369	333	90.2%	5.2	1.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	49	46	93.9%	36.5	17.2	E
	Through						
	Right Turn	608	548	90.1%	42.4	19.0	E
	Subtotal	657	594	90.4%	41.9	18.7	E
Total		1,093	992	90.7%	28.0	11.8	D

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	8	79.0%	13.7	6.6	B
	Through						
	Right Turn	5	5	100.0%	3.8	6.1	A
	Subtotal	15	13	86.0%	12.4	4.6	B
SB	Left Turn	5	6	118.0%	32.9	18.4	D
	Through	5	4	88.0%	38.1	27.7	E
	Right Turn	5	4	74.0%	39.6	24.6	E
	Subtotal	15	14	93.3%	37.9	14.7	E
EB	Left Turn	5	4	80.0%	9.8	11.6	A
	Through	579	530	91.5%	5.4	3.1	A
	Right Turn	20	18	89.0%	4.1	3.7	A
	Subtotal	604	552	91.3%	5.4	3.3	A
WB	Left Turn	5	4	88.0%	7.7	8.5	A
	Through	955	940	98.4%	3.2	0.4	A
	Right Turn	10	8	75.0%	1.3	1.4	A
	Subtotal	970	952	98.1%	3.2	0.4	A
Total		1,604	1,531	95.4%	4.6	1.3	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	505	428	84.7%	460.7	41.8	F
	Right Turn	66	55	83.9%	434.7	43.4	F
	Subtotal	573	483	84.3%	457.7	42.0	F
SB	Left Turn	833	760	91.2%	13.1	1.9	B
	Through	415	382	92.0%	4.2	0.7	A
	Right Turn	3	15	500.0%	11.0	6.7	B
	Subtotal	1,251	1,157	92.5%	10.3	1.5	B
EB	Left Turn	8	4	50.0%	64.2	33.5	F
	Through	17	15	87.1%	61.5	27.9	F
	Right Turn	4	6	150.0%	84.2	64.2	F
	Subtotal	29	25	85.5%	68.9	34.2	F
WB	Left Turn	95	86	90.0%	53.2	11.3	F
	Through	18	9	48.9%	43.2	23.8	E
	Right Turn	880	863	98.1%	35.5	6.2	E
	Subtotal	993	957	96.4%	37.2	6.9	E
Total		2,846	2,622	92.1%	103.1	10.1	F

Intersection 10 **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	278	261	93.9%	69.2	34.3	F
	Through						
	Right Turn	8	8	98.8%	40.4	51.9	E
	Subtotal	286	269	94.1%	68.9	34.2	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	14	12	83.6%	0.1	0.1	A
	Right Turn	10	8	83.0%	0.1	0.1	A
	Subtotal	24	20	83.3%	0.1	0.0	A
WB	Left Turn	43	38	88.4%	3.6	2.8	A
	Through	379	337	88.9%	12.6	7.8	B
	Right Turn						
	Subtotal	422	375	88.9%	11.6	7.1	B
Total		732	664	90.7%	33.8	16.2	D

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	164	163	99.4%	10.2	0.7	B
	Through						
	Right Turn	6	6	98.3%	10.0	2.7	A
	Subtotal	170	169	99.4%	10.2	0.8	B
SB	Left Turn						
	Through						
	Right Turn	42	42	98.8%	8.4	0.6	A
	Subtotal	42	42	98.8%	8.4	0.6	A
EB	Left Turn						
	Through	8	8	103.8%	0.2	0.1	A
	Right Turn	14	12	83.6%	0.3	0.1	A
	Subtotal	22	20	90.9%	0.3	0.1	A
WB	Left Turn	31	26	84.2%	1.7	0.2	A
	Through	216	171	79.4%	1.2	1.4	A
	Right Turn	12	12	96.7%	0.4	0.2	A
	Subtotal	259	209	80.7%	1.2	1.1	A
Total		493	440	89.1%	5.9	0.4	A

Intersection 12 **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	14	11	77.9%	0.5	0.6	A
	Through	238	167	70.3%	0.1	0.1	A
	Right Turn						
	Subtotal	252	178	70.8%	0.1	0.1	A
SB	Left Turn						
	Through	127	107	84.1%	4.4	2.1	A
	Right Turn	103	99	96.2%	4.3	1.8	A
	Subtotal	230	206	89.5%	4.4	1.8	A
EB	Left Turn	117	115	98.1%	24.0	4.4	C
	Through						
	Right Turn						
	Subtotal	117	115	98.1%	24.0	4.4	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		599	499	83.3%	8.5	1.3	A

Intersection 13 **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	398	294	73.9%	0.1	0.1	A
	Right Turn						
	Subtotal	398	294	73.9%	0.1	0.1	A
SB	Left Turn						
	Through	31	21	68.7%	0.0	0.0	A
	Right Turn	2	1	70.0%	0.0	0.1	A
	Subtotal	33	23	68.8%	0.0	0.0	A
EB	Left Turn	5	6	114.0%	6.4	5.8	A
	Through						
	Right Turn	43	41	96.0%	8.2	0.3	A
	Subtotal	48	47	97.9%	8.5	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		479	364	75.9%	1.3	0.1	A

Intersection 14 **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	74	50	67.7%	3.1	0.6	A
	Right Turn						
	Subtotal	74	50	67.7%	3.1	0.6	A
SB	Left Turn						
	Through	74	63	85.5%	0.2	0.0	A
	Right Turn						
	Subtotal	74	63	85.5%	0.2	0.0	A
EB	Left Turn	324	244	75.2%	10.0	3.3	B
	Through						
	Right Turn						
	Subtotal	324	244	75.2%	10.0	3.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		472	357	75.7%	7.4	2.3	A

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	130	128	98.7%	1.1	0.4	A
	Right Turn	40	36	89.0%	3.6	2.1	A
	Subtotal	170	164	96.4%	1.6	0.7	A
SB	Left Turn	355	362	101.9%	2.1	0.4	A
	Through	615	599	97.3%	0.8	0.1	A
	Right Turn						
	Subtotal	970	960	99.0%	1.3	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	15	14	94.7%	19.6	5.4	C
	Through						
	Right Turn	210	201	95.7%	11.9	2.6	B
	Subtotal	225	215	95.6%	12.6	2.3	B
Total		1,365	1,339	98.1%	3.4	0.5	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	5	90.0%	5.5	5.0	A
	Through						
	Right Turn	15	14	96.0%	8.4	1.0	A
	Subtotal	20	19	94.5%	8.6	0.9	A
EB	Left Turn	20	20	101.0%	2.2	1.4	A
	Through	375	377	100.5%	1.0	0.6	A
	Right Turn						
	Subtotal	395	397	100.5%	1.1	0.6	A
WB	Left Turn						
	Through	210	201	95.5%	1.2	0.3	A
	Right Turn	5	4	74.0%	0.4	0.4	A
	Subtotal	215	204	95.0%	1.1	0.3	A
Total		630	620	98.4%	1.4	0.4	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	36	91.0%	10.1	2.3	B
	Through						
	Right Turn	75	77	102.7%	7.3	0.9	A
	Subtotal	115	113	98.6%	8.1	0.8	A
EB	Left Turn	40	42	104.0%	6.6	3.5	A
	Through	335	337	100.5%	7.6	2.6	A
	Right Turn						
	Subtotal	375	378	100.9%	7.6	2.6	A
WB	Left Turn						
	Through	115	105	91.4%	0.8	0.7	A
	Right Turn	20	18	92.0%	0.6	0.3	A
	Subtotal	135	124	91.5%	0.8	0.6	A
Total		625	615	98.4%	6.4	1.6	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	105	93	88.8%	1.2	1.5	A
	Right Turn	15	14	95.3%	0.6	0.3	A
	Subtotal	120	108	89.6%	1.1	1.4	A
SB	Left Turn	35	35	98.9%	3.6	2.8	A
	Through	340	338	99.5%	4.1	1.2	A
	Right Turn						
	Subtotal	375	373	99.4%	4.1	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.3%	10.6	5.9	B
	Through						
	Right Turn	40	40	99.5%	6.1	1.0	A
	Subtotal	80	78	97.4%	8.4	2.8	A
Total		575	558	97.1%	4.1	1.2	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	172	95.7%	74.4	34.1	F
	Through	85	75	88.4%	63.4	36.4	F
	Right Turn						
	Subtotal	265	247	93.3%	71.3	34.4	F
SB	Left Turn						
	Through	255	257	100.8%	7.5	2.1	A
	Right Turn	145	139	96.0%	14.0	5.1	B
	Subtotal	400	396	99.1%	9.8	3.1	A
EB	Left Turn						
	Through						
	Right Turn	5	5	106.0%	9.5	0.5	A
	Subtotal	5	5	106.0%	9.5	0.5	A
WB	Left Turn						
	Through						
	Right Turn	5	3	66.0%	5.7	0.4	A
	Subtotal	5	3	66.0%	5.7	0.4	A
Total		675	652	96.6%	33.5	15.3	D

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	14	96.0%	5.7	4.0	A
	Through	120	118	97.9%	2.2	0.6	A
	Right Turn						
	Subtotal	135	132	97.7%	2.7	0.7	A
SB	Left Turn	5	4	80.0%	3.9	6.2	A
	Through	570	551	96.6%	2.6	0.2	A
	Right Turn	20	20	102.0%	2.6	0.9	A
	Subtotal	595	575	96.7%	2.6	0.2	A
EB	Left Turn	20	20	100.5%	13.6	6.6	B
	Through						
	Right Turn	30	29	95.0%	8.9	1.9	A
	Subtotal	50	49	97.2%	10.7	2.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		780	756	96.9%	3.2	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	145	141	97.4%	0.2	0.1	A
	Right Turn						
	Subtotal	145	141	97.4%	0.2	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	15	14	94.7%	9.4	0.7	A
	Subtotal	15	14	94.7%	9.4	0.7	A
Total		160	156	97.2%	0.8	0.2	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	84.0%	13.0	5.5	B
	Through						
	Right Turn	10	10	97.0%	9.8	3.0	A
	Subtotal	15	14	92.7%	10.8	3.3	B
SB	Left Turn	10	10	98.0%	17.6	5.6	C
	Through						
	Right Turn	10	8	83.0%	6.6	2.2	A
	Subtotal	20	18	90.5%	12.0	3.7	B
EB	Left Turn	10	9	86.0%	6.0	4.3	A
	Through	950	941	99.0%	5.3	0.9	A
	Right Turn	5	5	108.0%	4.5	6.0	A
	Subtotal	965	955	99.0%	5.3	0.9	A
WB	Left Turn	5	7	130.0%	10.9	9.1	B
	Through	330	317	96.2%	0.6	0.6	A
	Right Turn	5	5	100.0%	0.4	0.2	A
	Subtotal	340	329	96.7%	0.8	0.7	A
Total		1,340	1,316	98.2%	4.4	0.7	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	170	169	99.1%	75.1	40.0	F
	Right Turn	85	85	99.9%	61.0	31.8	F
	Subtotal	255	253	99.4%	70.3	36.7	F
SB	Left Turn	925	914	98.8%	10.9	3.4	B
	Through	350	339	96.9%	3.9	0.6	A
	Right Turn	7	14	200.0%	4.3	1.5	A
	Subtotal	1,282	1,267	98.8%	9.0	2.5	A
EB	Left Turn	7	4	57.1%	122.2	87.1	F
	Through	15	16	105.3%	65.7	18.9	F
	Right Turn	5	6	120.0%	82.9	50.8	F
	Subtotal	27	26	95.6%	78.3	29.4	F
WB	Left Turn	50	47	94.6%	7.0	3.1	A
	Through	18	11	62.2%	9.6	2.9	A
	Right Turn	305	294	96.5%	4.8	0.8	A
	Subtotal	373	353	94.6%	5.3	1.0	A
Total		1,937	1,899	98.0%	18.1	6.4	C

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	505	512	101.5%	55.7	6.1	F
	Right Turn	20	19	94.5%	45.3	12.8	E
	Subtotal	525	531	101.2%	55.4	6.2	F
SB	Left Turn	190	188	98.7%	7.6	2.0	A
	Through	250	238	95.1%	0.5	0.1	A
	Right Turn						
	Subtotal	440	425	96.7%	3.6	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	23	93.6%	49.4	6.5	E
	Through						
	Right Turn	425	404	95.1%	48.9	2.6	E
	Subtotal	450	428	95.0%	49.0	2.7	E
Total		1,415	1,384	97.8%	38.1	1.7	E

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	4	88.0%	3.9	4.3	A
	Through						
	Right Turn	25	25	98.0%	17.0	4.8	C
	Subtotal	30	29	96.3%	16.1	4.6	C
EB	Left Turn	20	20	100.5%	3.8	2.8	A
	Through	190	186	97.9%	1.3	1.2	A
	Right Turn						
	Subtotal	210	206	98.2%	1.6	1.2	A
WB	Left Turn						
	Through	425	406	95.5%	215.6	46.9	F
	Right Turn	10	9	86.0%	193.6	87.4	F
	Subtotal	435	414	95.2%	215.5	46.9	F
Total		675	649	96.2%	139.4	32.3	F

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	94.7%	9.0	2.8	A
	Through						
	Right Turn	60	59	98.7%	8.1	1.3	A
	Subtotal	75	73	97.9%	8.3	1.2	A
EB	Left Turn	65	63	97.2%	10.1	4.7	B
	Through	130	127	97.5%	6.3	1.9	A
	Right Turn						
	Subtotal	195	190	97.4%	7.7	2.7	A
WB	Left Turn						
	Through	415	400	96.3%	0.5	0.1	A
	Right Turn	40	40	99.0%	0.6	0.1	A
	Subtotal	455	439	96.5%	0.5	0.1	A
Total		725	703	96.9%	3.2	0.7	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	400	391	97.8%	1.6	0.6	A
	Right Turn	60	59	98.5%	1.4	1.3	A
	Subtotal	460	450	97.9%	1.6	0.6	A
SB	Left Turn	50	49	97.6%	6.6	2.7	A
	Through	105	100	95.5%	4.3	1.3	A
	Right Turn						
	Subtotal	155	149	96.2%	5.0	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	26	105.2%	9.2	2.4	A
	Through						
	Right Turn	55	52	94.9%	8.4	1.3	A
	Subtotal	80	79	98.1%	8.7	1.1	A
Total		695	678	97.5%	3.1	0.5	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	75	99.7%	3.5	1.1	A
	Through	350	343	97.9%	1.5	0.8	A
	Right Turn						
	Subtotal	425	417	98.2%	1.9	0.9	A
SB	Left Turn						
	Through	100	94	94.2%	2.5	1.1	A
	Right Turn	15	15	102.7%	5.7	6.2	A
	Subtotal	115	110	95.3%	2.9	1.1	A
EB	Left Turn	35	34	98.0%	14.6	2.7	B
	Through						
	Right Turn	40	39	97.3%	10.6	1.1	B
	Subtotal	75	73	97.6%	12.6	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		615	600	97.6%	3.3	0.8	A

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	45	45	99.1%	4.8	1.6	A
	Through	245	235	95.7%	2.4	0.4	A
	Right Turn						
	Subtotal	290	279	96.2%	2.8	0.4	A
SB	Left Turn	10	11	108.0%	3.0	2.4	A
	Through	280	270	96.4%	2.3	0.5	A
	Right Turn	30	27	90.0%	2.3	1.7	A
	Subtotal	320	308	96.1%	2.3	0.4	A
EB	Left Turn	30	29	95.7%	12.9	2.6	B
	Through						
	Right Turn	45	45	100.9%	6.8	0.9	A
	Subtotal	75	74	98.8%	8.7	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		685	661	96.5%	3.2	0.3	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	285	274	96.1%	7.4	4.4	A
	Right Turn						
	Subtotal	285	274	96.1%	7.4	4.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	330	323	97.8%	92.5	65.4	F
	Subtotal	330	323	97.8%	92.5	65.4	F
Total		615	597	97.0%	53.3	34.9	F

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	8	79.0%	9.5	1.4	A
	Through						
	Right Turn	5	5	100.0%	7.3	3.5	A
	Subtotal	15	13	86.0%	8.9	1.3	A
SB	Left Turn	5	6	120.0%	53.9	49.3	F
	Through	5	4	88.0%	13.4	13.0	B
	Right Turn	5	4	74.0%	21.4	27.5	C
	Subtotal	15	14	94.0%	40.3	30.5	E
EB	Left Turn	5	5	98.0%	12.0	11.2	B
	Through	430	414	96.3%	4.3	1.5	A
	Right Turn	20	21	104.5%	5.4	5.4	A
	Subtotal	455	440	96.7%	4.5	1.9	A
WB	Left Turn	5	4	70.0%	1.1	1.8	A
	Through	915	906	99.0%	0.6	0.3	A
	Right Turn	10	8	76.0%	0.3	0.1	A
	Subtotal	930	917	98.6%	0.6	0.3	A
Total		1,415	1,385	97.8%	2.2	0.6	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	510	482	94.6%	258.7	94.0	F
	Right Turn	50	49	98.4%	238.5	96.3	F
	Subtotal	562	532	94.6%	256.6	94.0	F
SB	Left Turn	700	662	94.6%	9.0	1.3	A
	Through	420	400	95.3%	4.2	0.5	A
	Right Turn	3	6	196.7%	6.1	4.0	A
	Subtotal	1,123	1,069	95.2%	7.3	0.9	A
EB	Left Turn	8	4	50.0%	30.9	26.2	D
	Through	17	16	94.7%	38.4	19.2	E
	Right Turn	4	7	175.0%	34.0	18.0	D
	Subtotal	29	27	93.4%	36.0	14.2	E
WB	Left Turn	85	77	90.8%	38.5	13.8	E
	Through	18	10	53.9%	35.9	22.0	E
	Right Turn	850	848	99.7%	17.9	6.9	C
	Subtotal	953	935	98.1%	19.9	8.0	C
Total		2,667	2,562	96.1%	64.1	18.5	F

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	135	126	93.0%	20.6	2.8	C
	Right Turn	40	37	91.8%	17.0	3.8	B
	Subtotal	175	162	92.7%	20.0	2.2	B
SB	Left Turn	353	350	99.3%	8.9	1.5	A
	Through	587	560	95.5%	7.1	1.3	A
	Right Turn						
	Subtotal	940	911	96.9%	7.8	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	15	14	96.0%	35.2	17.9	D
	Through						
	Right Turn	249	218	87.7%	6.5	0.9	A
	Subtotal	264	233	88.1%	8.5	1.1	A
Total		1,379	1,306	94.7%	9.8	0.9	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	5	90.0%	8.1	5.2	A
	Through						
	Right Turn	15	14	96.0%	6.8	4.0	A
	Subtotal	20	19	94.5%	8.3	1.8	A
EB	Left Turn	20	18	90.5%	1.7	1.3	A
	Through	373	369	99.0%	1.5	1.0	A
	Right Turn						
	Subtotal	393	387	98.5%	1.5	1.0	A
WB	Left Turn						
	Through	249	218	87.7%	1.1	0.3	A
	Right Turn	5	4	76.0%	1.2	1.9	A
	Subtotal	254	222	87.5%	1.1	0.3	A
Total		667	628	94.2%	1.5	0.6	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	36	91.0%	7.5	1.2	A
	Through						
	Right Turn	75	77	102.7%	7.2	0.9	A
	Subtotal	115	113	98.6%	7.3	0.9	A
EB	Left Turn	40	43	108.0%	4.3	2.0	A
	Through	333	325	97.5%	4.4	1.3	A
	Right Turn						
	Subtotal	373	368	98.7%	4.4	1.2	A
WB	Left Turn						
	Through	154	113	73.3%	0.1	0.1	A
	Right Turn	20	18	88.5%	0.4	0.2	A
	Subtotal	174	131	75.1%	0.1	0.1	A
Total		662	612	92.4%	4.3	0.7	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	144	101	70.0%	0.3	0.1	A
	Right Turn	15	13	86.0%	0.5	0.1	A
	Subtotal	159	114	71.5%	0.3	0.1	A
SB	Left Turn	35	35	99.4%	3.4	1.2	A
	Through	338	327	96.7%	3.9	0.8	A
	Right Turn						
	Subtotal	373	362	96.9%	3.8	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.3%	6.6	0.7	A
	Through						
	Right Turn	40	40	99.5%	6.6	1.3	A
	Subtotal	80	78	97.4%	6.6	0.8	A
Total		612	553	90.4%	3.5	0.4	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	175	151	86.1%	8.0	0.7	A
	Through	157	116	73.9%	7.4	0.4	A
	Right Turn						
	Subtotal	332	267	80.3%	7.8	0.5	A
SB	Left Turn						
	Through	111	100	90.0%	24.6	8.4	C
	Right Turn	165	165	99.9%	22.0	6.8	C
	Subtotal	276	265	95.9%	22.9	6.9	C
EB	Left Turn	6	5	90.0%	6.4	4.7	A
	Through						
	Right Turn						
	Subtotal	6	5	90.0%	6.4	4.7	A
WB	Left Turn						
	Through						
	Right Turn	5	3	58.0%	6.2	0.9	A
	Subtotal	5	3	58.0%	6.2	0.9	A
Total		619	540	87.2%	15.5	3.9	C

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	29	28	96.6%	0.0	0.1	A
	Through	272	246	90.6%	0.1	0.0	A
	Right Turn	35	33	92.9%	0.2	0.0	A
	Subtotal	336	307	91.3%	0.1	0.0	A
EB	Left Turn	20	20	102.0%	7.4	2.0	A
	Through						
	Right Turn	30	28	94.7%	8.6	2.2	A
	Subtotal	50	49	97.6%	8.0	1.6	A
WB	Left Turn						
	Through						
	Right Turn	13	12	92.3%	6.2	0.2	A
	Subtotal	13	12	92.3%	6.2	0.2	A
Total		399	368	92.1%	1.4	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	33	32	97.3%	2.2	1.3	A
	Right Turn						
	Subtotal	33	32	97.3%	2.2	1.3	A
SB	Left Turn	253	238	94.2%	3.8	0.7	A
	Through	314	292	93.0%	3.9	0.5	A
	Right Turn						
	Subtotal	567	530	93.5%	3.8	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	21	96.8%	2.5	1.7	A
	Through						
	Right Turn	127	122	96.0%	1.0	0.3	A
	Subtotal	149	143	96.1%	1.2	0.4	A
Total		749	706	94.2%	3.2	0.4	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	84.0%	8.6	5.8	A
	Through						
	Right Turn	10	10	97.0%	13.2	7.2	B
	Subtotal	15	14	92.7%	13.9	4.3	B
SB	Left Turn	10	10	98.0%	20.0	13.3	C
	Through						
	Right Turn	10	8	83.0%	7.3	4.5	A
	Subtotal	20	18	90.5%	14.7	8.3	B
EB	Left Turn	10	11	109.0%	4.0	3.6	A
	Through	920	893	97.1%	5.7	1.4	A
	Right Turn	5	6	126.0%	3.1	3.5	A
	Subtotal	935	911	97.4%	5.6	1.4	A
WB	Left Turn	5	5	98.0%	6.0	6.8	A
	Through	374	334	89.3%	0.5	0.3	A
	Right Turn	5	4	88.0%	0.3	0.2	A
	Subtotal	384	343	89.4%	0.6	0.3	A
Total		1,354	1,286	95.0%	4.9	1.2	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	170	168	98.5%	49.9	29.2	E
	Right Turn	99	101	101.5%	52.0	28.4	F
	Subtotal	269	268	99.6%	50.5	27.8	F
SB	Left Turn	881	865	98.2%	12.3	2.4	B
	Through	350	339	96.7%	4.4	1.0	A
	Right Turn	7	21	292.9%	19.0	8.5	C
	Subtotal	1,238	1,224	98.9%	10.3	1.8	B
EB	Left Turn	7	4	57.1%	84.4	65.2	F
	Through	15	15	99.3%	102.6	49.4	F
	Right Turn	5	6	120.0%	125.9	56.8	F
	Subtotal	27	25	92.2%	106.8	50.8	F
WB	Left Turn	54	51	94.3%	9.9	4.1	A
	Through	18	10	57.8%	8.9	3.0	A
	Right Turn	345	308	89.3%	8.7	1.8	A
	Subtotal	417	369	88.6%	8.8	2.0	A
Total		1,951	1,887	96.7%	16.5	4.6	C

Intersection 10 **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	4	4	87.5%	10.0	2.6	A
	Through						
	Right Turn	2	2	75.0%	3.9	4.2	A
	Subtotal	6	5	83.3%	9.3	1.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	101	97	96.0%	0.3	0.1	A
	Right Turn	147	138	93.7%	0.1	0.0	A
	Subtotal	248	235	94.6%	0.2	0.0	A
WB	Left Turn	140	123	87.7%	2.8	0.6	A
	Through	145	139	96.1%	0.4	0.2	A
	Right Turn						
	Subtotal	285	262	92.0%	1.4	0.3	A
Total		539	502	93.1%	1.0	0.2	A

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	45	45	99.1%	9.1	0.4	A
	Through						
	Right Turn	4	4	97.5%	5.0	4.5	A
	Subtotal	49	49	99.0%	9.0	0.3	A
SB	Left Turn						
	Through						
	Right Turn	7	6	85.7%	7.9	1.0	A
	Subtotal	7	6	85.7%	7.9	1.0	A
EB	Left Turn						
	Through	2	2	75.0%	0.2	0.4	A
	Right Turn	101	97	95.6%	0.4	0.1	A
	Subtotal	103	98	95.2%	0.4	0.1	A
WB	Left Turn	95	93	97.9%	2.3	0.4	A
	Through	233	212	90.9%	0.6	0.1	A
	Right Turn	12	11	87.5%	0.5	0.1	A
	Subtotal	340	315	92.8%	1.1	0.1	A
Total		499	468	93.8%	2.1	0.1	A

Intersection 12 **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	42	33	77.9%	2.5	2.1	A
	Through	126	82	64.7%	0.2	0.5	A
	Right Turn						
	Subtotal	168	114	68.0%	0.8	0.9	A
SB	Left Turn						
	Through	271	261	96.2%	6.2	1.8	A
	Right Turn	107	104	97.6%	7.0	4.0	A
	Subtotal	378	365	96.6%	6.4	2.1	A
EB	Left Turn	3	3	83.3%	17.2	17.2	C
	Through						
	Right Turn	5	4	78.0%	11.9	6.5	B
	Subtotal	8	6	80.0%	19.2	5.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		554	486	87.7%	5.2	1.4	A

Intersection 13 **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	75	64	85.3%	1.9	0.8	A
	Through	330	266	80.7%	0.1	0.0	A
	Right Turn						
	Subtotal	405	330	81.6%	0.5	0.2	A
SB	Left Turn						
	Through	103	93	90.6%	0.0	0.0	A
	Right Turn	8	7	82.5%	0.3	0.2	A
	Subtotal	111	100	90.0%	0.1	0.0	A
EB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through						
	Right Turn						
	Subtotal	2	0	0.0%	0.0	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		518	430	83.1%	0.4	0.2	A

Intersection 14 **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	103	80	77.9%	4.2	0.6	A
	Right Turn						
	Subtotal	103	80	77.9%	4.2	0.6	A
SB	Left Turn						
	Through	103	94	90.8%	4.8	9.9	A
	Right Turn						
	Subtotal	103	94	90.8%	4.8	9.9	A
EB	Left Turn	302	251	83.0%	14.4	3.8	B
	Through						
	Right Turn						
	Subtotal	302	251	83.0%	14.4	3.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		508	424	83.5%	10.6	3.8	B

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	575	575	100.1%	54.2	4.9	D
	Right Turn	20	19	95.5%	35.3	20.9	D
	Subtotal	595	595	99.9%	53.8	5.0	D
SB	Left Turn	295	264	89.3%	25.7	5.7	C
	Through	304	279	91.7%	10.3	2.5	B
	Right Turn						
	Subtotal	599	542	90.6%	18.1	3.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	22	88.0%	53.1	23.7	D
	Through						
	Right Turn	405	379	93.5%	32.3	9.6	C
	Subtotal	430	401	93.2%	33.4	9.2	C
Total		1,624	1,538	94.7%	36.4	3.8	D

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	4	88.0%	5.9	6.5	A
	Through						
	Right Turn	25	25	98.0%	13.4	9.1	B
	Subtotal	30	29	96.3%	13.7	9.0	B
EB	Left Turn	20	18	88.5%	2.6	2.7	A
	Through	295	265	89.7%	1.7	1.2	A
	Right Turn						
	Subtotal	315	282	89.6%	1.7	1.2	A
WB	Left Turn						
	Through	405	379	93.5%	10.0	11.7	A
	Right Turn	10	7	73.0%	5.1	6.2	A
	Subtotal	415	386	93.0%	9.9	11.7	A
Total		760	697	91.7%	7.0	7.5	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	94.7%	8.3	2.1	A
	Through						
	Right Turn	60	60	99.2%	6.9	1.3	A
	Subtotal	75	74	98.3%	7.1	0.9	A
EB	Left Turn	65	62	95.2%	6.1	2.2	A
	Through	235	207	87.9%	4.1	0.9	A
	Right Turn						
	Subtotal	300	268	89.5%	4.6	1.0	A
WB	Left Turn						
	Through	395	321	81.2%	0.3	0.0	A
	Right Turn	40	35	87.3%	0.5	0.2	A
	Subtotal	435	356	81.7%	0.3	0.0	A
Total		810	698	86.1%	2.9	0.3	A

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	380	304	79.9%	0.4	0.1	A
	Right Turn	60	55	92.3%	0.5	0.1	A
	Subtotal	440	359	81.6%	0.4	0.1	A
SB	Left Turn	50	49	97.6%	2.8	0.9	A
	Through	210	181	86.1%	3.2	1.1	A
	Right Turn						
	Subtotal	260	230	88.3%	3.1	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	26	105.2%	7.6	1.6	A
	Through						
	Right Turn	55	53	95.5%	7.4	1.1	A
	Subtotal	80	79	98.5%	7.5	1.1	A
Total		780	668	85.6%	2.1	0.3	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	169	129	76.5%	8.5	3.6	A
	Through	249	178	71.5%	7.7	0.3	A
	Right Turn						
	Subtotal	418	307	73.5%	8.1	1.7	A
SB	Left Turn						
	Through	38	23	61.1%	11.1	7.1	B
	Right Turn	94	85	90.0%	11.7	4.0	B
	Subtotal	132	108	81.7%	12.0	4.0	B
EB	Left Turn	14	15	107.1%	5.3	2.0	A
	Through						
	Right Turn						
	Subtotal	14	15	107.1%	5.3	2.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		564	430	76.3%	9.0	1.8	A

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	30	26	86.3%	0.0	0.1	A
	Through	289	230	79.5%	0.1	0.0	A
	Right Turn	75	61	81.6%	0.2	0.0	A
	Subtotal	394	317	80.4%	0.1	0.0	A
EB	Left Turn	30	31	102.0%	8.3	1.5	A
	Through						
	Right Turn	45	43	96.2%	7.6	1.3	A
	Subtotal	75	74	98.5%	7.9	1.1	A
WB	Left Turn						
	Through						
	Right Turn	37	35	94.3%	6.3	0.2	A
	Subtotal	37	35	94.3%	6.3	0.2	A
Total		506	426	84.1%	1.7	0.1	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	67	65	97.3%	17.8	6.0	C
	Right Turn						
	Subtotal	67	65	97.3%	17.8	6.0	C
SB	Left Turn	34	63	184.1%	18.8	6.7	C
	Through	340	272	80.0%	4.1	1.5	A
	Right Turn						
	Subtotal	374	335	89.5%	6.8	1.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	54	51	93.7%	36.8	8.9	E
	Through						
	Right Turn	608	553	90.9%	46.6	7.7	E
	Subtotal	662	604	91.2%	45.7	7.7	E
Total		1,103	1,003	91.0%	31.4	4.8	D

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	10	8	79.0%	13.2	5.7	B
	Through						
	Right Turn	5	5	100.0%	6.0	11.8	A
	Subtotal	15	13	86.0%	13.6	5.3	B
SB	Left Turn	5	6	118.0%	77.7	45.8	F
	Through	5	4	88.0%	37.5	29.1	E
	Right Turn	5	4	74.0%	45.5	31.6	E
	Subtotal	15	14	93.3%	54.3	30.1	F
EB	Left Turn	5	4	86.0%	16.9	20.2	C
	Through	589	532	90.3%	6.3	4.4	A
	Right Turn	20	18	90.0%	4.9	3.6	A
	Subtotal	614	554	90.2%	6.4	4.6	A
WB	Left Turn	5	4	82.0%	2.7	4.1	A
	Through	965	942	97.6%	3.3	0.7	A
	Right Turn	10	8	80.0%	2.1	2.6	A
	Subtotal	980	954	97.3%	3.3	0.7	A
Total		1,624	1,534	94.5%	5.3	2.1	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	510	424	83.1%	492.1	54.9	F
	Right Turn	66	54	81.4%	471.5	61.0	F
	Subtotal	578	478	82.6%	489.9	55.3	F
SB	Left Turn	843	763	90.5%	12.8	2.0	B
	Through	420	386	91.8%	4.6	0.7	A
	Right Turn	3	15	486.7%	12.5	6.1	B
	Subtotal	1,266	1,163	91.8%	10.2	1.5	B
EB	Left Turn	8	4	50.0%	33.8	31.2	D
	Through	17	15	88.8%	59.4	31.5	F
	Right Turn	4	6	150.0%	89.8	61.2	F
	Subtotal	29	25	86.6%	64.2	34.3	F
WB	Left Turn	100	89	89.1%	55.0	13.2	F
	Through	18	9	49.4%	48.8	17.1	E
	Right Turn	885	861	97.3%	36.1	6.7	E
	Subtotal	1,003	959	95.6%	38.1	7.1	E
Total		2,876	2,625	91.3%	108.0	8.7	F

Intersection 10 **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	283	268	94.7%	71.6	27.7	F
	Through						
	Right Turn	8	9	113.8%	63.3	64.0	F
	Subtotal	291	277	95.3%	71.4	27.8	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	14	11	81.4%	0.1	0.0	A
	Right Turn	10	8	82.0%	0.1	0.1	A
	Subtotal	24	20	81.7%	0.1	0.0	A
WB	Left Turn	45	40	87.8%	3.7	3.3	A
	Through	379	339	89.3%	12.5	4.5	B
	Right Turn						
	Subtotal	424	378	89.2%	11.7	4.2	B
Total		739	675	91.3%	35.4	11.9	E

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	164	163	99.4%	10.4	3.0	B
	Through						
	Right Turn	6	6	98.3%	5.5	3.9	A
	Subtotal	170	169	99.4%	10.3	2.8	B
SB	Left Turn						
	Through						
	Right Turn	42	41	98.3%	9.0	1.2	A
	Subtotal	42	41	98.3%	9.0	1.2	A
EB	Left Turn						
	Through	8	9	113.8%	0.2	0.1	A
	Right Turn	14	11	81.4%	0.3	0.0	A
	Subtotal	22	21	93.2%	0.3	0.1	A
WB	Left Turn	32	27	84.1%	1.7	0.2	A
	Through	218	175	80.4%	2.9	2.8	A
	Right Turn	13	12	90.0%	2.2	5.6	A
	Subtotal	263	214	81.3%	2.7	2.7	A
Total		497	445	89.4%	5.9	1.8	A

Intersection 12 **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	12	78.7%	2.2	1.7	A
	Through	248	171	69.0%	0.1	0.1	A
	Right Turn						
	Subtotal	263	183	69.6%	0.2	0.1	A
SB	Left Turn						
	Through	132	108	81.7%	4.1	1.0	A
	Right Turn	103	99	95.9%	3.7	2.0	A
	Subtotal	235	207	88.0%	3.9	1.2	A
EB	Left Turn	117	115	98.1%	23.1	2.3	C
	Through						
	Right Turn						
	Subtotal	117	115	98.1%	23.1	2.3	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		615	505	82.0%	8.0	0.8	A

Intersection 13 **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	413	302	73.0%	0.2	0.1	A
	Right Turn						
	Subtotal	413	302	73.0%	0.2	0.1	A
SB	Left Turn						
	Through	36	22	60.8%	0.0	0.1	A
	Right Turn	2	1	65.0%	0.1	0.2	A
	Subtotal	38	23	61.1%	0.0	0.1	A
EB	Left Turn	5	6	114.0%	7.4	4.1	A
	Through						
	Right Turn	43	41	96.0%	8.2	0.4	A
	Subtotal	48	47	97.9%	8.3	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		499	372	74.5%	1.2	0.1	A

Intersection 14 **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	79	50	63.7%	2.9	0.4	A
	Right Turn						
	Subtotal	79	50	63.7%	2.9	0.4	A
SB	Left Turn						
	Through	79	64	80.6%	0.2	0.1	A
	Right Turn						
	Subtotal	79	64	80.6%	0.2	0.1	A
EB	Left Turn	334	251	75.1%	11.1	3.7	B
	Through						
	Right Turn						
	Subtotal	334	251	75.1%	11.1	3.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		492	365	74.2%	8.3	2.9	A

95th % Queue

Intersection & Movement	Storage Length	Existing		2030 Background		2040 Background		2030 Plus Project		2040 Plus Project	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
DVDE_DVDW_NBT	1600	0	432	0	404	0	444	47	572	48	642
DVDE_DVDW_NBR	1600	0	432	0	404	0	444	47	572	48	642
DVDE_DVDW_SBL	120	0	0	0	0	0	10	65	90	66	88
DVDE_DVDW_SBT	270	0	0	0	0	0	0	112	49	108	47
DVDE_DVDW_WBL	170	46	194	46	191	47	191	41	127	39	133
DVDE_DVDW_WBR	170	46	193	46	191	47	191	40	127	39	132
DVDE_Amber_SBL	230	0	22	0	22	0	22	0	22	0	22
DVDE_Amber_SBR	230	0	23	0	23	0	23	0	22	0	22
DVDE_Amber_EBL	170	0	0	0	0	0	0	0	0	0	0
DVDE_Amber_EBT	170	0	0	0	0	0	0	0	0	0	0
DVDE_Amber_WBT	1800	0	308	0	222	0	288	0	0	0	0
DVDE_Amber_WBR	1800	0	308	0	222	0	288	0	0	0	0
DVDE_Solamere_SBL	2000	25	25	25	25	25	25	26	25	26	25
DVDE_Solamere_SBR	2000	25	25	25	25	25	25	25	25	25	25
DVDE_Solamere_EBL	1800	0	0	0	0	0	0	0	0	0	0
DVDE_Solamere_EBT	1800	0	0	0	0	0	0	0	0	0	0
DVDE_Solamere_WBT	600	0	0	0	0	0	0	0	0	0	0
DVDE_Solamere_WBR	600	0	0	0	0	0	0	0	0	0	0
DVDE_QE_NBT	1500	0	0	0	0	0	0	0	0	0	0
DVDE_QE_NBR	1500	0	0	0	0	0	0	0	0	0	0
DVDE_QE_SBL	600	0	0	0	0	0	0	0	0	0	0
DVDE_QE_SBT	600	0	0	0	0	0	0	0	0	0	0
DVDE_QE_WBL	2000	24	24	24	24	24	24	24	24	24	24
DVDE_QE_WBR	2000	24	24	24	24	24	24	25	25	25	25
DVDE_DoePass_NBL	1000	112	0	102	0	127	0	40	43	41	44
DVDE_DoePass_NBT	1000	112	0	102	0	126	0	40	43	40	44
DVDE_DoePass_SBT	1500	0	0	0	0	0	0	72	26	70	26
DVDE_DoePass_SBR	1500	0	0	0	0	0	0	71	26	70	26
DVDE_DoePass_EBL	200	0	24	0	24	0	24	0	0	0	0
DVDE_DoePass_EBR	200	0	24	0	24	0	24	0	0	0	0
DVDE_DoePass_WBL	100	0	0	0	0	0	0	0	0	0	0
DVDE_DoePass_WBR	100	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_NBL	600	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_NBT	600	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBL/SBU	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBT	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBR	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_EBL	2000	26	27	27	27	27	27	25	25	25	25
DVDW_Royal_EBR	2000	27	27	27	27	27	27	25	25	25	25
DVDW_Royal_WBR	100	-	-	-	-	-	-	0	22	0	22
DVDW_DoePass_NB	220	0	0	0	0	0	0	0	0	0	0
DVDW_DoePass_SB	1600	0	0	0	0	0	0	0	0	0	0
DVDW_DoePass_WB	200	0	75	0	76	0	87	0	62	0	67
DVD_Mellow_NBL	100	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_NBT	100	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_NBR	100	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_SBL	800	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_SBT	800	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_SBR	800	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_EBL	2500	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_EBT	2500	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_EBR	2500	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_WBL	270	0	0	0	0	0	0	0	219	0	218
DVD_Mellow_WBT	270	0	0	0	0	0	0	0	219	0	218
DVD_Mellow_WBR	270	0	0	0	0	0	0	0	219	0	218
DVD_Marsac_NBLT	1500	89	633	90	954	94	960	74	2029	75	2039
DVD_Marsac_NBR	1500	29	0	30	0	31	0	31	0	32	70
DVD_Marsac_SBL	4500	112	50	106	66	128	64	99	89	99	101
DVD_Marsac_SBTR	4500	112	50	107	65	128	64	99	89	99	100
DVD_Marsac_EBLT	300	73	71	73	71	73	71	71	72	72	71
DVD_Marsac_EBR	300	73	72	73	71	73	71	72	72	73	72
DVD_Marsac_WBLT	2500	0	18	0	35	0	36	0	18	0	33
DVD_Marsac_WBR	2500	0	0	0	0	0	0	0	0	0	0
DoePass_MDriveway_NBL	200	-	-	-	-	-	-	0	70	0	83
DoePass_MDriveway_NBR	200	-	-	-	-	-	-	0	70	0	83
DoePass_MDriveway_EBT	270	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_EBR	270	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_WBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_WBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_NBL	200	-	-	-	-	-	-	22	42	22	42
DoePass_EDriveway_NBR	200	-	-	-	-	-	-	23	43	23	43
DoePass_EDriveway_SBL	200	-	-	-	-	-	-	0	23	0	23
DoePass_EDriveway_SBR	200	-	-	-	-	-	-	0	23	0	23
DoePass_EDriveway_EBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_EBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_EBR	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBR	80	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_NBL	275	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_NBT	275	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_SBT	1200	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_SBR	1200	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_EBL	200	-	-	-	-	-	-	0	26	0	26
DVDE_NDriveway_EBR	200	-	-	-	-	-	-	0	26	0	26
DVDE_SDriveway_NBL	110	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_NBT	300	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_SBT	270	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_SBR	270	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_EBL	200	-	-	-	-	-	-	0	23	0	23
DVDE_SDriveway_EBR	200	-	-	-	-	-	-	0	23	0	23
DVDE_Tunnel_NBT	200	-	-	-	-	-	-	0	0	0	0
DVDE_Tunnel_SBT	300	-	-	-	-	-	-	0	0	0	0
DVDE_Tunnel_EBL	300	-	-	-	-	-	-	61	54	61	70

95th % Queue

Intersection & Movement	Storage Length	Existing		2030 Background		2040 Background		2030 Plus Project		2040 Plus Project	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
DVDE_DVDW_NBT	1600	0	1690	0	1690	0	1692	154	1738	161	1724
DVDE_DVDW_NBR	1600	0	1690	0	1690	0	1691	154	1738	161	1724
DVDE_DVDW_SBL	120	49	91	57	77	69	86	184	257	184	273
DVDE_DVDW_SBT	270	0	0	0	0	0	0	347	158	348	164
DVDE_DVDW_WBL	170	143	258	129	257	130	257	90	270	86	271
DVDE_DVDW_WBR	170	143	258	129	257	129	257	90	269	86	270
DVDE_Amber_SBL	230	26	27	26	27	26	28	26	30	27	29
DVDE_Amber_SBR	230	27	27	27	27	27	28	26	29	26	29
DVDE_Amber_EBL	170	0	1	30	0	30	27	0	31	32	0
DVDE_Amber_EBT	170	0	16	30	0	30	27	0	30	32	0
DVDE_Amber_WBT	1800	72	1548	77	1454	73	1515	53	113	49	106
DVDE_Amber_WBR	1800	72	1548	76	1454	73	1515	53	112	49	106
DVDE_Solamere_SBL	2000	51	47	65	47	62	47	58	47	54	47
DVDE_Solamere_SBR	2000	51	47	65	47	62	47	58	47	54	47
DVDE_Solamere_EBL	1800	102	57	128	73	135	75	0	0	0	0
DVDE_Solamere_EBT	1800	102	57	128	73	134	75	0	0	0	0
DVDE_Solamere_WBT	600	123	190	125	214	123	234	0	0	0	0
DVDE_Solamere_WBR	600	123	190	125	214	123	234	105	106	105	105
DVDE_QE_NBT	1500	0	0	0	0	0	0	0	0	0	0
DVDE_QE_NBR	1500	0	0	0	0	0	0	0	0	0	0
DVDE_QE_SBL	600	319	147	340	147	325	165	0	0	0	0
DVDE_QE_SBT	600	318	147	340	147	324	165	251	156	250	158
DVDE_QE_WBL	2000	48	47	46	47	46	47	47	47	47	47
DVDE_QE_WBR	2000	48	47	46	47	46	47	47	47	47	48
DVDE_DoePass_NBL	1000	437	52	423	59	399	56	67	70	70	71
DVDE_DoePass_NBT	1000	436	52	422	59	398	55	67	70	69	71
DVDE_DoePass_SBT	1500	202	0	184	0	217	0	273	127	296	128
DVDE_DoePass_SBR	1500	203	0	184	0	218	0	272	127	295	128
DVDE_DoePass_EBL	200	0	50	24	52	24	51	25	27	25	26
DVDE_DoePass_EBR	200	0	50	24	52	24	51	25	27	25	26
DVDE_DoePass_WBL	100	21	0	21	0	21	0	22	0	22	0
DVDE_DoePass_WBR	100	21	0	21	0	21	0	22	0	22	0
DVDW_Royal_NBL	600	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_NBT	600	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBL/SBU	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBT	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBR	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_EBL	2000	34	48	45	48	45	50	46	48	46	50
DVDW_Royal_EBR	2000	34	48	45	48	46	50	46	48	46	50
DVDW_Royal_WBR	100	-	-	-	-	-	-	25	31	25	31
DVDW_DoePass_NB	220	0	23	0	27	0	37	0	2	0	2
DVDW_DoePass_SB	1600	0	0	0	0	0	0	116	82	149	78
DVDW_DoePass_WB	200	25	409	25	410	25	410	0	372	0	372
DVD_Mellow_NBL	100	25	24	25	25	25	25	26	25	25	25
DVD_Mellow_NBT	100	24	24	24	24	24	24	26	25	25	25
DVD_Mellow_NBR	100	24	24	24	24	24	24	26	25	25	25
DVD_Mellow_SBL	800	26	25	26	30	26	26	26	25	25	31
DVD_Mellow_SBT	800	25	24	26	30	26	26	26	25	25	31
DVD_Mellow_SBR	800	26	25	26	30	26	26	26	25	25	31
DVD_Mellow_EBL	2500	0	51	0	65	0	65	355	106	322	145
DVD_Mellow_EBT	2500	0	51	0	65	0	65	355	106	322	145
DVD_Mellow_EBR	2500	0	51	0	65	0	65	355	106	322	145
DVD_Mellow_WBL	270	52	300	57	340	58	244	55	387	82	387
DVD_Mellow_WBT	270	52	300	57	340	58	244	55	387	82	387
DVD_Mellow_WBR	270	52	300	57	340	58	244	56	387	82	387
DVD_Marsac_NBLT	1500	290	1382	327	1985	361	1977	291	2044	321	2047
DVD_Marsac_NBR	1500	182	390	152	63	175	1342	170	2039	192	2040
DVD_Marsac_SBL	4500	396	260	395	278	440	279	367	380	375	373
DVD_Marsac_SBTR	4500	396	260	395	278	440	279	366	380	374	373
DVD_Marsac_EBLT	300	121	120	158	120	160	120	213	209	212	209
DVD_Marsac_EBR	300	121	120	159	120	160	120	213	210	213	210
DVD_Marsac_WBLT	2500	38	89	40	447	40	86	40	132	39	497
DVD_Marsac_WBR	2500	0	0	0	0	0	0	0	0	0	0
DoePass_MDriveway_NBL	200	-	-	-	-	-	-	23	186	23	186
DoePass_MDriveway_NBR	200	-	-	-	-	-	-	23	186	23	186
DoePass_MDriveway_EBT	270	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_EBR	270	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_WBL	80	-	-	-	-	-	-	44	149	44	150
DoePass_MDriveway_WBT	80	-	-	-	-	-	-	44	150	44	150
DoePass_EDriveway_NBL	200	-	-	-	-	-	-	45	82	45	81
DoePass_EDriveway_NBR	200	-	-	-	-	-	-	46	83	46	82
DoePass_EDriveway_SBL	200	-	-	-	-	-	-	25	31	25	35
DoePass_EDriveway_SBR	200	-	-	-	-	-	-	24	31	24	34
DoePass_EDriveway_EBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_EBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_EBR	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBR	80	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_NBL	275	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_NBT	275	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_SBT	1200	-	-	-	-	-	-	38	0	61	0
DVDE_NDriveway_SBR	1200	-	-	-	-	-	-	38	0	61	0
DVDE_NDriveway_EBL	200	-	-	-	-	-	-	23	80	23	82
DVDE_NDriveway_EBR	200	-	-	-	-	-	-	23	80	23	82
DVDE_SDriveway_NBL	110	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_NBT	300	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_SBT	270	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_SBR	270	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_EBL	200	-	-	-	-	-	-	0	30	0	30
DVDE_SDriveway_EBR	200	-	-	-	-	-	-	0	30	0	30
DVDE_Tunnel_NBT	200	-	-	-	-	-	-	0	0	0	0
DVDE_Tunnel_SBT	300	-	-	-	-	-	-	0	0	0	0
DVDE_Tunnel_EBL	300	-	-	-	-	-	-	193	272	226	428

Attachment D:
Calibration Memorandum

FEHR PEERS

MEMORANDUM

Date: October 2, 2024

To: Park City Municipal Corporation, Engineering

From: Fehr & Peers

Subject: **Snow Park Transportation Impact Study – Existing Conditions Model Calibration Memo**

UT24-2481

The purpose of this memorandum is to provide details of the calibration of existing conditions of the simulation model developed for the proposed Snow Park Village. This memorandum is a supplement to the Snow Park Village Traffic Impact Study (TIS), October 2024.

As mentioned in Section 2.2 of the TIS, traffic operations for the project site were modeled in Vissim, a microsimulation traffic analysis software. Vissim was used in order to model characteristics included in the proposed design such as a new transit hub, a shared mobility lane that only allows buses in the winter season, pick-up/drop-off operations, transit operations, and intersection operations.

It is important that microsimulation models be validated against existing conditions. A validated existing conditions model provides analysts with more confidence that projected 'plus project' conditions are correct. Without proper validation, inaccuracies in the base model could propagate into the future year scenarios. For this study, it was necessary to focus the validation on weekend AM and PM peak hour conditions to reflect a busy peak winter season weekend for the resort. For this study, the following metrics were evaluated for calibration:

- Volumes served at the study intersections
- Intersection LOS and delays
- Visual queueing and congestion compared to observed conditions

Figure 1 illustrates existing conditions of the Snow Park Village and surrounding area with labels for roadways and parking lots.



Figure 1: Existing Roadway Conditions

Volume Calibration

The vehicle volumes served at each study intersection was measured to compare against observed vehicles from the traffic data collection. Calibration targets presented in the *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software* (2004), published by the Federal Highway Administration (FHWA) were used for volume calibration for this model. GEH statistic is a formula used in traffic engineering for comparing two sets of volumes; in this case, the modeled vs. observed volumes. The calibration targets presented by FHWA are shown in **Table 1.** Note that the targets are presented for a freeway model but was applied for intersection volumes for this study.

Table 1: Model Calibration Criteria

Criteria and Measures	Calibration Acceptance Targets
Hourly Flows, Model Versus Observed	
Individual Link (Intersection) Flows	
Within 15%, for 700 veh/h<Flow<2700 veh/h	>85% of cases
Within 100 veh/h, for Flow<700 veh/h	>85% of cases
Within 400 veh/h, for Flow>2700 veh/h	>85% of cases
Sum of All Link (Intersection) Flows	Within 5% of sum of all link (intersection) counts
GEH Statistic < 5 for Individual Link (Intersection) Flows	>85% of cases
GEH Statistic for Sum of All Link (Intersection) Flows	GEH < 4 for sum of all link counts

Source: *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software (2004), Table 4 (FHWA)*.

The modeled and observed (demand) volumes are shown in **Table 2** below. The modeled served volumes at all approaches and all overall intersections were all within 100 vehicles for less than 700 vehicles/hour, or within 15% for vehicles between 700 and 2700 vehicles/hour for both AM and PM peak hours. All approaches and intersections also showed GEH statistic values less than 5 for both AM and PM peak hours. This suggests that volume calibration targets were met for the Snow Park Village model.

Table 2: Existing 2024 Background Conditions Saturday AM & PM Peak Hour Intersection Volumes

Intersection			Saturday AM Peak Hour				Saturday PM Peak Hour			
ID	Location	Approach	Demand Volume (vph)	Served Volume (vph)	% Volume Served	GEH	Demand Volume (vph)	Served Volume (vph)	% Volume Served	GEH
1	Deer Valley Dr West / Deer Valley Dr East	NB	157	152	97%	0.4	517	529	102%	0.5
		SB	953	940	99%	0.4	421	412	98%	0.4
		WB	212	203	96%	0.6	440	428	97%	0.6
		Overall	**1,322**	**1,295**	**98%**	**0.7**	**1,378**	**1,369**	**99%**	**0.2**
2	Amber Rd / Deer Valley Dr East	SB	16	16	100%	0.0	29	29	99%	0.0
		EB	381	382	100%	0.0	199	198	99%	0.1
		WB	198	190	96%	0.6	421	411	98%	0.5
		Overall	**595**	**587**	**99%**	**0.3**	**649**	**637**	**98%**	**0.5**
3	Solamere Dr / Deer Valley Dr East	SB	106	106	100%	0.0	74	74	99%	0.1
		EB	364	362	99%	0.1	185	182	98%	0.2
		WB	127	116	91%	1.0	445	436	98%	0.4
		Overall	**597**	**584**	**98%**	**0.5**	**704**	**691**	**98%**	**0.5**
4	Deer Valley Dr East / Queen Esther Dr	NB	110	98	89%	1.2	451	444	98%	0.4
		SB	364	357	98%	0.4	144	138	96%	0.5
		WB	76	76	100%	0.0	76	76	100%	0.0
		Overall	**550**	**530**	**96%**	**0.9**	**671**	**657**	**98%**	**0.5**
5	Deer Valley Dr East / Doe Pass Rd	NB	256	241	94%	1.0	413	410	99%	0.1
		SB	388	382	99%	0.3	106	103	97%	0.3
		EB	1	0	0%	1.4	73	72	99%	0.1
		WB	4	2	58%	1.0	-	-	-	-

		Overall	**649**	**625**	**96%**	**0.9**	**592**	**585**	**99%**	**0.3**
6	Deer Valley Dr West / Royal St	NB	124	122	98%	0.2	279	270	97%	0.6
		SB	582	562	97%	0.8	307	298	97%	0.5
		EB	45	44	97%	0.2	69	68	98%	0.1
		Overall	**751**	**728**	**97%**	**0.9**	**655**	**635**	**97%**	**0.8**
7	Deer Valley Dr West / Doe Pass Rd	NB	133	129	97%	0.4	275	265	97%	0.6
		WB	12	12	102%	0.1	325	323	99%	0.1
		Overall	**145**	**141**	**97%**	**0.4**	**600**	**588**	**98%**	**0.5**
8	Mellow Mountain Rd / Deer Valley Dr	NB	13	13	100%	0.0	11	11	98%	0.1
		SB	18	18	100%	0.0	8	8	104%	0.1
		EB	946	932	99%	0.5	436	427	98%	0.4
		WB	322	311	97%	0.6	916	916	100%	0.0
		Overall	**1,299**	**1,274**	**98%**	**0.7**	**1,371**	**1,362**	**99%**	**0.2**
9	Deer Valley Dr / Marsac Ave	NB	249	248	99%	0.1	551	536	97%	0.6
		SB	1,248	1,230	99%	0.5	1,096	1,052	96%	1.4
		EB	27	25	91%	0.5	29	27	94%	0.3
		WB	361	343	95%	1.0	936	931	99%	0.2
		Overall	**1,885**	**1,845**	**98%**	**0.9**	**2,612**	**2,546**	**97%**	**1.3**

Intersection LOS and Delay

Table 3 displays the existing average Level of Service (LOS) and delay at the study intersections for the weekend AM and PM peak hours. It is important to note the following regarding these results:

- The reported LOS and average delay is based on conditions during the busiest 15-minute interval of each peak hour (per the Highway Capacity Manual (HCM) standards for calculating LOS).
- For the roundabout, the reported LOS and delay is the weighted average of all vehicles passing through a given intersection. However, this averaging of delay may not align with a driver's experience driving through the intersection, since the driver is on a single approach.
- For two-way stop controlled (TWSC) intersections, the LOS and delay for the worst movement is reported (per the HCM standards).

Table 3: Snow Park Village Saturday AM and PM Peak Hour Existing Level of Service

Intersection			LOS / Average Delay (sec/veh)	
ID	Location	Traffic Control	AM Peak Hour	PM Peak Hour
1	Deer Valley Dr West / Deer Valley Dr East	TWSC	19 / C	58 / F
2	Amber Rd / Deer Valley Dr East	TWSC	9 / A	229 / F
3	Solamere Dr / Deer Valley Dr East	TWSC	11 / B	11 / B
4	Deer Valley Dr East / Queen Esther Dr	TWSC	11 / B	9 / A
5	Deer Valley Dr East / Doe Pass Rd	TWSC	66 / F	14 / B
6	Deer Valley Dr West / Royal St	TWSC	13 / B	11 / B
7	Deer Valley Dr West / Doe Pass Rd	TWSC	9 / A	72 / F
8	Mellow Mountain Rd / Deer Valley Dr	TWSC	17 / C	39 / E
9	Deer Valley Dr / Marsac Ave	Roundabout	17 / C	42 / E

As shown in **Table 3**, the following study intersections currently operate worse than the established LOS D threshold. These include:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the

free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS E, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS E in the PM peak hour
    - This is caused by the queues between the Marsac roundabout and the Y-intersection, making it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS E in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

Visual Queueing and Congestion

The following key locations were observed to have queueing and congestion issues currently in the study area, as also reflected in the LOS and delay results in **Table 3**:

- Deer Valley Drive East / Doe Pass Road - AM peak hour
    - The parking operations at Lot 5 slow down the speeds of vehicles entering Doe Pass Road, causing queues from vehicles turning onto Doe Pass Road on Deer Valley East Drive. The model was coded to add friction on Doe Pass Road to simulate the observed queuing and delays. **Figure 2** below shows the observed vs. modeled queues at this intersection.



Figure 2: Observed vs. Modeled Queues at Deer Valley Drive East / Doe Pass Road in the AM Peak Hour

- Deer Valley Drive East / Deer Valley Drive West (Y-intersection) – PM Peak Hour
    - A slow, constant rolling queue is observed between the Marsac roundabout and the Y-intersection in the PM peak hour. This queue backs up past the Y-intersection, causing high delays and queues for the stop-controlled westbound approach. Also, when this congestion occurs, it was observed that the free-flow vehicles on the northbound approach allow for the westbound vehicles to make a turn as a "zipper merge", also causing queues and delays on the northbound approach.
    - The following aspects were coded into the Vissim model to replicate the observed queueing and congestion:

- Slower speeds along Deer Valley Drive between the Marsac roundabout the Y-intersection
- Additional vehicles at the Y-intersection on the northbound and westbound approaches to account for latent demand (vehicles stuck in the queue at the end of the data collection peak hour)
- Priority rule on the northbound approach to allow for the "zipper merge" when the intersection is congested

- **Figure 3**, **Figure 4**, and **Figure 5** below show the observed vs. modeled queues at the Y-intersection, Deer Valley Drive East / Solamere Drive, and Deer Valley Drive West / Doe Pass Road, respectively.



Figure 3: Observed vs. Modeled Queues at the Y-intersection in the PM Peak Hour



Figure 4: Observed vs. Modeled Queues at Deer Valley Drive West / Doe Pass Road in the PM Peak Hour



Figure 5: Observed vs. Modeled Queues along Deer Valley Drive East at Solamere Drive in the PM Peak Hour

FEHR PEERS

TECHNICAL MEMORANDUM

Date: November 27, 2024

To: Rebecca Ward

From: John Gard, PE, RSP_1 Principal, Fehr & Peers

Subject: Explanation of Differences in Trip Generation Estimates Between 2022 and 2024 Snow Park Village Projects

UT24-2481

Introduction

Fehr & Peers has completed several updates to the Traffic Impact Study (TIS) for the Snow Park Village expansion. The first study was completed and submitted in November 2022, followed by a second study in 2023. The most recent version was submitted in October 2024. With regard to trip generation, the (July) 2022 study concluded that the project would generate 2,276 new weekday vehicle trips and 162 new Saturday AM and 204 new Saturday PM peak hour trips. In comparison, the 2024 TIS concludes that the project would generate 834 new weekday vehicle trips and 13 new Saturday AM and 209 new Saturday PM peak hour trips.

This memorandum provides background information to explain these differences in trip generation estimates. As is documented below, the following topic areas contribute to these differences:

1. Land Use Programs
2. Trip Generation Rates
3. Trip Reduction Adjustments
4. Parking Reduction Agreement

Land Use Programs

Between the 2022 and 2024 studies, the proposed land uses changed as shown in **Table 1Error! Reference source not found.**. As shown, the amount of residential/lodging in the 2024 plan has decreased by 30% to 38%. Although the amount of retail in the 2024 plan increased by 16%, the absolute amount of the increase (4,100 square feet) is minor. The amount of event space in the 2024 plan has decreased by about 50%. The 2024 plan includes 15,000 square feet of building space for the Ski Club, while the 2022 plan did not.

Land uses are the primary driver of trip generation. And it is apparent from Table 1 that there are considerable reductions in residential and lodging units in the current plan when compared to the 2022 Plan.

Programming of land use elements is also an important consideration. In the 2022 TIS, the event center was assumed to operate as a typical 'recreational community center'. In contrast, the 2024 TIS assumes a more intensive afternoon special event. The differences in trip generation associated with these programming assumptions are described in the following section.

While the Ski Club space included in the 2024 plan is new when compared to the 2022 plan, the trips attracted to the Ski Club are better represented by the amount of reserved parking spaces to be provided by ski club members. This is described in detail in the following section.

Table 1: Proposed Land Uses

Land Use	2022 TIS	2024 TIS
Multifamily Housing (Units)	143	100 (-30%)
Hotel Rooms (Rooms)[1]	193	120 (-38%)
Commercial / Retail Space (Square Feet)	25,900	30,000 (+16%)
Event Space (Square Feet)[2]	30,900	15,000 (-51%)
Ski Club Space (Square Feet)	-	15,000 (N/A)

Notes:

1. In the October 2024 TIS, the trip rates for the hotel capture the ancillary on-site food and beverage space, meeting/ballroom space, and spa space (totaling 24,000 square feet) that are included in the 2024 plan.

Trip Generation Rates

The 2022 submittal relied on trip generation rates from the 10th Edition of the *Trip Generation Manual (TGM)* (Institute of Transportation Engineers, 2017). While the 11th Edition had been released in 2021, the 2022 TIS relied on the 10th Edition to be consistent with prior versions of the study completed before 2022. In contrast, the 2024 TIS relied upon the 11th Edition of *Trip Generation Manual*.

There are many notable differences between the two editions. But the differences that are most influential in this setting are changes in the type of land use categories, removal of outdated data points (which affect trip rates), and updated pass-by trip percentages.

Table 2 shows the land use source assumptions, and the trip generation rates used in the calculations for the 2022 TIS and the 2024 TIS. This table reveals that multi-family unit trip rates decreased between the 10th and 11th Editions of the *TGM*. Trip rates for the project's retail uses increased, though that was more than offset by changes in pass-by trips, which reduce the number of new trips generated. See section below.

Table 3 shows the calculated trips generated for each land use for the 2022 TIS and 2024 TIS before any trip internalization or external non-auto travel reductions were applied. It is readily apparent that the combined effect of less land use and lower trip rates per unit have substantially reduced the trips generated by some land use categories. For instance, on a daily basis, the 2024 TIS estimates the gross daily trips generated by the multi-family units would be 61% lower than the 2022 TIS. This alone represents a net trip reduction of over 700 daily trips.

Trip Reduction Adjustments

Page 6 – 7 of this memo describe the various types of trip reduction estimates applied in the 2022 TIS and 2024 TIS.

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Table 2: Trip Generation Rates

Land Use	2022 TIS	2024 TIS
Multifamily Housing		
Land Use Code	220 - Multifamily Housing (Low-Rise) in the ITE *10th Edition Trip Generation Manual*	220 - Multifamily Housing (Low-Rise) in the ITE *11th Edition Trip Generation Manual*
Day Trip Rate	8.14 trips/dwelling unit	4.55 trips/dwelling unit
AM Peak Hour Rate	0.46 trips/dwelling unit	0.40 trips/dwelling unit
PM Peak Hour Rate	0.70 trips/dwelling unit	0.51 trips/dwelling unit
Hotel Rooms		
Land Use Code	Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan	
Day Trip Rate	6.27 trips/room	6.27 trips/room
AM Peak Hour Rate	0.41 trips/room	0.41 trips/room
PM Peak Hour Rate	0.70 trips/room	0.70 trips/room
Commercial / Retail Space		
Land Use Code	(820) Shopping Center in the ITE *10th Edition Trip Generation Manual*	(822) Strip Retail Plaza in the ITE *11th Edition Trip Generation Manual*
Day Trip Rate	46.12 trips/1,000 s.f.	54.45 trips/1,000 s.f.
AM Peak Hour Rate	0.94 trips/1,000 s.f.	2.36 trips/1,000 s.f.
PM Peak Hour Rate	4.50 trips/1,000 s.f.	6.59 trips/1,000 s.f.
Event Space		
Land Use Code	(495) Recreational Community Center in the ITE *10th Edition Trip Generation Manual*	Bespoke Rate, based on 250 attendees for an afternoon/evening event
Day Trip Rate	9.10 trips/1,000 s.f.	254 total trips
AM Peak Hour Rate	1.76 trips/1,000 s.f.	0 total trips
PM Peak Hour Rate	1.07 trips/1,000 s.f.	96 total trips
Ski Club		
Land Use Code	Not included in 2023 Land Use	Bespoke Rate, based on 250 parking stalls
Day Trip Rate	N/A	3.00 trips/stall
AM Peak Hour Rate	N/A	0.33 trips/stall
PM Peak Hour Rate	N/A	0.19 trips/stall
Day Skiers		
Land Use Code	Bespoke Rate, based on existing vehicles vs. existing parking stalls	Bespoke Rate, based on 20% reduction in day skier/staff parking
Day Trip Rate	-	3.00 trips/stall
AM Peak Hour Rate	-	0.49 trips/stall
PM Peak Hour Rate	-	0.28 trips/stall

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Table 3: Total Trip Generation Before Reductions

Land Use	2022 TIS	2024 TIS
Multifamily Housing		
Day Trips	1,164 trips	455 trips
AM Peak Hour Trips	66 trips	40 trips
PM Peak Hour Trips	100 trips	51 trips
Hotel Rooms		
Day Trips	1,210 trips	752 trips
AM Peak Hour Trips	79 trips	49 trips
PM Peak Hour Trips	135 trips	84 trips
Commercial / Retail Space		
Day Trips	1,195 trips	1,634 trips
AM Peak Hour Trips	24 trips	71 trips
PM Peak Hour Trips	117 trips	198 trips
Event Space		
Day Trips	281 trips	254 trips
AM Peak Hour Trips	54 trips	0 trips
PM Peak Hour Trips	33 trips	96 trips
Ski Club		
Day Trips	-	500 trips
AM Peak Hour Trips	-	82 trips
PM Peak Hour Trips	-	47 trips
Day Skiers		
Day Trips	-	-1,020 trips
AM Peak Hour Trips	-	-167 trips
PM Peak Hour Trips	-	-95 trips
Total		
Day Trips	3,850	2,575
AM Peak Hour Trips	224	75
PM Peak Hour Trips	385	380

Notes:

1. Event space assumed to be utilized for a gathering that begins approximately at 4 PM and consists of 250 guests. Refer to 2024 TIS for details on its expected mode split, peak hour arrival/departure percentages, attendees staying at Snow Park Village overnight, and average vehicle occupancy.
2. Net reduction of 340 day skier parking spaces is included in the 2024 plan. The trips removed by this parking supply reduction were calculated using observed February 2024 traffic count data at the existing resort.

Mode Shift

Mode shift percentages were derived from the MXD methodology and underlying assumptions from the regional travel demand model.[1] **Table 4** shows the trip reduction percentages associated with project residents, guests, and employees walking/biking, and taking transit for both the 2022 and 2024 TISs. In the 2024 TIS, the transit reduction increased (relative to the 2022 TIS) due to Deer Valley Resort's commitment to building a state-of-the-art transit center to encourage transit use. In the 2024 TIS, these reductions were not applied to the event space (as a separate methodology was utilized for it) and also not applied to the hotel rooms because of the source of that trip generation estimate. These reductions were applied to the gross multi-family and retail trips in Table 3.

Table 4: Mode Shift Trip Reduction Percentages

	2022 TIS		2024 TIS	
	% Walk/Bike	% Transit	% Walk/Bike	% Transit
Day Reduction	4.6%	3.0%	3%	5%
AM Peak Hour Reduction	5.6%	1.9%	3%	5%
PM Peak Hour Reduction	3.4%	2.9%	3%	5%

Trip Internalization

Trip internalization accounts for trips that are complementary to one another avoids double counting of trips. For example, if a skier already at the resort stops by one of Snow Park Village's shops, only one trip into the study area gets counted. Both the 2022 and 2024 TISs made internal trip adjustments, though the approaches taken in each study were slightly different.

Paid Parking Reduction

The 2022 TIS assumes a reduction due to the implementation of paid parking of 15% across all time periods. The 2024 TIS conservatively did not make any trip reductions due to paid parking.

[1] Mixed-Use Trip Generation (MXD) is a proprietary model co-developed and used frequently by Fehr & Peers. It estimates external was developed for estimating trip generation for mixed-use developments. The tool incorporates the underlying data sources and logic that the two methods share. It offers the ability to assess the effects of spatial separation of uses and recognition of specific land-use categories and to consider the dynamic influences of local development context.

DRAFT

Pass-by Trip Reductions

Both the 2022 and 2024 TISs accounted for pass-by trips to the retail uses, though this was accomplished in slightly different ways. Traditionally, a pass-by trip is made by a motorist who stops into a retail center en route to a different primary destination. However, given the site context, these types of trips are not likely and instead pass-by trips to the retail uses will come primarily from individuals (e.g., skiers, employees, visitors, etc.) who visit the store en route to chair lifts or returning to their vehicle after skiing.

Table 5 shows the trips generated by each land use after reductions have been applied for both the 2022 TIS and 2024 TIS.

DRAFT

Table 5: Total Trip Generation After Reductions

Land Use	2022 TIS	2024 TIS
Multifamily Housing		
Day Trips	1,054 trips	314 trips
AM Peak Hour Trips	59 trips	28 trips
PM Peak Hour Trips	84 trips	37 trips
Hotel Rooms		
Day Trips	914 trips	566 trips
AM Peak Hour Trips	60 trips	38 trips
PM Peak Hour Trips	93 trips	64 trips
Commercial / Retail Space		
Day Trips	94 trips	220 trips
AM Peak Hour Trips	2 trips	32 trips
PM Peak Hour Trips	4 trips	60 trips
Event Space		
Day Trips	214 trips	254 trips
AM Peak Hour Trips	41 trips	0 trips
PM Peak Hour Trips	23 trips	97 trips
Ski Club		
Day Trips	-	500 trips
AM Peak Hour Trips	-	82 trips
PM Peak Hour Trips	-	47 trips
Day Skiers		
Day Trips	-	-1,020 trips
AM Peak Hour Trips	-	-167 trips
PM Peak Hour Trips	-	-96 trips
Total		
Day Trips	2,276	834
AM Peak Hour Trips	162	13
PM Peak Hour Trips	204	209

Parking Reduction

A meaningful change between the 2022 and 2024 TIS - which reduced the number of generated trips - was that Deer Valley Resort committed to a 20% reduction in day skier parking per the December 7, 2023, Letter of Intent (LOI). This commitment results in a loss of 340 parking stalls at Snow Park Village, corresponding to 1,020 fewer daily trips; 167 fewer AM peak hour trips, and 95 fewer PM peak hour trips.

Conclusion

In conclusion, there are several factors that result in lower trips generated in the 2024 TIS compared to the 2022 TIS. This is primarily due to an overall net reduction in project land uses, different ITE and custom trip generation rates, a more refined trip reduction estimation, and a 20% day skier parking supply reduction.

DRAFT

FEHR PEERS

MEMORANDUM

Date: November 29, 2024

To: Rebecca Ward

From: Deer Valley/Fehr & Peers

Subject: Five Year Illustrative Transportation Demand Management Program

UT24-2481

There are several key objectives to develop and implement a Transportation Demand Management (TDM) program. While not necessarily mutually exclusive, the strategies in a program for Snow Park Village should be designed to:

1. Reduce all car trips
2. Increase alternate modes usage, including carpooling
3. Increase peak period spreading

Deer Valley has a long-standing commitment to implementing effective Transportation Demand Management (TDM) measures, with a strong plan already in place for the new Snow Park Village. These efforts are designed not only to manage traffic in and around the village but also to benefit the entire community by promoting smoother, more sustainable transportation. Deer Valley remains dedicated to maintaining a state-of-the-art TDM program while exploring fresh ideas to further enhance these benefits.

The simplest and most researched metric for TMD measure is Vehicle Miles of Travel, or VMT. Numerous agencies around the U.S., including the U.S. EPA, have conducted extensive research on the efficacy of TDM measures and the resulting VMT reductions. This memo outlines a five-year TDM program based on much of that research that further strives to reduce trips, increase vehicle occupancies (including buses and shuttles) and spread the current traffic peaking patterns.

The new Snow Park Village will be complete and open for full operations by the start of the ski season in 2030. The Village design has several features that are conducive to TDM programs including but not limited to:

- An underground state-of-the-art mobility hub for transit, shuttles, and carpooling
- A paid parking program
- Increased remote parking facilities
- Implementing a “Shared Managed Lane” for bus travel time advantages in ski season and an additional active transportation facility in the summer

- Improving active transportation facilities around the entire Deer Valley Loop
- Enhanced wayfinding and real-time parking information

These design elements, along with Deer Valley's dedication to improving the transportation experience, will help ease congestion while creating smoother and more enjoyable arrival and departure experiences for guests.

Building on its existing efforts, Deer Valley is actively implementing comprehensive TDM measures and has pledged to enhance them further by 2030. Below is a year-by-year that is aspirational by design yet with the goal of reducing single occupant vehicles from the current number of 48% (based on data from February 2024) to 30% by 2035.

2030:

Strategy	Result
Marketing campaign for alternative modes. This will be on the heels of parking reductions during construction, so the intent is to keep the trip reduction momentum going.	Increased transit ridership Increased vehicle occupancy due to carpooling
Monday morning post-weekend meeting with staff, PC staff, and UDOT as appropriate	Refined and enhanced traffic patterns, messaging, and transit routing results in greater carpooling and transit ridership
Transit priority signal at the "Y" intersection	Better transit travel times results in greater use of buses (greater vehicle occupancy)
Deer Valley will work with High Valley Transit to explore opportunities to provide express service utilizing the new SR-224 BRT system	Increases transit ridership
Apres-ski incentives to "linger longer". Can include food & beverage special, live music or family activities	Increases après ski peak spreading

2031:

Strategy	Result
Know Before You Leave messaging: provide real-time roadway travel times to guests on-site so they take advantage of linger longer choices	Increases après ski peak spreading
Enhanced employee carpool matching and incentives	Increased vehicle occupancy due to carpooling
Electric bike-share program for summer guests	Reduces overall auto trips
Remote/work from home options for phone-based customer service staff (ie reservations)	Reduces overall trips

DRAFT

2032:

Strategy	Result
Enhanced carpool/transit ride rewards	Increased transit ridership Increased vehicle occupancy due to carpooling
Electric bike-share program for on-site staff (ie meetings around town weather permitting)	Reduces overall vehicle trips in the Loop area
Full-time Transportation and Parking Manager	Overall program refinement results in greater non-SOV arrival
Increased amenities at remote parking: restrooms, real-time transit information, coffee-carts, etc	Increased transit ridership Increased vehicle occupancy due to carpooling

2033:

Strategy	Result
3+ carpool incentives – Deer Bucks or point system with EoY rewards such as discount passes	Increased vehicle occupancy due to carpooling
Employee "big ideas" program – solicit transportation demand ideas from staff with rewards for those implemented	Increased transit ridership Increased vehicle occupancy due to carpooling Better parking and traffic management potential

2034:

Strategy	Result
Increase ridership in neighborhood shuttle program and include e-shuttles	Increased shuttle ridership reduces vehicle trips from the neighborhood
Enhanced carpool/transit use incentives such as free lockers and/or baskets for entire season	Increased transit ridership Increased vehicle occupancy due to carpooling

Quantification of the elements of a TDM program is not an exact science by any means. As stated in public meetings, Deer Valley is committed to piloting new TDM ideas that evolve over time by factors such as technology, costs, or human factors. For example, apps designed for carpool matching, roadway or parking information did not exist 10 years ago whereas now they are ubiquitous.

DRAFT

The best way to understand the efficacy of TDM programs is to develop a longitudinal monitoring program. This is common for other destination-based resorts. We specifically recommend and will commit to:

- Traffic counts at the "Y" intersection once each year during peak February season
- 24 hour/three day roadway volume counts on Deer Valley Drive West and Deer Valley Drive East
- Vehicle occupancy counts along Deer Valley Drive West and East once each year during peak February season
- Annual employee survey regarding transportation improvements and experiences
- Bi-annual guest survey regarding transportation improvements and experiences
- PC Transit and High Valley Transit boarding and alighting data at Snow Park Village

This data will be compiled into a single infographic and reported to Council at the end of each ski season.

DRAFT

ENGINEERING MEMORANDUM

To:	Rebecca Ward, Planning Director
From:	John Robertson, City Engineer
CC:	Tim Sanderson (Transportation Director), Troy Dayley (Public Works Director), Becky Gutknecht (Public Improvements Engineer), Chief Wade Carpenter
Date:	December 6, 2024
Re:	Shared Managed Lane (SML) management &

The Snow Park Development project proposed by Alterra Mountain Company (Developer) will significantly improve their private property and modify the public right of way around the existing resort. These modifications offer an opportunity to implement citywide transportation policies in this part of the city. Any proposed improvements must be consistent with the Park City Forward—Long Range Transportation Plan and the City's Bicycle and Pedestrian Plan. These policies aim to improve city transit service, reduce single-occupancy vehicle use, and improve connectivity for active transportation users.

The Developer has worked to be consistent with these policies and, in discussions with City Staff, has identified the installation of a shared managed lane (SML) as an improvement that is consistent with these policies.

The SML is proposed as a separate lane for use, in general, by buses during the winter months, and then it will be available for bicycles during the spring, summer, and fall. It is planned also to be available for special events that will be managed under the special event permitting process. Another benefit of the SML is that it is an open lane that can be used by emergency vehicles or as an area that vehicles that can move into to create an open path.

Some challenges arise as an SML is a new type of use within Park City and the nation. Questions like: How is it to be managed? How should it be signed and striped? What kind of enforcement is required? These are good questions that need to be addressed.

Engineering Division
445 Marsac Avenue, P.O. Box 1480, Park City, UT 84060
435-615-5073 | engineering_submittals@partcity.org | www.parkcity.org

We found that the Washington D.C. area has a similar lane created for transit services but allows bicycles (See Exhibit B). Exhibit B identifies typical signage and striping for a multi-use lane.

We foresee challenges in clearly delineating who can use the lane, when different uses are allowed, and the proper level of effective enforcement. If changes are required, we will go through an iterative process as lessons are learned and incorporate them into the SML's operations and management.

Though we anticipate potential changes to how the SML is managed, when first constructed, it will be striped and signed using MUTCD and accepted standards. Exhibit B shows proposed general signing and striping methods that would be installed at intersections and bus stops along the length of the SML. Signage to alert users that the facilities are allowed for buses and bicycles will also be incorporated.

EXHIBIT A: SHARED MOBILITY LANE STRIPING EXAMPLES

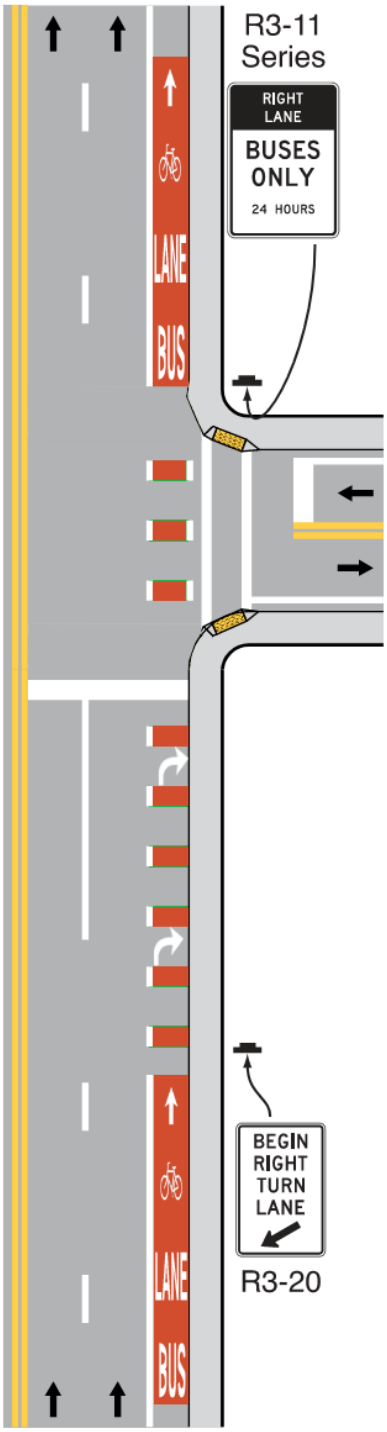


Figure 1: SML Striping at Intersection

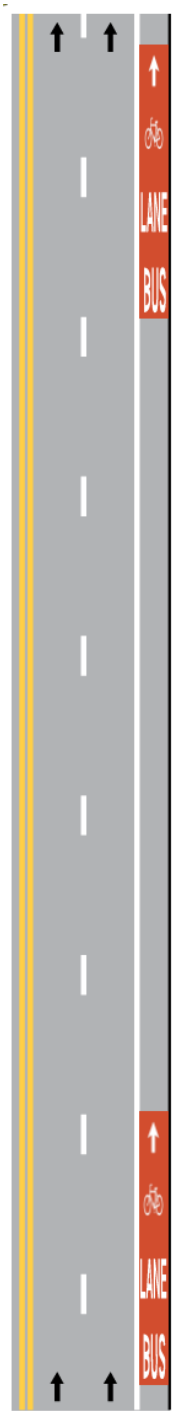


Figure2: SML Striping along DVD

EXHIBIT B: SHARED MOBILITY LANE EXAMPLES – WASHINGTON D.C.



Figure 2: Signage at Turn Pocket to clarify that bikes and buses have the right-of-way



Figure 1: Signage to further designate the SML as Buses and Bikes Only

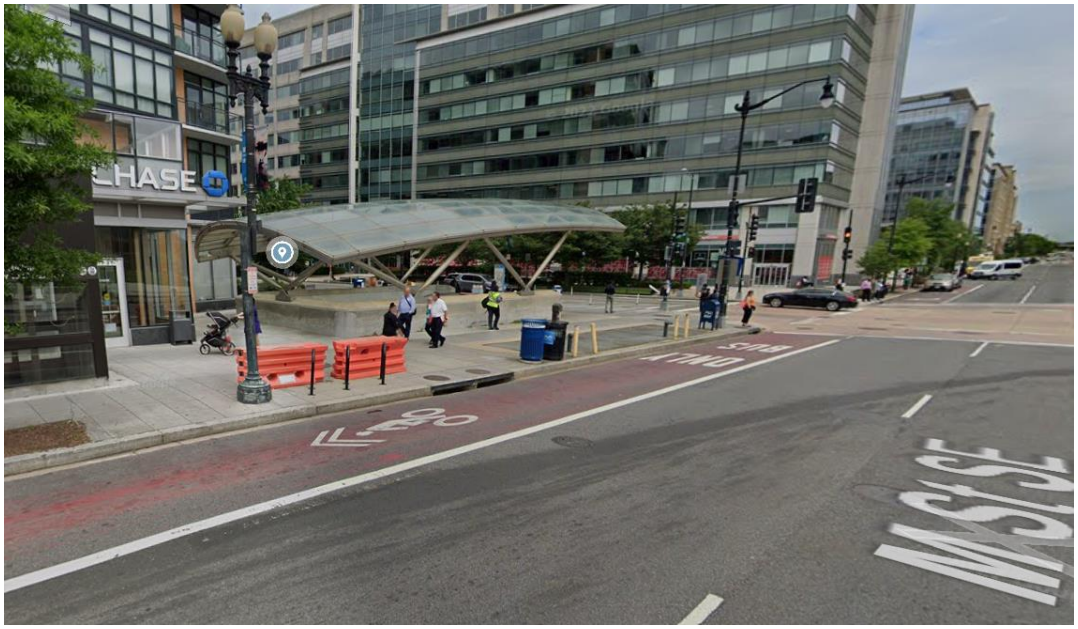


Figure 3: SML Striping in Washington DC



Snow Park Village

Construction Mitigation Plan

November 6, 2024

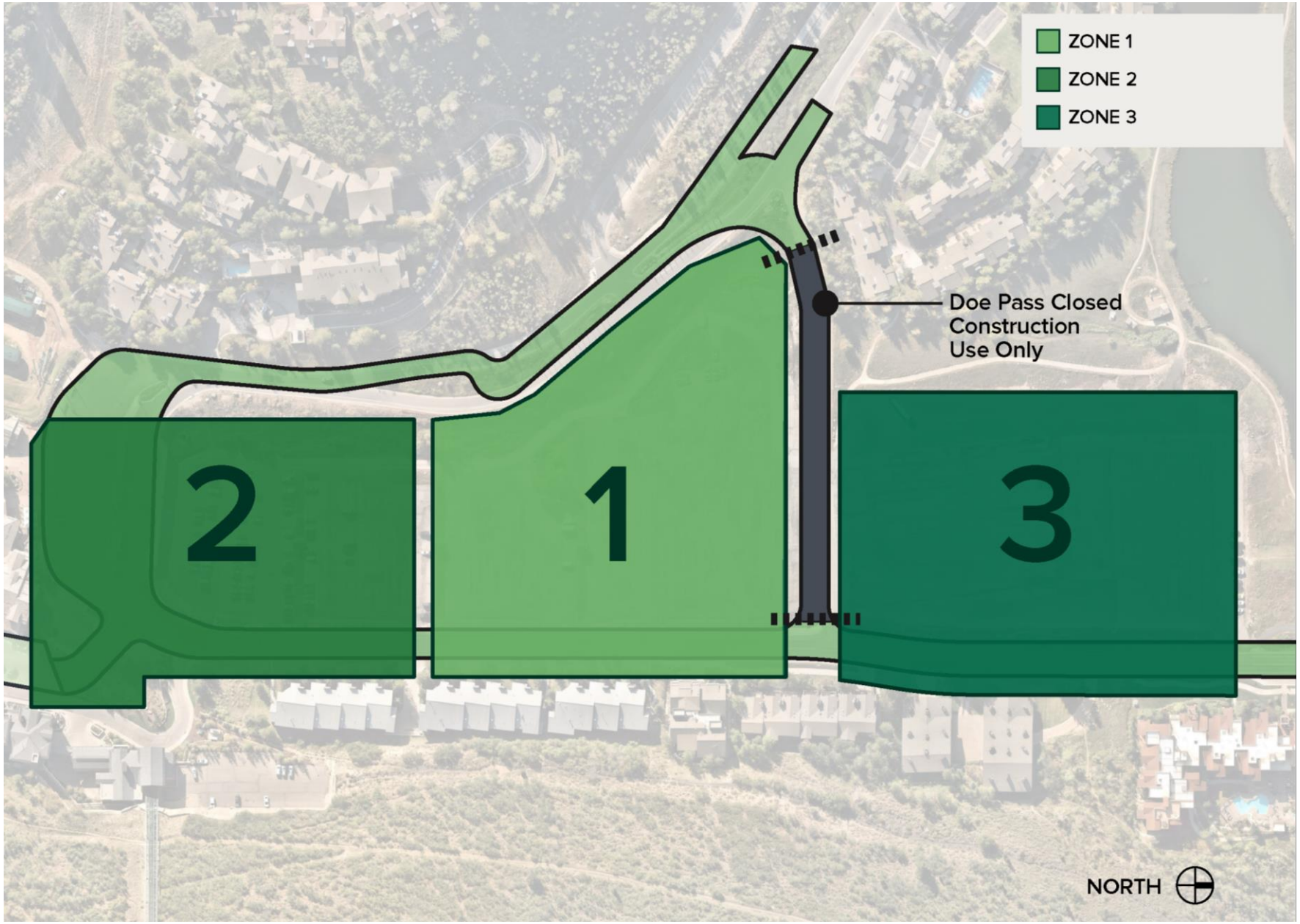
01

Construction Mitigation Plan + Phasing



CONSTRUCTION MITIGATION PLAN TIMELINE

Major Milestones



2024

- Design & Entitlement in Process
- Ongoing Public Engagement

2025 - 2027

- **May 2025** - Groundbreaking for Zone 1 of the Garage & Infrastructure
- 2026 – Zone 1 & 2 of the Garage under construction
- **2027** – Completion of Zone 1 and Zone 2 Garage construction & Commencement of Zone 3 garage construction

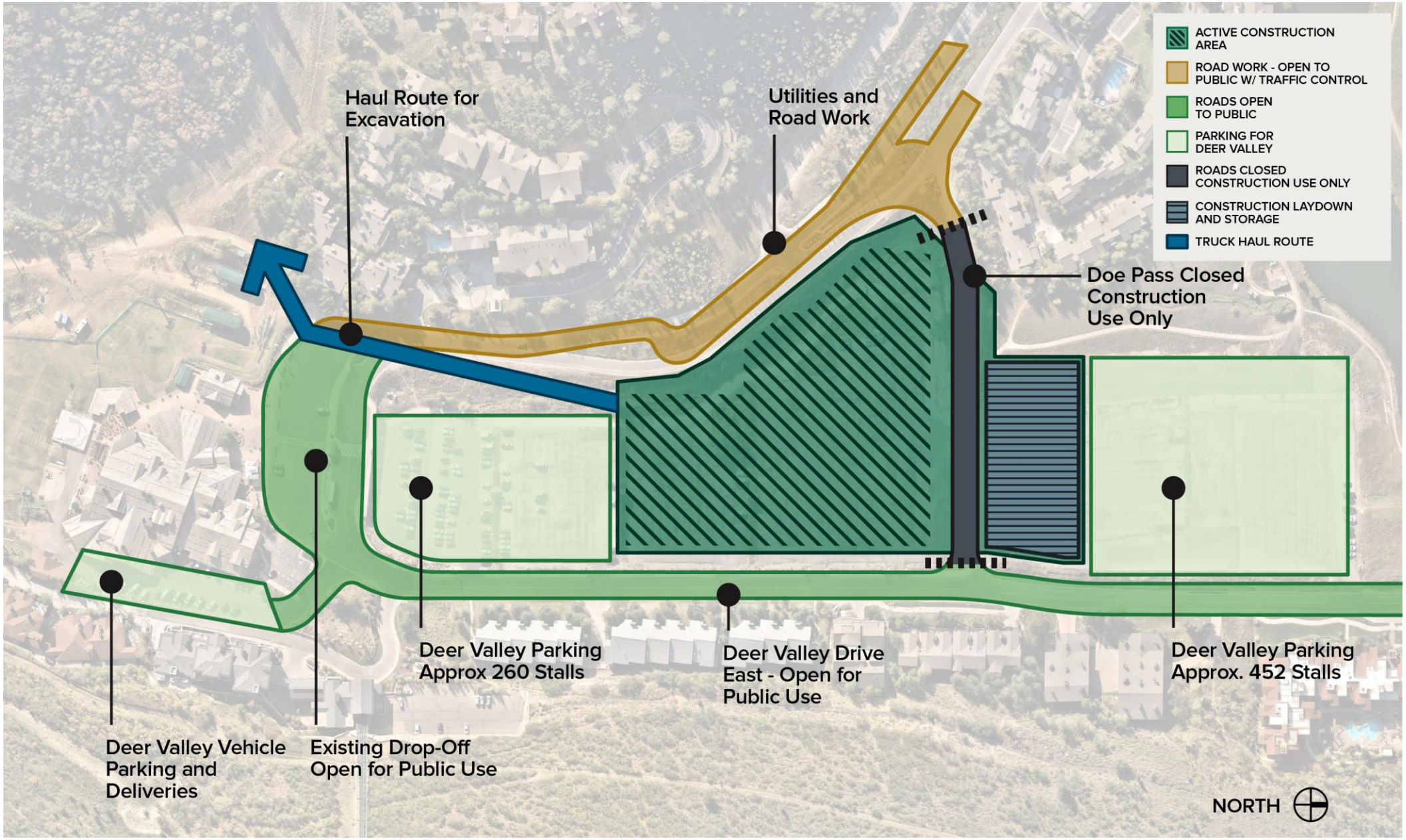
2028 - 2030

- **2028-2030** - Vertical Village construction of the hotel, residences, event center and retail. Completed in phases South to North (Zones 2, 1, then 3)
- **2029** - Expanded Ski Beach & Silver Lake Gondola

2034 PARK CITY HOSTS THE WINTER OLYMPIC GAMES

CONSTRUCTION MITIGATION PLAN

Summer 2025



ROADWAY

- Roadwork will be on Deer Valley Drive West. Access will be maintained while roadway is under construction.
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- The existing drop-off will be open as is for public use.
- Bus Routes not anticipated to be disrupted along the loop.

UTILITIES

- Significant utility work will be in process along Deer Valley Drive West, including replacement of the main Sanitary Line from the Y in.
- Specifics will be provided as work is further sequenced.

PARKING

- Total parking spaces: 712
- Lots 1, 2, 5 & 6 will be available for Parking.
- Lots 3 & 4 and Doe Pass Road will be closed for construction

HAULING

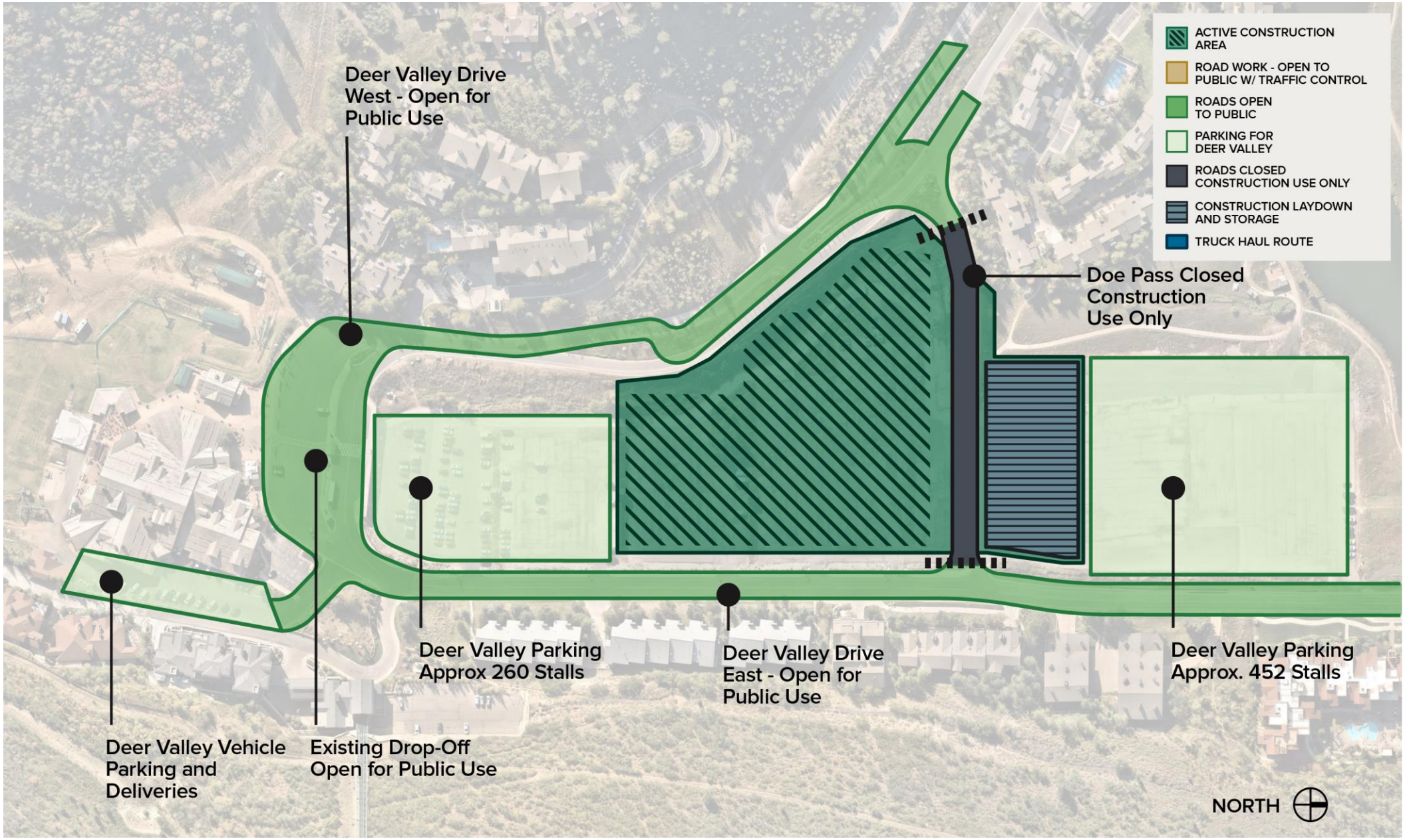
- Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

CONSTRUCTION MITIGATION PLAN

Ski Season 2025/2026



ROADWAY

- All roadways open during ski season. No roadway construction activities
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- The existing drop-off will be open as is for public use.
- Bus Routes not anticipated to be disrupted along the Loop.

UTILITIES

- No utility work in roadways during Ski Season.

PARKING

- Total parking spaces: 712
- Lots 1, 2, 5 & 6 will be available for Parking.
- Lots 3 & 4 and Doe Pass Road will be closed for Construction

HAULING

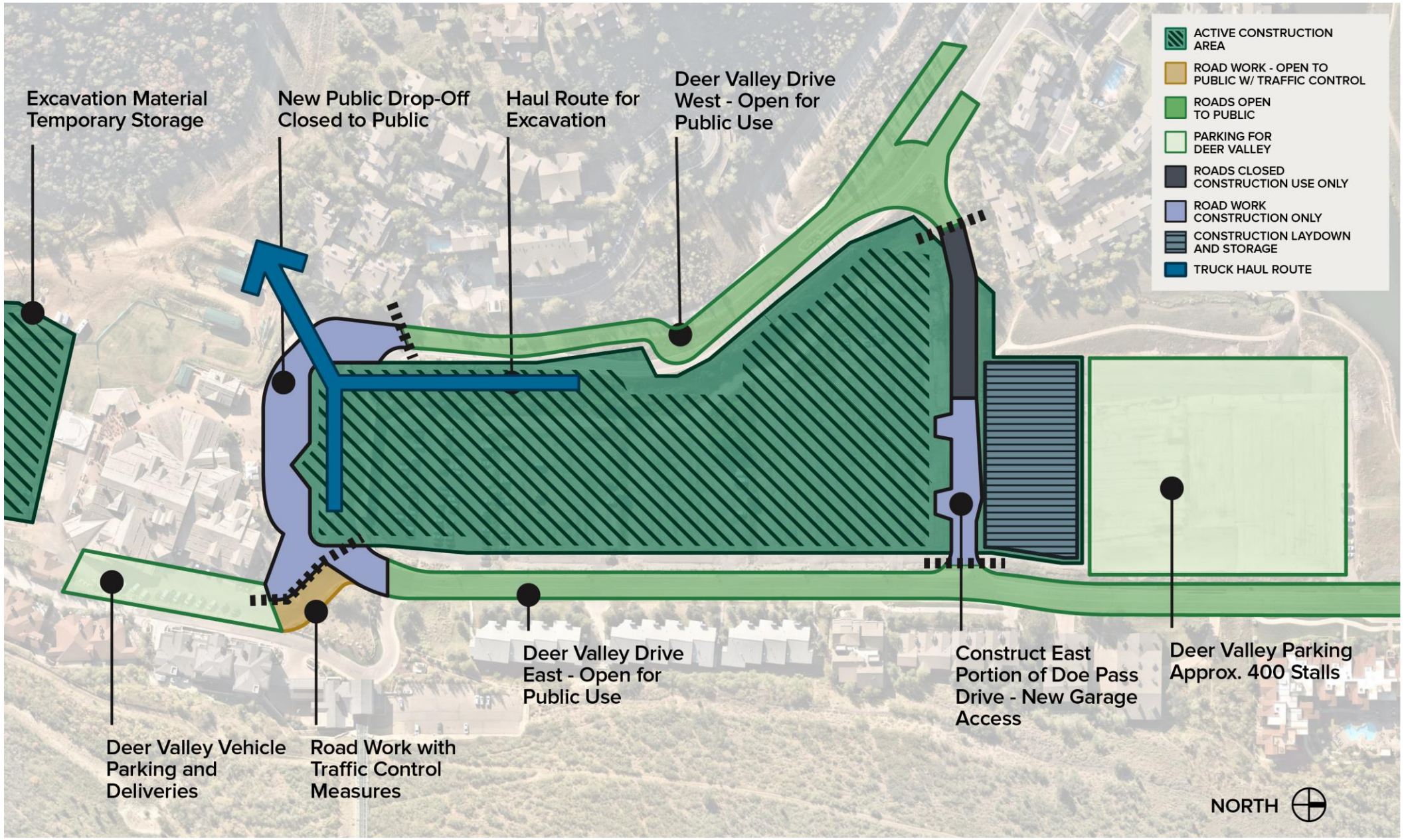
- No dirt hauling during Ski Season

ON-MOUNTAIN IMPACTS

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

Summer 2026



ROADWAY

- •Temporary drop-off zone near Snow Park Lodge will be under construction. Roadway will terminate in either direction at dashed black line. Traffic will not be able to continuously travel around loop. Deer Valley will have access to turnarounds on either side of the road, but discourage vehicles from traveling to those dead ends with signage at convenient turn around points.
- •Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- •Temporary drop-off under construction

UTILITIES

- •Utility work will take place only in construction zones.

PARKING

- •Total parking spaces: 400
- •Lots 5 & 6 will be available for Parking.
- •Lots 1, 2, 3 & 4 and Doe Pass Road will be closed for Construction

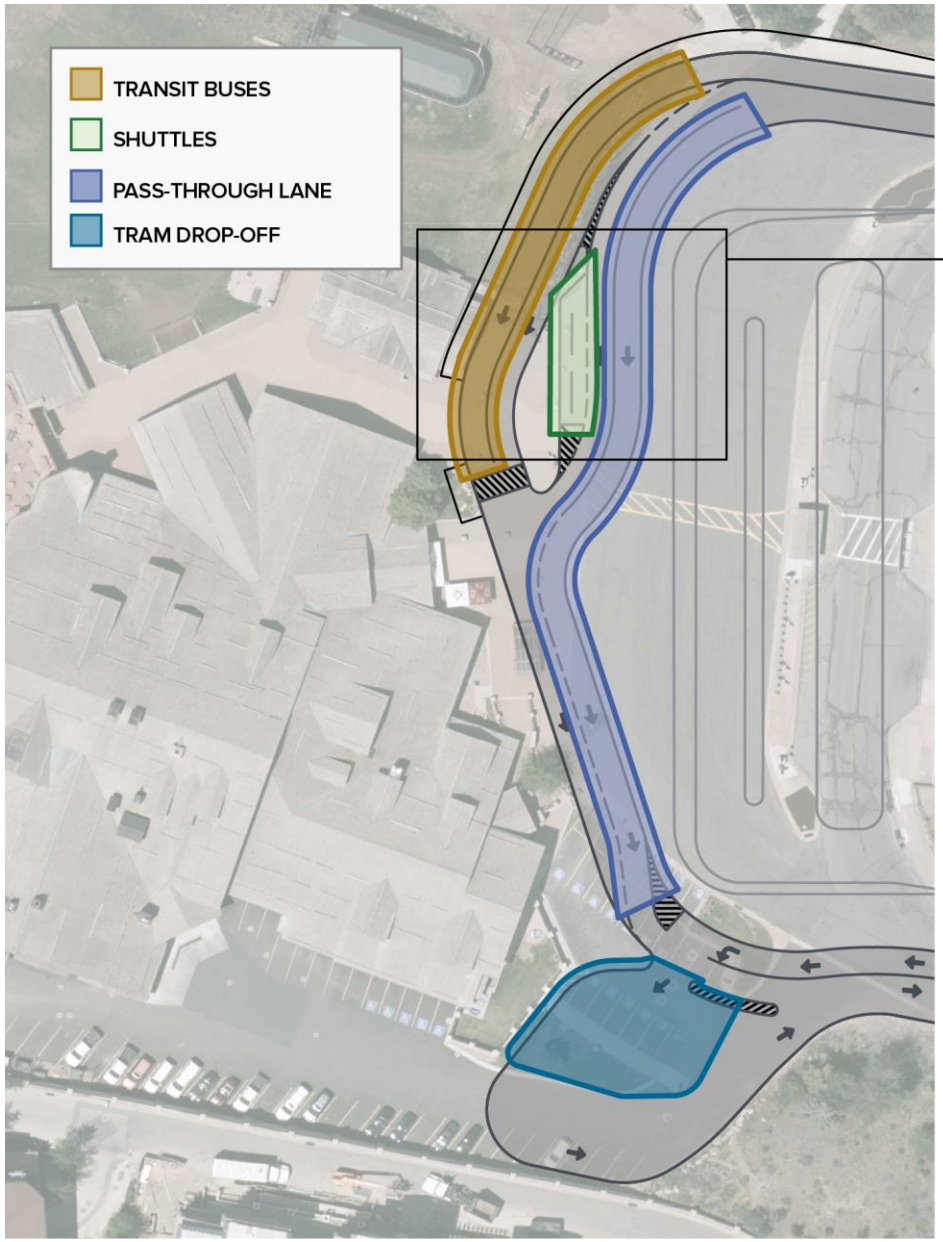
HAULING

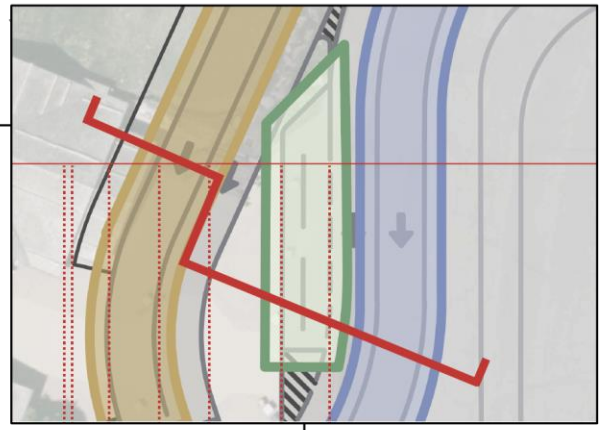
- •Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

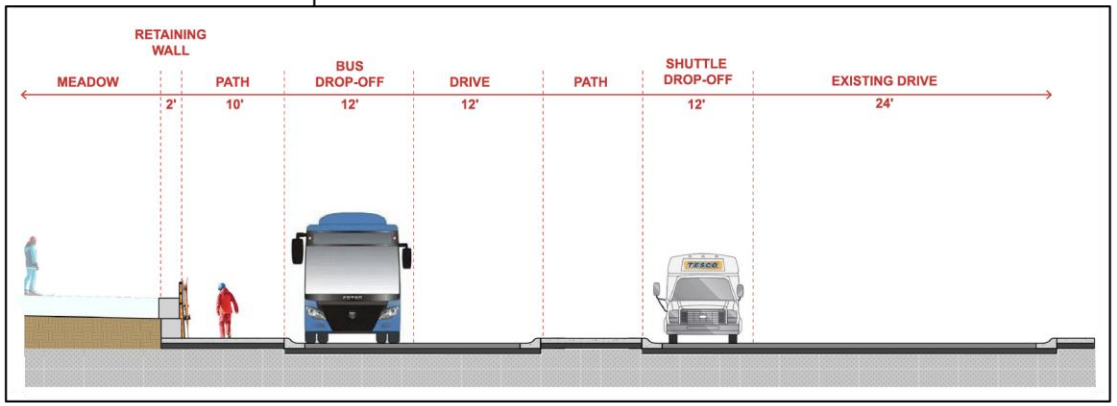
ON-MOUNTAIN IMPACTS

- •Deer Valley will work to limit any impacts to on-mountain activities. No summer concerts will be hosted.

November 2026 - May 2028







TEMPORARY DROP-OFF
The temporary drop-off will be operated in one direction from West to East. The one-way roadway will begin after the Trails End intersection.

GOLD
The gold area indicates the area that Transit buses will drop off in the temporary drop off. This area can fit 5 buses

GREEN
The green area shows where Deer Valley shuttles will drop off. This area has a capacity of 2 to 3 vehicles at a time

PURPLE
This lane is a one direction, pass-through lane.

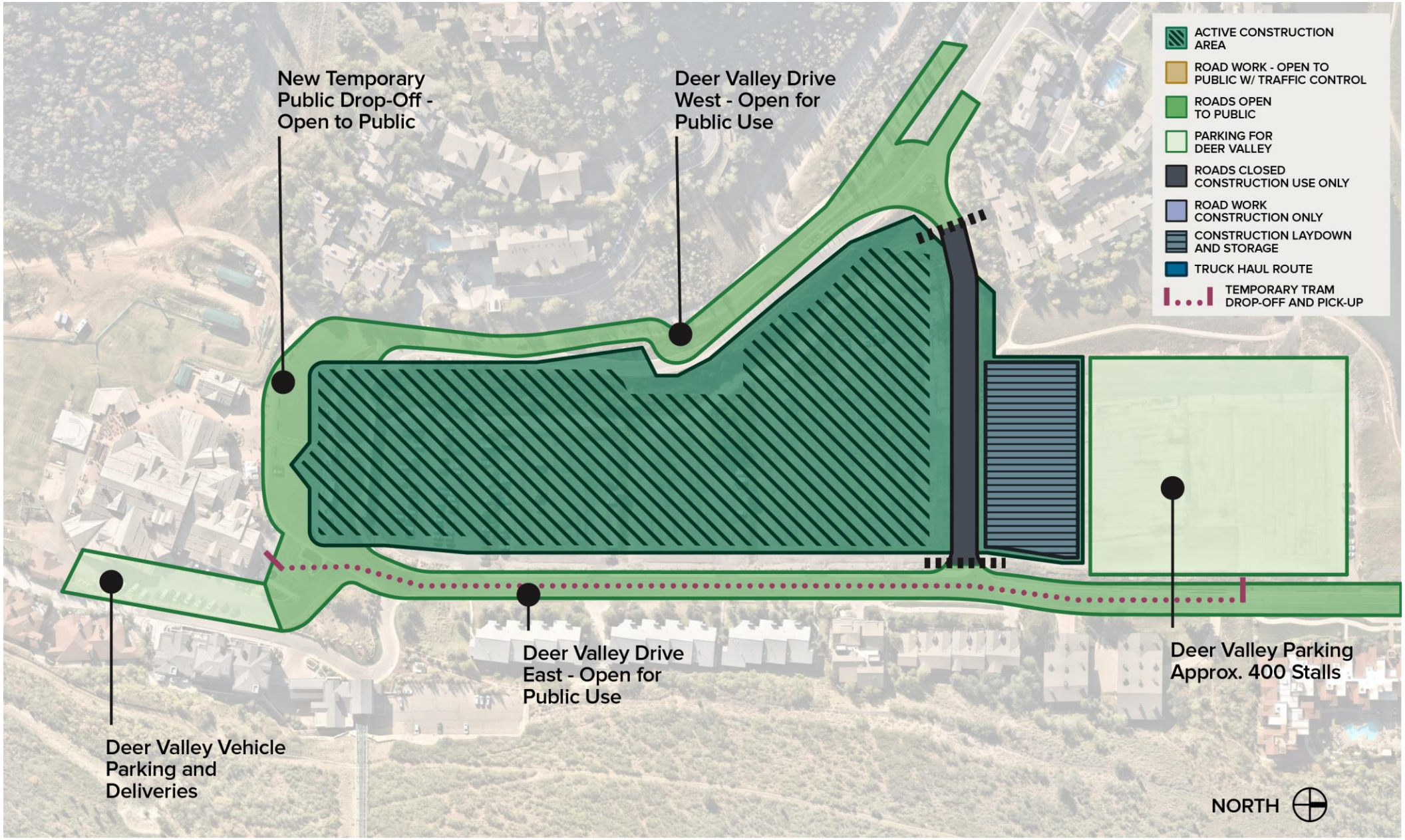
BLUE
This area shows the area that the Deer Valley trams will drop guests off that are coming from the parking lot and temporary drop off.

November 2026 - May 2028



CONSTRUCTION MITIGATION PLAN

Ski Season 2026/2027



ROADWAY

- Roadway open, vehicle travel from west to east only after Trails End driveway.
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.
- Temporary passenger vehicle drop off will be in Lots 5 & 6.

UTILITIES

- No utility work in roadways, only within limits of construction site

PARKING

- Total parking spaces: 400
- Lots 5 & 6 will be available for Parking.
- Lots 1, 2, 3 & 4 and Doe Pass Road will be closed for Construction

HAULING

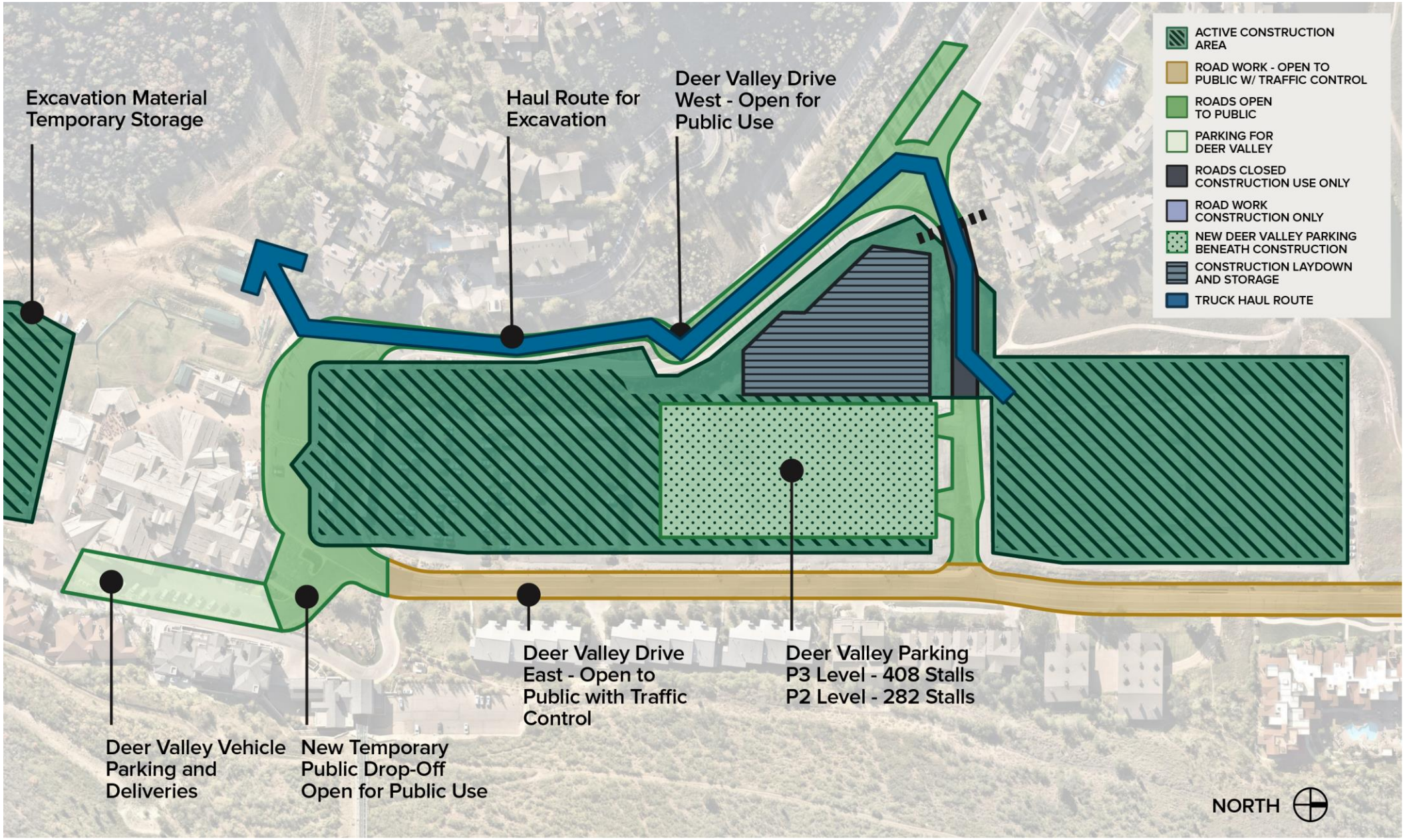
- No dirt hauling during Ski Season

ON-MOUNTAIN IMPACTS

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

Summer 2027



ROADWAY

- Roadwork will be on Deer Valley Drive East and at Y intersection. Access will be maintained while roadway is under construction.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.

UTILITIES

- Utility work on Deer Valley Drive East and North, with temporary traffic control measures in place.

PARKING

- Total parking spaces: 690
- Parking garage and Doe Pass Road will be partially open.
- Lots 5 & 6 will be closed for construction

HAULING

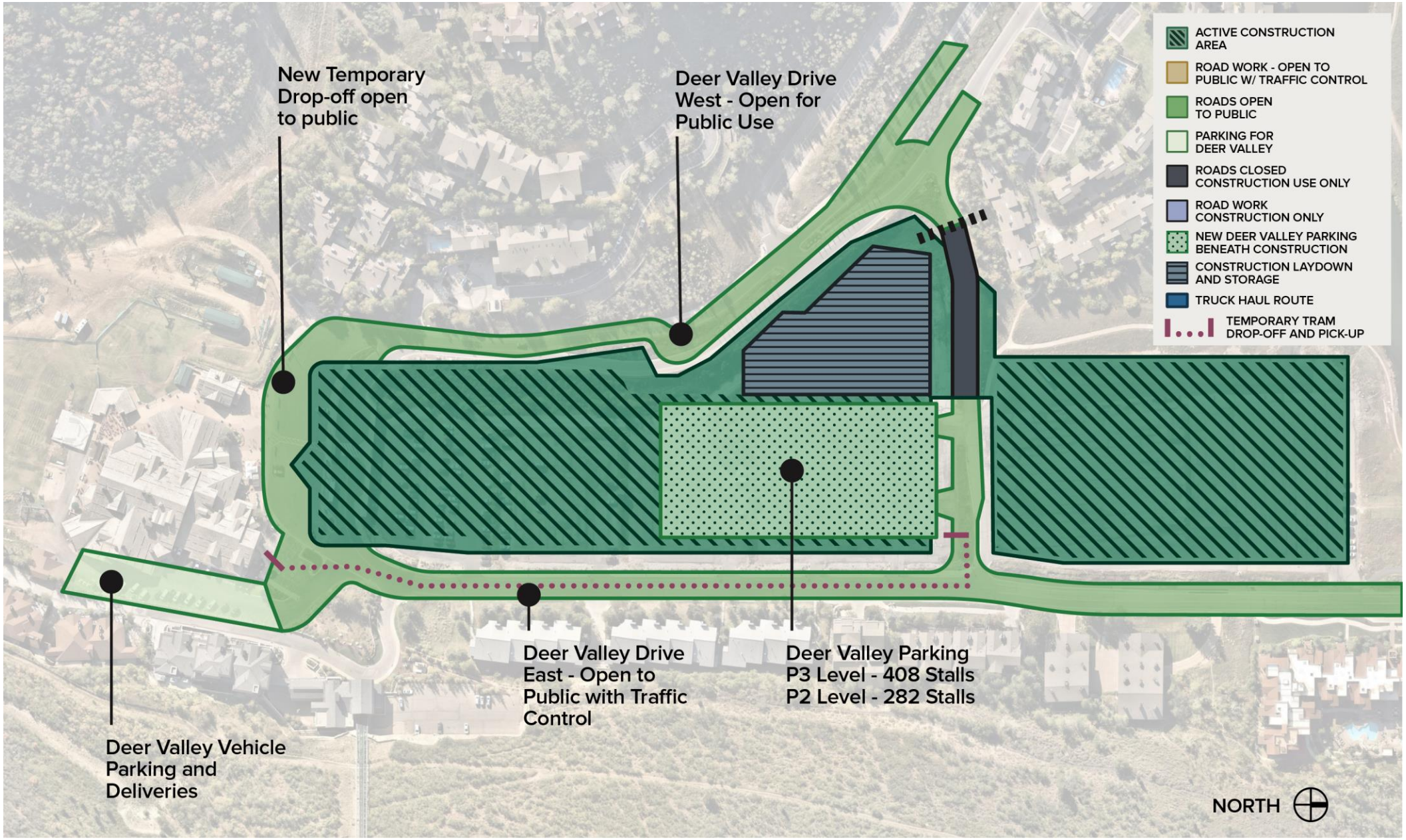
- Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities. No summer concerts will be hosted.

CONSTRUCTION MITIGATION PLAN

Ski Season 2027-2028



ROADWAY

- Roadway open, vehicle travel from west to east only after Trails End driveway.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.

UTILITIES

- No utility work in roadways. Only within limits of construction.

PARKING

- Total parking spaces: 690
- Parking garage and Doe Pass Road will be partially open.
- Lots 5 & 6 will be closed for construction

HAULING

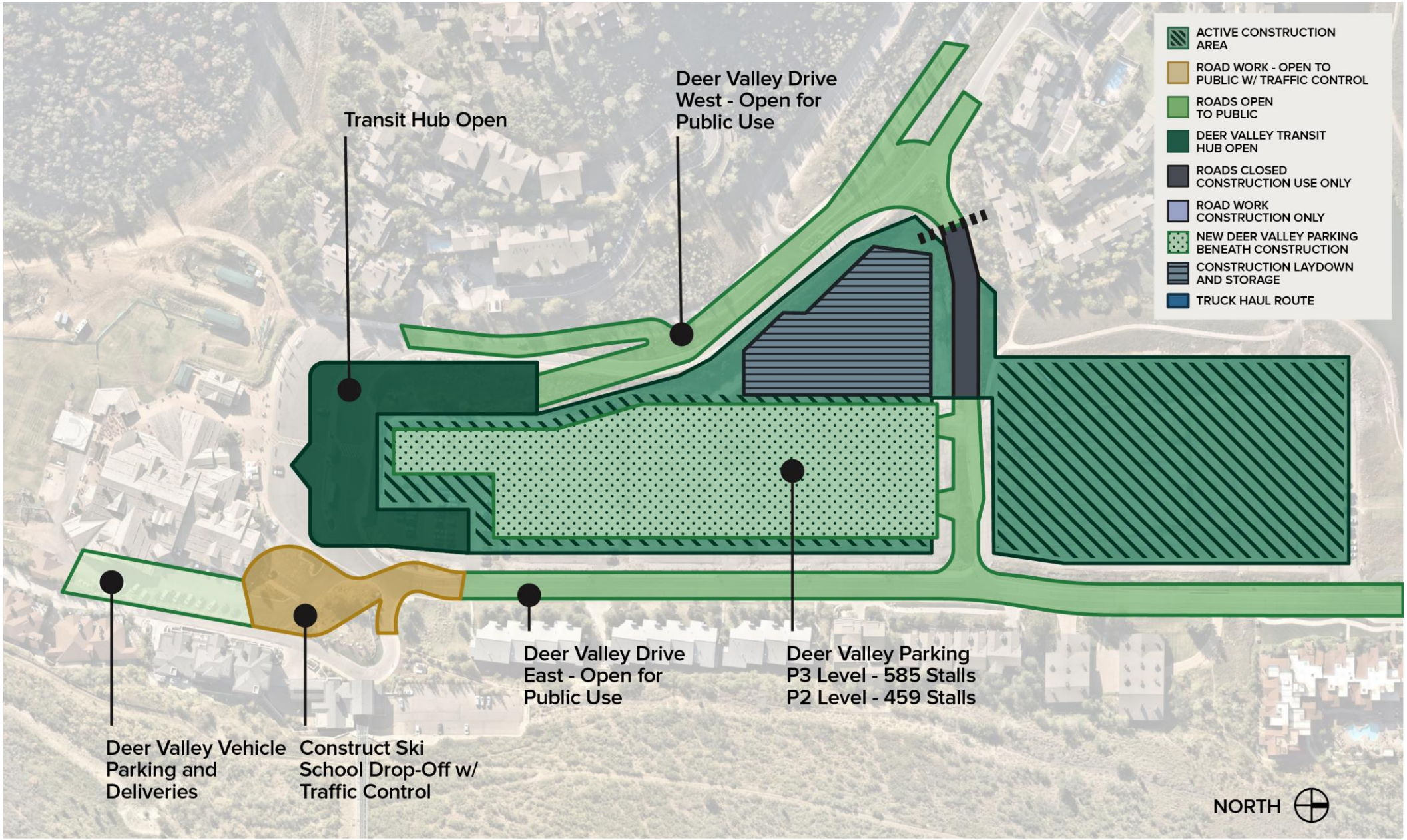
- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

Summer 2028



ROADWAY

- Roadwork will be on Deer Valley Drive East towards the south end.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- Minimal utility work, only within the ski school drop-off area, with traffic control measures.

PARKING

- Total parking spaces: 1,044
- Parking garage and Doe Pass Road will be partially open.

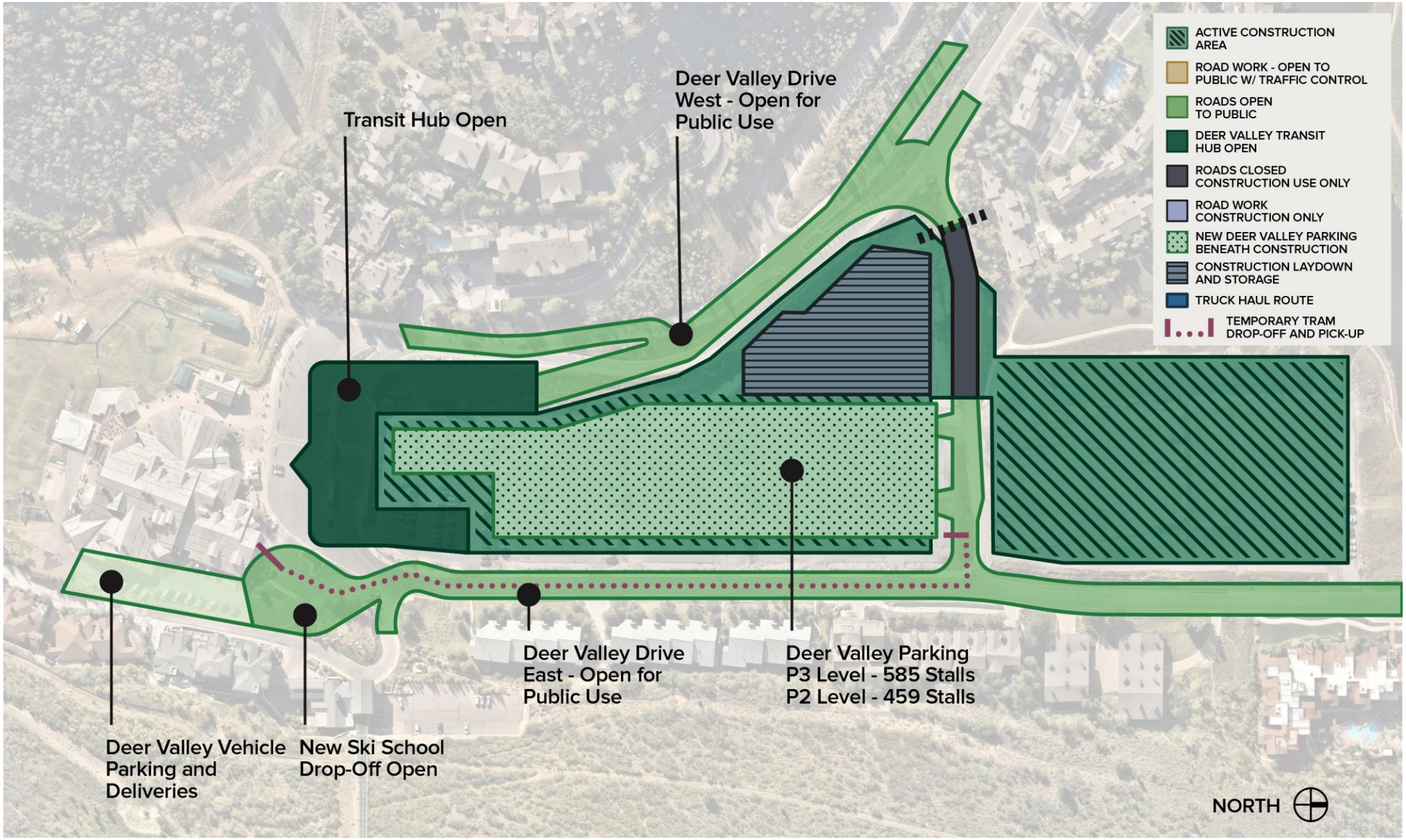
HAULING

- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

Ski Season 2028-2029



ROADWAY

- Roadway open, new circulation pattern in effect.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- No utility work in the roadways.

PARKING

- Total parking spaces: 1,044
- Parking garage and Doe Pass Road will be partially open.

HAULING

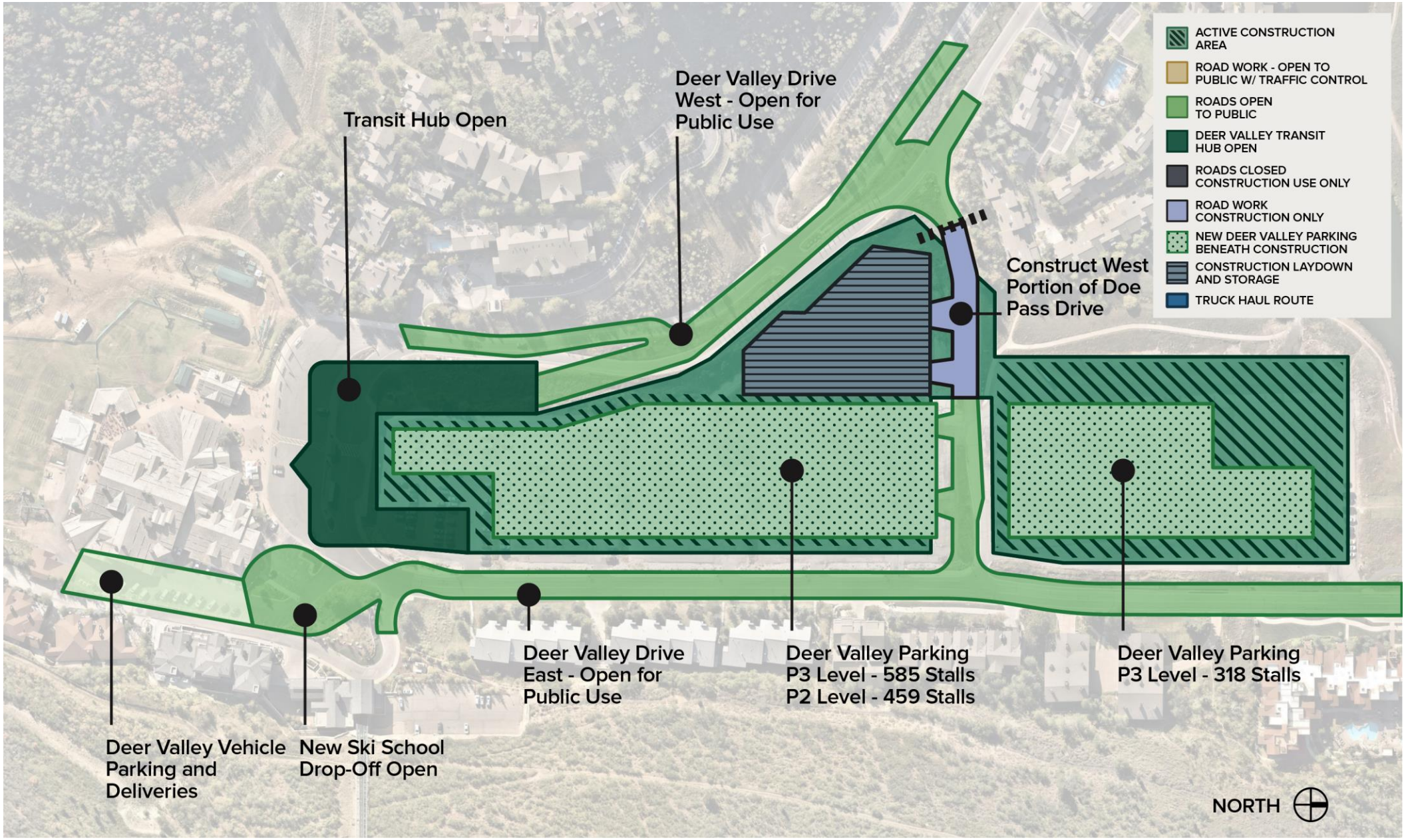
- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

Summer 2029



ROADWAY

- Roadway open, new circulation pattern in effect.
- Portion of Doe Pass Road under construction.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- No utility work in the roadways.

PARKING

- Total parking spaces: 1,362
- Parking garage and Doe Pass Road will be partially open.

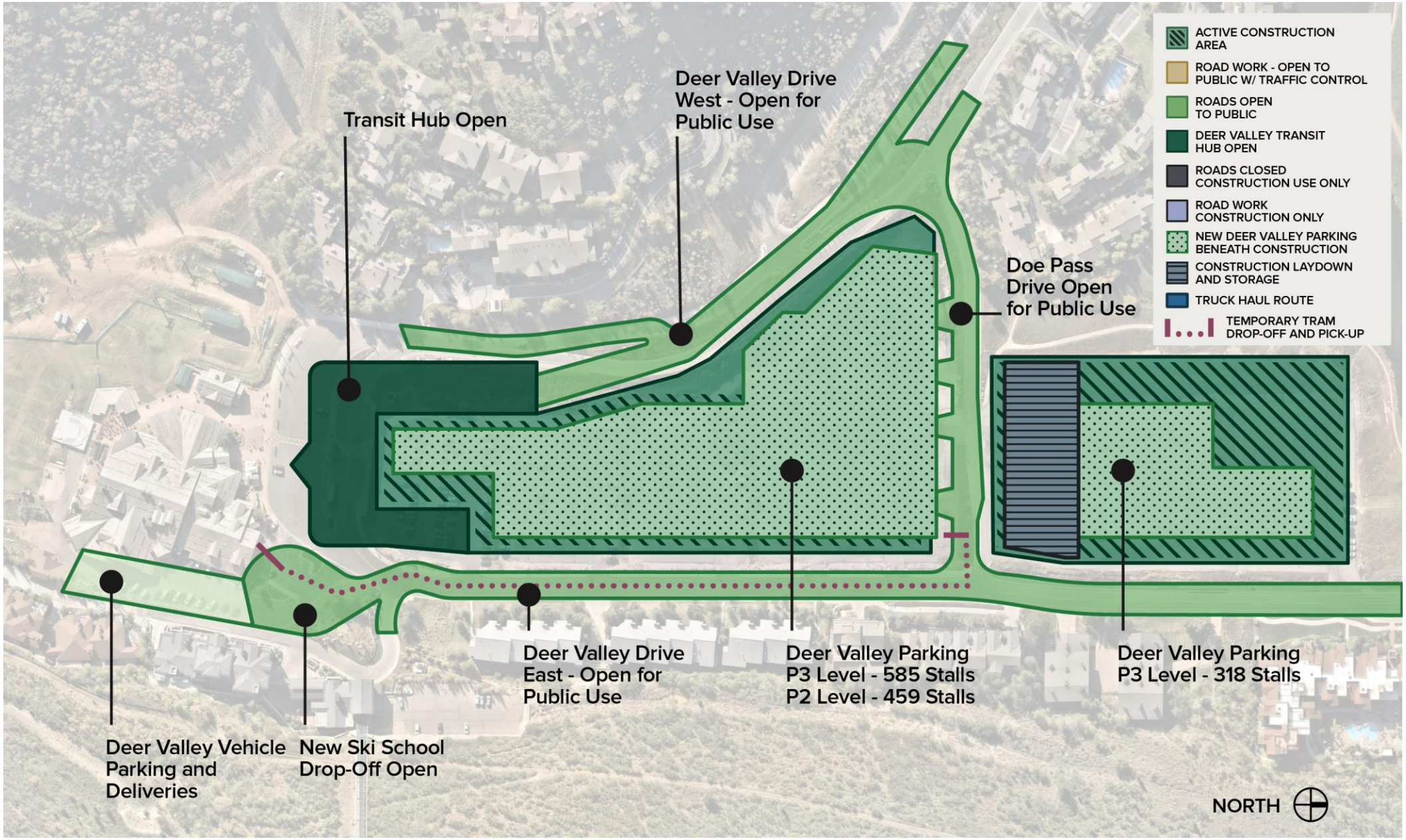
HAULING

- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

Ski Season 2029-2030



ROADWAY

- Roadway open, new circulation pattern in effect.
- Doe Pass Road fully open.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- No utility work to take place during this time

PARKING

- Total parking spaces: 1,362
- Parking garage will be partially open.

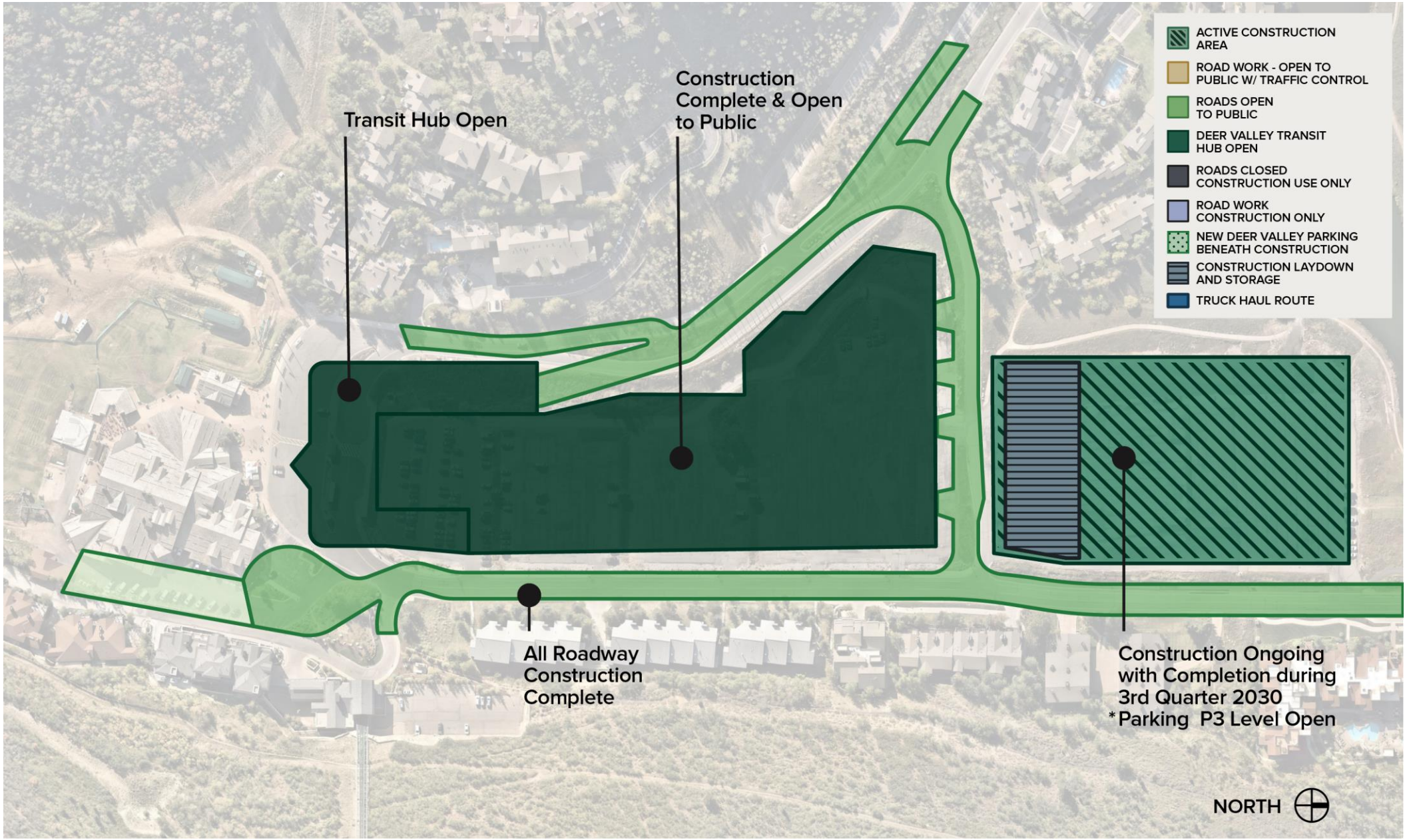
HAULING

- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

Summer 2030



ROADWAY

- Roadway open, new circulation pattern in effect.
- Doe Pass Road fully open.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- No utility work to take place during this time.

PARKING

- Total parking spaces: 1,971
- Parking garage fully open.

HAULING

- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

02

Off-site Parking



Parking – Offsite

Ski Seasons: 2025/2026, 2026/2027, 2027/2028

1. RICHARDSON FLAT PARK & RIDE

Deer Valley intends to utilize Richardson Flat Park & Ride for a portion of off-site parking during construction each year. This parking will include:

- Employees
- Guests
- Construction workers

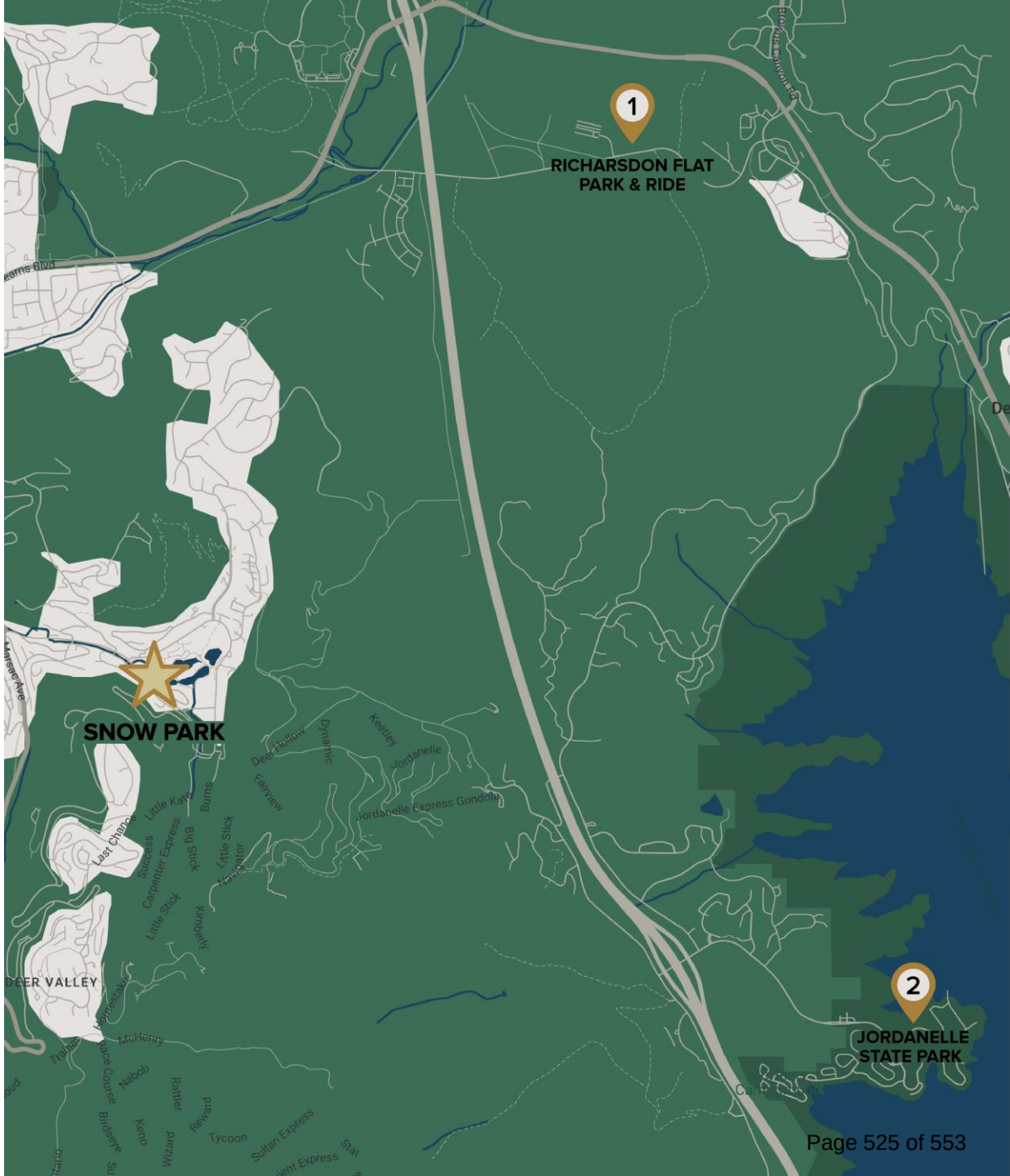
Deer Valley will continue to work with our partners at the City to evaluate the number of parking stalls that can be used each year.

2. JORDANELLE STATE PARK

Deer Valley will also utilize the Jordanelle State Park parking lots for a portion of off-site parking during construction each year. This parking will include:

- Employees
- Guests

Deer Valley will provide private shuttles from Jordanelle State Park to Deer Valley East Village and Snow Park Lodge.

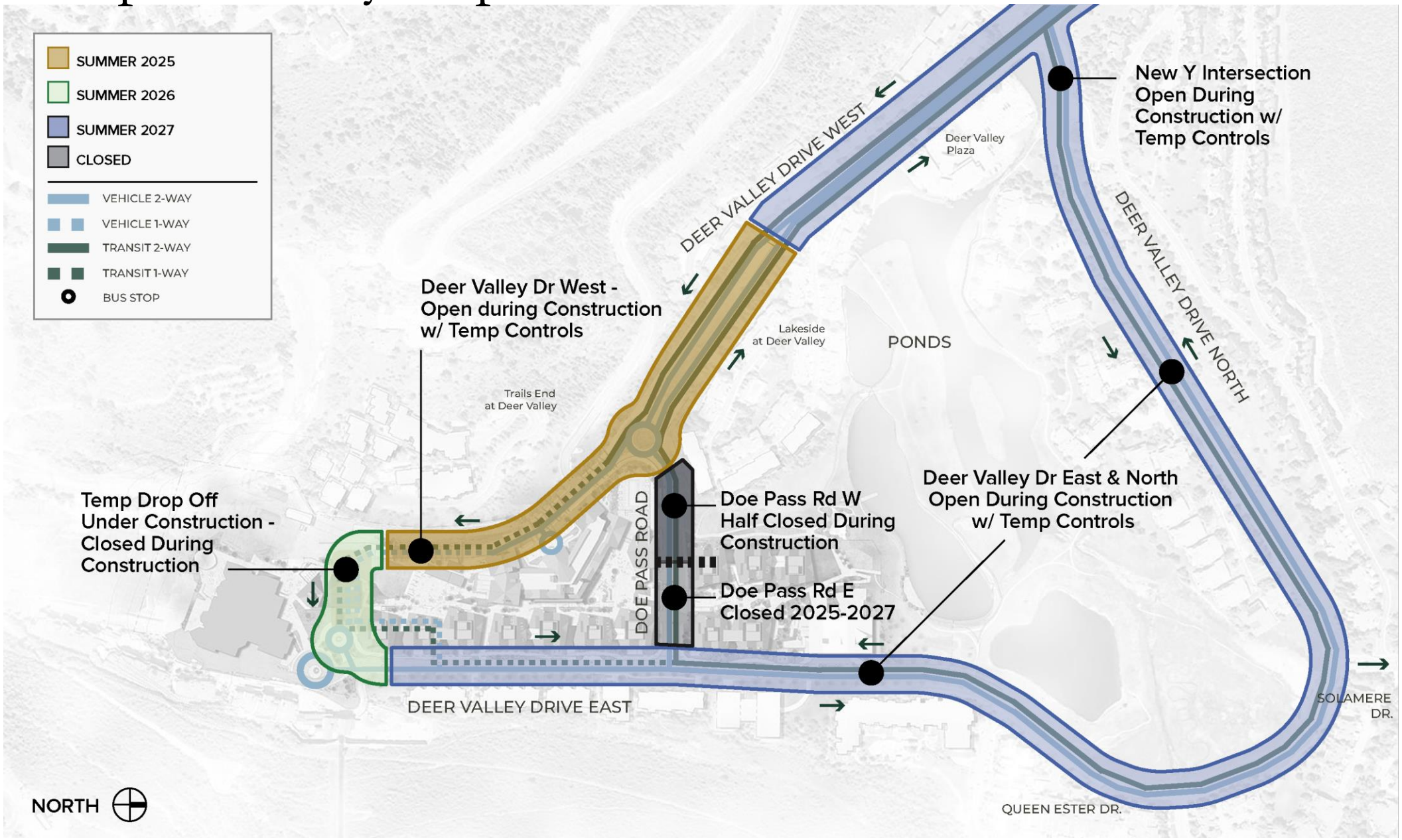


03

Roadway Improvements



Loop Roadway Improvements



SUMMER 2025

Deer Valley Dr West - open during construction w/ temp controls.

SUMMER 2026

Temp Drop Off under construction - closed during construction.

SUMMER 2027

Deer Valley Dr East & North & New Y intersection - open during construction w/ Temp Controls

2025-2027

Doe Pass Rd - East Half, Closed During Construction 2025-2027

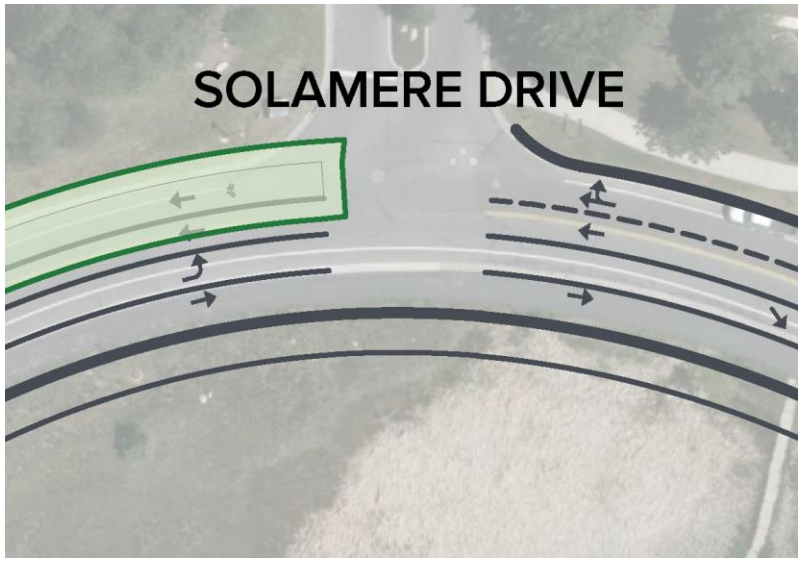
2025-2030

Doe Pass Rd – West Half, Closed During Construction 2025-2030

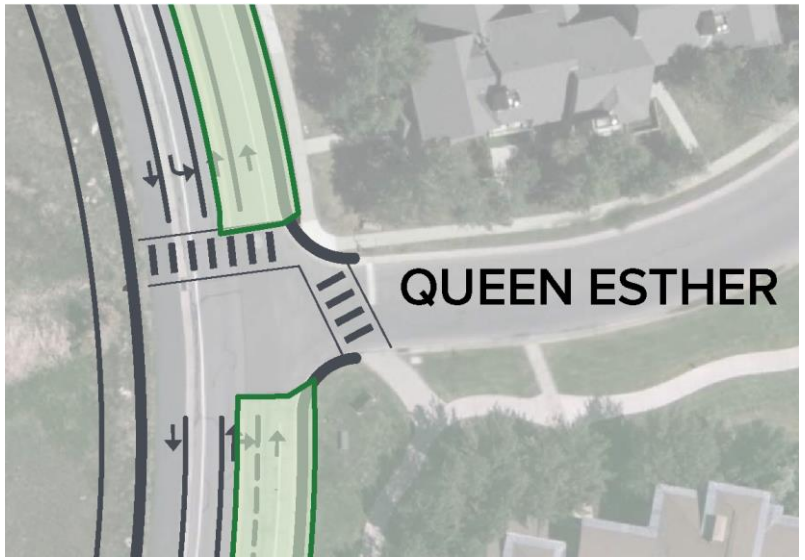
Intersections

The Snow Park Village project includes road improvements on the Loop Road, Solamere Drive and Queen Esther intersections, and traffic signal at Y Intersection.

- **A traffic control plan will be developed and will consist of the following measures: reducing the two-lane road to one lane during construction (when required), shift** traffic lanes to one side, using temporary traffic signals and flaggers, and necessary signage and traffic cones. This setup will allow us to safely manage the new road work and allowing **continuous access to adjacent properties and roads**.
- This work will be scheduled during the off-season, from May to October 2027. **Each intersection will take 8-12 weeks to be completed** and we will phase them sequentially to avoid impacting more than one intersection at a time.









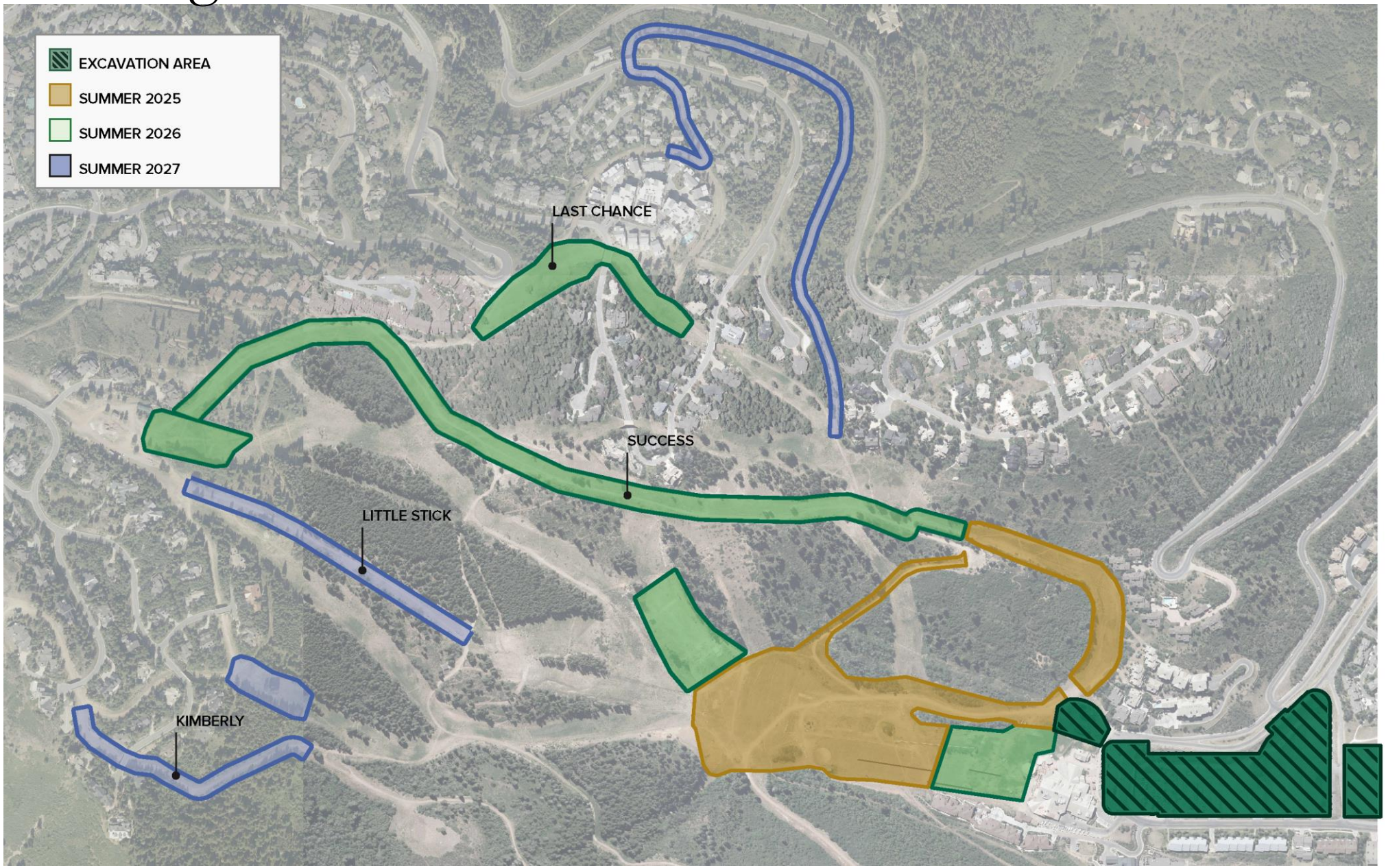
04

Excavation & Hauling



MASS EXCAVATION PLAN

Hauling Routes



SUMMER 2025

195k CY

SUMMER 2026

224k CY

SUMMER 2027

48k CY

SUMMARY

- Total of 467,000 CY Excavated
- Trucks off Roadway
- Reduced Impact/ Dust
- Sustainability

05

General Conditions



Construction Requirements

HOURS OF OPERATION

In compliance with Park City requirements, construction hours of operation will generally be 7am to 4:30pm, 6 days per week, Monday through Saturday. Holidays during Christmas to NY Week, Sundance week and Presidents Day, as well as other federal holidays will be observed.

TRAFFIC CONTROL PLANS

Traffic Control Plans will be developed with temporary control measures implemented to maintain access to all neighborhood communities. These will be communicated to stakeholders on a frequent basis.

NOISE MITIGATION PLANS

Construction activities will comply with Park City's Noise Ordinance requirements and noise mitigation plans will be developed. The General Contractor will also monitor and record decibel readings daily.

COMMUNICATION MECHANISMS

Consistent communication of construction impacts to the community, guests, and staff through our owned channels, including website , social media, and email newsletters. In addition to earned & paid media placements, town halls and supporting direct outreach to specific communities being impacted.



Snow Park Village



10.2.2024

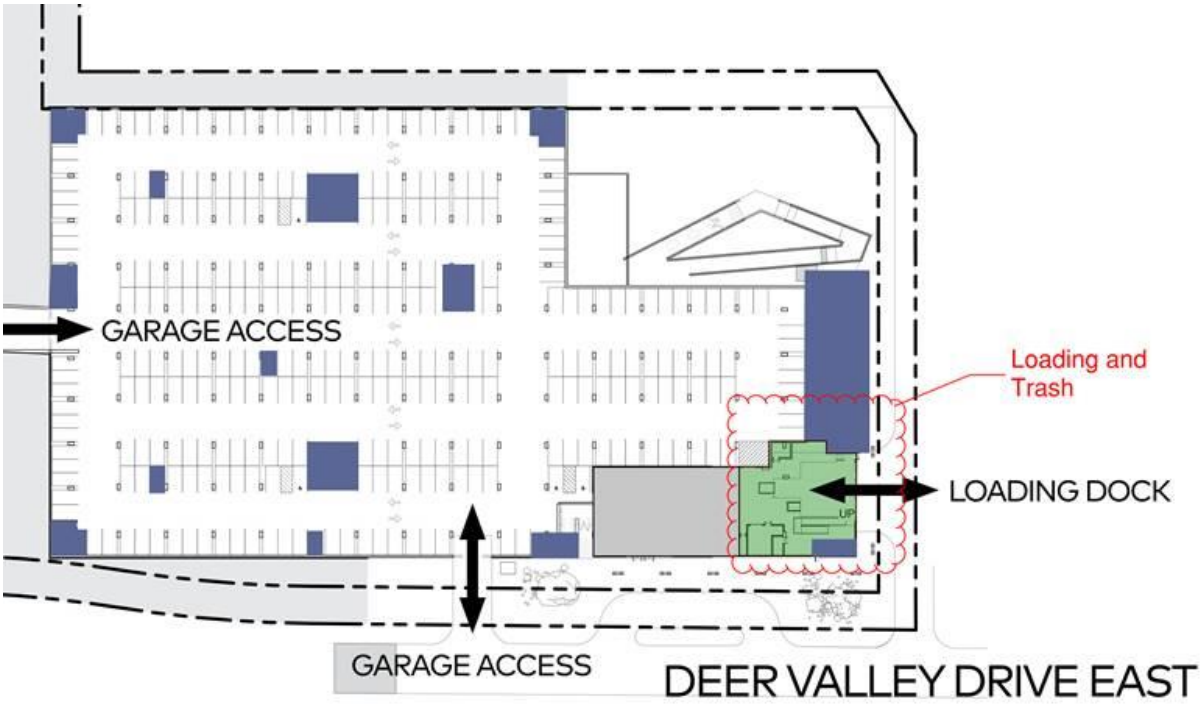
I am the owner of [REDACTED]
While I am supportive of the project I do have a concern regarding the loading and trash area at the north end of the project.

Below are two snap shots from the August 08, 2024 submittal:

- I believe this area is intended to serve for both loading/unloading and trash pickup.
- With the floor to ceiling heights shown there will not be enough head height for box trucks or trash trucks to be able to pull into the parking garage.
- Therefore all of this activity will need to be done in the open.
- This will be a situation not unlike the back of any big box store with regards to truck parking/idling, noise from air brakes the dumping of the trash bins, smells from truck diesel exhaust and trash along with the visual impact of all of the before mentioned.
- This will be the first view of the project as you approach from the north along Deer Valley Drive East.
- It will also negatively impact all of the activities that take place all day long in the meadow / ponds and surrounding trails.

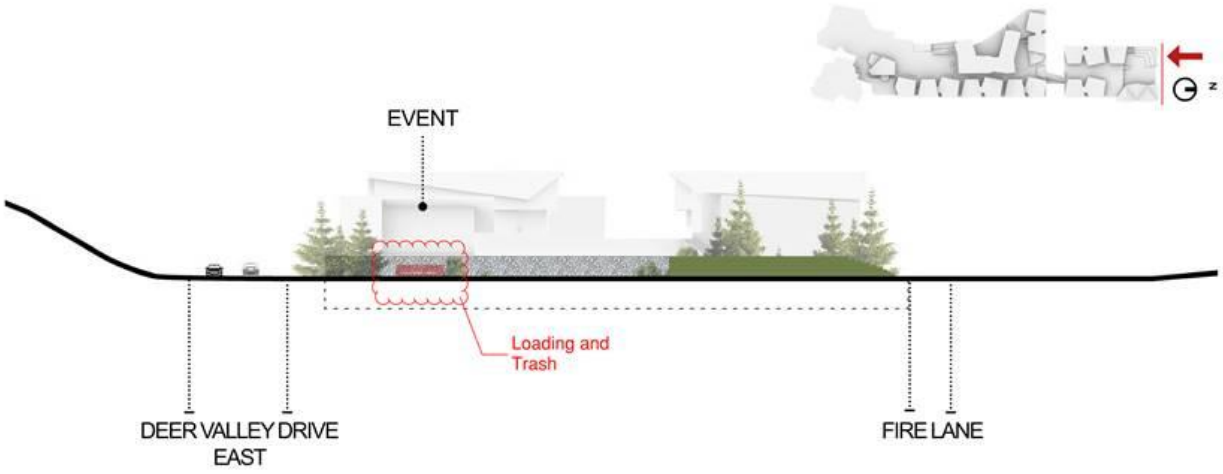
As I mentioned I am generally supportive of the project but there clearly needs to be more thought put into the north edge.
As it currently stands it seems that the north edge is being treated as the “Back of Store” and not the prominent edge that it will be to residents and visitors alike.

I would be happy to discuss Cell [REDACTED]
Thanks,
K



Building Elevation_North

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



Kevin Crook | President

Kevin L. Crook
Architect
Inc
PLANNING + ARCHITECTURE

10.7.2024

I'm the owner of a townhome located at [REDACTED], Park City. I've been following the plans for the Snow Park Development. I'm concerned about the current proposal of installing a traffic signal at the Y. My windows overlook Deer Valley Drive. Currently on ski days, especially in the afternoon, traffic is very congested on DVD. A signal I fear would create significant additional congestion as cars stop and wait for the light to change aggravating noise for residences and creating safety issues of "stop and go" traffic, especially if traffic backs up to the existing roundabout near the bus terminal. I believe a roundabout at the Y would be a better choice. This would allow for continuous traffic flow through the Y and complement the existing and proposed roundabouts on DVD. Please consider a roundabout instead of a signal at the Y.

Best regards,

Rob Funsten

10.8.2024

I am an owner at the Fawngrove Condominiums on Deer Valley Dr N. I have reviewed the Planning Commision Agenda for October 9th. The Exhibit A attachment for the Snow Park presentation, sheets 41-43 (Exhibits 29A-29C) shows the Deer Valley Dr East proposal (note this should correctly read Deer Valley Dr North). There is a proposal to expand the sidewalk adjacent to our property to 12' from the existing 8'. The 4' addition is in the direction of Fawngrove, where there is only 35'-40' to the nearest buildings. In contrast, it is over 200' to the Pinnacles buildings across the street and up the hill.

Drawing 29C shows a possible Easement required along the Fire Department and Bristlecone properties next door to us but also says the roadway could be reconfigured within the existing Right of Way (ROW). This ROW statement is not shown in Exhibit 29A which is the area along our property.

The City has 60 feet of ROW along Deer Valley Dr N, currently using 44' for the road, shoulders, gutters, and existing 8' sidewalk, leaving 16' of ROW remaining. 12-15' of that is on the north side of the road towards Pinnacles and 3-4' remain on the south side of the road towards Fawngrove.

I am highly opposed to the expansion of the sidewalk closer to the Fawngrove property. With the third lane added for the multi-use bus lane and bicycle lane, there is no need to expand the sidewalk from 8' to 12'. There is also plenty of ROW on the north side of the road that can be used for expansion if needed. I have talked to many Fawngrove owners and they are in agreement.

Please add this objection to your public record.

Thank you,

Tom Miller

10.9.2024

Planning Commission and Planning Department,

My name is Kim Tessiatore and I am the President of the Powder Run at Deer Valley Owners Association. I was planning on making this statement at the Public Hearing that just closed. I have commented numerous times in the past and have never been asked to provide my last name on my Zoom profile. I attempted to change my profile as fast as possible when the announcement was made, but the Public Hearing was closed before I could finalize the change. I suspect I am not the only one in this position based on the number of people who participated online, yet only one online participant was promoted.

Thank you for reading my comment below and please consider making this request to Deer Valley so that our concern may be addressed at the October 30th Special Meeting and Public Hearing.

Powder Run is a 33-unit complex located along Deer Valley Drive East, just north of Snow Park Lodge and directly across the street from the parking lots that will become the new base area. Arguably the property most impacted by the newest rendition of the proposed development. We agree that the Snow Park development is a generational opportunity; however, we believe that Deer Valley and the City are prioritizing expediency over developing a plan that is best for Powder Run, the Lower Deer Valley Community and all guests of Deer Valley.

We started meeting with Deer Valley in March as soon as the new proposal was unveiled. We have expressed our apprehensions regarding the increased traffic flow on Deer Valley Drive East in the area between Doe Pass and the ski school drop off. We are specifically worried about all bus, shuttle, and skier drop-off traffic funneling into a single exit from the transit center which will all need to take a left turn onto Deer Valley Drive East directly in front of Powder Run's Building A and approximately 150 feet from our driveway. We feel this adds substantial safety concerns, presents a noise and light nuisance, and significantly impairs reasonable and safe egress from our only driveway.

Rather than opposing the plan, we have proposed a solution to Deer Valley which would reverse the flow of bus traffic to a clockwise pattern. In our proposed plan, the buses would turn left at the signalized Y intersection and follow the loop which would allow for buses to be turning right into the transit center, allow the passengers to depart in the transit center closer to the vertical circulation, and turn right flowing smoothly back out of the complex. The drop-off traffic could continue to arrive via Deer Valley Drive West, and could flow directly into the parking structure where the majority of the drop traffic will be heading, thus eliminating street traffic. Please note, the buses would be making a right turn underground and would not have any impact on residential property. It would also reduce the amount of pedestrian/transit interaction. In addition, all of the communities along the Deer Valley loop would have bus traffic on the outside lanes and allow for right turns from driveways without competing bus traffic. We believe this solution can improve safety, reduce the nuisance to everyone on the loop, and improve traffic flow while saving Deer Valley construction costs.

We urge the Planning Commission to encourage Deer Valley and the City to study this solution that could improve the proposed development for the Lower Deer Valley residents, Deer Valley patrons, improve pedestrian flow within the village and generate cost savings for the development.

Kind regards,

Kim Tessiatore

Powder Run at Deer Valley Owners Association

10.9.2024

It is my understanding that the city council is considering a proposed expansion of the sidewalks in front of the Fawngrove property. As owners of Fawngrove unit [REDACTED], we would like to register our opposition to that course of action. We recognize that the expansion of the Snow Park development entails accommodations in order to enhance access. But we don't believe expanding the sidewalk on the Fawngrove side of Deer Valley Dr is the best course of action. Expanding on the other side of the street would be less obtrusive to homeowners and would also accommodate the bus stops on that side of the street which currently are pressed right up to the edge of the road.

Thank you for your consideration.

Sincerely,

Steve and Karen Pecota

10.14.2024

Dear Planning Commision,

We (Roya and Brad Baldridge) are residents of Comstock lodge

[REDACTED]

We would like our comments to be part of the public record.

We are very happy with the new changes to the snow park development plans; specifically moving the transit center underground and closer to the lifts.

While we are in support of snow park development, there are a couple of issues that are concerning and we would like to ask for your evaluation.

1) The Comstock lodge driveway lines up just to the south of the new four lane Doe pass. Current plan is to have a three way stop intersection at Doe Pass and Deer Valley Drive East. The proposed configuration will make it almost impossible for us to turn left out of our community driveway. We would suggest consideration of a roundabout similar to the one at Deer Valley Dr. West as an alternative option. Or requesting a Deer Valley employee (green jacket) designated to the location, this option is not as desirable since their availability is not guaranteed.

2) The traffic study done for this project shows currently there are multiple intersections with **Level Of Service (LOS)** that Fail (designated as **F**).

Exhibit B October 2, 2024 Traffic Impact study: page 22

1) Deer Valley Dr. West/ Doe pass road

2) Deer Valley Dr. West to Deer Valley Dr East

3) Deer Valley Dr. East/Doe pass road

All three of these failed intersections are in front of our home/community and will adversely impact our access. Please strongly consider mandating reducing the number of cars accessing the Snow Park area. Alternative modes of transport system, airport shuttle, community shuttle and buses may greatly help.

Thank you for your consideration.

Roya and Brad Baldridge

10.17.2024

I wanted to reach out to you to let you know that - as an owner of a condo in the Fawngrove community, I am opposed to the expansion of the sidewalk on the south side of Deer Valley Drive North from the current 8' to the 12' width that is considered as part of the Snow Park Development plan.

Overall, I am also extremely concerned by the substantial increase in car traffic on Deer Valley Dr N given that - as we have seen over the last few years - the current traffic during the winter season & peak hours is already bad.

Thank you for listening.

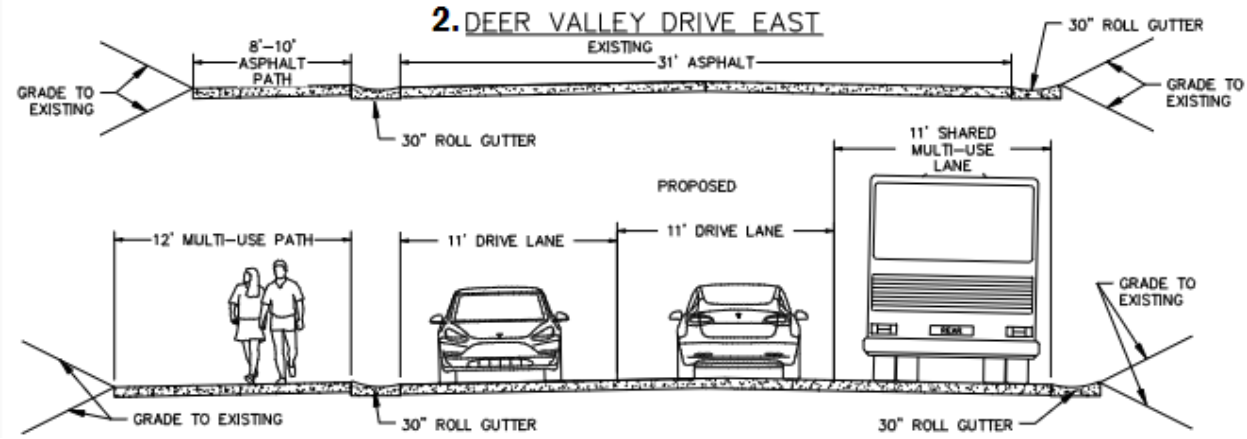
Best,

JP Maheu

Fawngrove Condo owner

10.22.2024

I write this correspondence to you regarding the planned modifications to Deer Valley Drive North under the Snow Park Development (“SPD”) proposal. I specifically want to address the proposed modifications to the sidewalk and street as illustrated in the Snow Park presentation agenda, item 5E, Exhibit A, Exhibits 29A, cross-section drawing 2. Here is a copy of the plan that concerns me:



It appears that SPD, and maybe the City, want to expand the sidewalk from 8-10' to 12'. I am the owner of 1400 Deer Valley Drive North, unit 1400 of Fawngrove condos. My condo is the closest structure to the street, so insofar as impact on property owners along this street is concerned, I would be the one most impacted if this proposal were approved. I am already very close to the street and my privacy is compromised under the current conditions and expanding the width of the sidewalk by an additional 4' would be a virtual taking of my right to privacy and the quiet enjoyment of my property. I emplore you to NOT approve this widening of the sidewalk. It is just not necessary to accommodate pedestrian traffic, even if the number of residents and guests walking that area were to double or even triple. I am there regularly, I see the foot traffic, and it is clear that widening the sidewalk is not necessary.

Finally, I call to your attention my additional concern regarding the projected increase in vehicular traffic on Deer Valley Drive North. I realize that this plan is probably going to be approved in some form, but I ask that you insist that SPD pay for and install landscaping and or fencing along the south side of the street from the point where Deer Valley Drive North turns east off Deer Valley Drive, to the first entrance into the Fawngrove condos to help abate vehicle lights at night and vehicle noise all the time in that area. At night, lights from vehicles coming up that slope and curving slightly to the left shine into my condo and actually up into the bedroom windows on the second floor of my unit. And the noise is always there, and it will, no doubt, increase dramatically during construction and completion of the project. Addressing the vehicle noise/lights problem and not expanding the width of the sidewalk would obviate my concerns with the Plan.

Thanks for your consideration of my concerns.

Jack Waddey **I** Partner
Reg. Pat. Attorney

10.27.2024

I hope this message finds you well. My name is Drew Moffitt, and I am an owner at Fawngrove. I am writing to express my concerns regarding the proposed expansion of the walkways and roadway towards the Fawngrove HOA, given the roadways already close proximity to our property and the potential impact on residents and the immediate surroundings.

Instead, I propose that the expansion extend northward toward Pinnacle Dr. Expanding in this direction would likely cause less disruption to all property owners on the Deer Valley Loop, as the Pinnacle

properties are situated further from the roadway and are elevated on the hillside, creating a natural buffer. This approach would minimize the impact on residents in both areas while accommodating the necessary expansion.

Thank you for considering this feedback as part of the community's input on the project. Please feel free to reach out if you have any questions or require further clarification on these suggestions.

Sincerely,
Drew Moffitt

10.28.2024

At the October 9 meeting there was discussion of the options for either a traffic circle or traffic signal for the "Y" at the beginning of the loop. A traffic signal certainly is the better option for two reasons. This is superior for pedestrian crossing, particularly for those accessing the Deer Valley café. It also would generate gaps in the flow, at least for westbound traffic on Deer Valley Drive between the "Y" and the Marsac circle. That would at least partially ameliorate traffic problems along this section.

A great deal of attention has been given traffic circulation in the loop, relative to that in the section of Deer Valley Drive between the Marsac circle and the "Y". This stretch is something of a bottleneck. Deer Valley Drive below the traffic circle is two lanes in each direction, as effectively is the loop, since you can go around the loop in either direction. The section of Deer Valley Dr. between the circle and the "Y", however, is only one lane in either direction. The only data in the traffic report relating to the section between the traffic circle and the "Y", is from the intersection of Mellow Mountain Rd. and Deer Valley Drive, which is almost at the "Y". It does not properly take into account the traffic along this whole section including that which is not headed towards the Snow Park base. A more relevant site for analysis would be the intersection of Rossie Hill Dr., Sunnyside, and Deer Valley Dr.. These two streets joining Deer Valley Dr. see more traffic than the Mellow Mountain intersection. They are the primary way in and out for the neighborhoods on either side of Deer Valley Dr.. As I have observed from my home on the upper section of Rossie Hill Dr., most of the traffic ultimately going up or down Mellow Mountain Rd., turns and uses the bottom section of Sunnyside, rather than the bottom section of Mellow Mountain. Since I use the intersection of Rossie Hill Dr. and Deer Valley Dr. going to and from my residence, I know it can be challenging at times to make turns onto Deer Valley Dr.. This is the same for Sunnyside, opposite Rossie Hill, not to mention for the numerous driveways entering Deer Valley Dr. in this section. The analysis needs to take into account all the traffic along the section of Deer Valley Dr. between the traffic circle and the "Y", including the impact of the traffic associated with the multi-year construction project. Controlling it needs to be included in the overall circulation plan.

David Live

10.28.2024

Hello

I would ask that these questions/requests be made part of the public record for the 10/30/24 special planning meeting.

1. Will the developer rebuild and maintain the existing paths around the ponds (including the internal paths that connect the ponds) to allow for local residents to safely enjoy the new amenities during the summer and winter.

2. What is being planned to control noise at the event drop off area that also is noted as a delivery drop off area.

3. What are the plans to maintain dust and debris during the construction portion of the project?

4. Will all external sides of the buildings be landscaped and designed for aesthetically pleasing views for all residents?

5. How will lighting be managed in the complex to reduce unnecessary lighting that will impact the local residents' evening sky.

6. Is any consideration being made for the preservation of local wildlife that enjoy the pond area (Moose, Osprey, Bald Eagle)?

Thanks

Jason Horst

10.29.2024

Please include this email letter in the public record

Planning Commissioners,

As longtime full-time residents of the Sunspot condominiums located at 625 Deer Valley Drive, we would like to submit the following comments for the upcoming meeting on Oct. 30.

Based on our location, right on Deer Valley Drive, across from Rossie Hill and between the Mellow Mountain and Sunnyside turn offs, we are intimately familiar with the traffic issues between Old Town and Snow Park. We plan for backups throughout the ski season (never attempting to head towards Old Town between 3:30-6:00) and during special events in the summer months. We experience the unrelenting construction and delivery vehicle traffic. We inhale dangerous levels of CO2 from the traffic backups. We watch bikes and pedestrians attempt to avoid the vehicles and we're concerned about public safety.

We understand these issues and have chosen to live with them over the past 20 years. However, based on the reports compiled for the Snow Park Project, we understand that delays and traffic issues - especially at the DV/Marsac Circle and Mellow Mountain - may increase more than twofold. The Daily Trip Generation numbers, of which we've seen many iterations and will continue to change as the project develops, tell an unsustainable story.

We strongly oppose adding a light at the Y which will only increase backups along Deer Valley Drive. Adding a light that will operate 24/7 will add to the start/stop traffic at all times not just during peak ski season days. We aren't traffic engineers, but we've experienced the effectiveness of the roundabout at the Marsac/DV intersection. Roundabouts reduce emissions, the sound of engine brakes, and improve traffic flow. We would support the addition of a roundabout at the Y interchange.

We also oppose the addition of a third lane around the loop. This third lane will only increase traffic at choke points like the Y when the lanes go from three to two. Pedestrians and bikes will have to navigate more lanes of traffic and what we have left of a neighborhood will start to feel like a freeway.

We appreciate the opportunity to provide our comments and will continue to do so throughout this public process.

With regards,

Scott and Rachel Sahlman

10.29.2024

Dear Planning Team,

We are longtime skiers of Deer Valley and recently purchased a condo on Deer Valley Drive and in addition have another residence near Quinns Junction. We would like to see Snow Park become a destination "Village" keeping in mind places like Whistler and more of a European model.

We would hate to see it become a modern flashy non mountain environment. We think that the flash could be left to Deer Valley East and Snow Park have its own unique identity. Unique from Main Street as well. The one stop idea like Whistler where you park for a week and never use your car again. Or, better yet use public transportation/uber to and from airport then use Free bus to get to and from Main Street, Park City, Canyons and Deer Valley East or gondolas if available after ski hours.

Thank you for your consideration of our ideas,

Charlene and Malcolm Rankin

10.29.2024

Dear Planning Commissioners,

Your duty is to ensure that Deer Valley's Master Planned Development (MPD) and Conditional Use Permit (CUP) applications fully comply with Ordinance No. 2023-56 and Resolution No. 24-2023, which outline the Conditions of Approval stipulated by City Council in exchange for vacating 2.62 acres of public roadway along Deer Valley Drive.

ORDINANCE NO. 2023-56

One condition within the Private Public Partnership (PPP) Summary, dated November 30, 2023, is a 20% reduction in day skier parking from existing conditions. On December 6, 2023, Park City Municipal published a FAQ stating:

"Is there a 20% reduction in day skier parking proposed? On peak days, Deer Valley parks approximately 1,700 day skier vehicles. The proposed partnership would limit day skier vehicles to 1,360 in the future — a 20% decrease from current peak day conditions."

Despite PTL challenging these numbers in public comments, City Manager Matt Dias reiterated them at the December 14, 2023 City Council meeting where the PPP and the Right of Way (ROW) vacation were awarded. However, these numbers are incorrect. The five parking lots at the base of Deer Valley

currently have 1,340 parking spaces. Additionally, in December 2019, City Council authorized a temporary parking program permitting up to 142 on-street spaces during peak days. Therefore, existing conditions include a total of 1,482 authorized spaces for both day-skiers and employees.

The Staff Report drafted for the recent October 9th Planning Commission meeting acknowledged the correct numbers initially but then erroneously stated that the Snow Park Area has around 1,700 parking spaces at peak. This error is significant and must be corrected. Historical evidence supports a total of 1,482 spaces including a December 19, 2022 Planning Commission Staff Report that confirms these figures: "Deer Valley currently has 1,340 parking stalls in the surface parking lots north and south of Doe Pass Road. With the addition of 142 on-street parking stalls, this equates to 1,482 day skier and employee parking stalls today."

In Staff Reports related to the Snow Park development and issued prior to December 2023 when no parking reduction was sought, 1,500 day-skier parking stalls was the number used to ensure sufficient parking for day skiers and employees in the proposed garages. You'll recall in 2022, Deer Valley introduced a 20% parking reduction. Accordingly, parking was reduced to 1,200 stalls. See Table below from the December 19, 2022 Meeting package.

Projected Future Demand By Use

Use	Existing	Parking Required By Code	Estimated Future Demand with 20% Reduction
Deer Valley Resort Day Skier & Employee	1,350	1,500	1,200
Event Center	0	251	201
Commercial	0	107	86
Subtotal	**1,350**	**1,858**	**1,487**
Residential	0	198	158
Hotel	0	206	165
Subtotal	**0**	**404**	**323**
Total	**1,350**	**2,262**	**1,810**

Fehr and Peers confirms the lower number of existing stalls in its Snow Park Village Transportation Analysis dated April 2023. Table 7, page 37, Footnote 10 reads: "The rates for day skiers were derived by calculating the number of existing vehicles with the available 1,350 stalls." After Deer Valley withdrew the parking reduction they initially proposed in 2022, Table 7 added an additional 150 day skier parking stalls for a total of 1,500 day skier parking stalls. The modified Transportation Analysis presented in April 2023 confirmed a total of 1,500 day skier stalls.

On the off chance City Manager Dias included ADA and executive parking in his calculation of existing conditions, those only add 62 spaces, nowhere near the 1,700. Thus, 1,482 spaces are the baseline, and a 20% reduction equates to 1,186 parking spaces that must be enforced.

According to the October 9 Staff Report, City Council approved Ordinance No. 2023-56 in part due to the reduction in day skier parking. However, the current plans show 1,361 day skier parking spaces (885 on level 1 and 476 on level 2), representing only an 8.9% reduction.

Park City's Transportation Plan Master Update aims to reduce vehicle trips by 20%. You'll recall PTL suggested repeatedly that a condition of approval for the ROW be that Deer Valley Resort reduce overall traffic on Bonanza and Deer Valley Drives by 20%. 8.9% does not come close to community or Park City Municipal goals and staff and Planning Commission must hold Deer Valley to the 1,186 day skier spaces permitted.

Resolution No. 24-2023

On December 14, 2023, the City Council approved Resolution No. 24-2023, outlining a Letter of Intent for the public-private partnership." In terms of Snow Park Village MPD and CUP review, only 1,360 spaces may be designated for day skier use and another 611 spaces the Applicant is requesting for new uses are prohibited from day skier parking. This is to reduce vehicle trips. Yet, in the application before you, 250 of the 611 spaces prohibited from day skier parking are designated "ski club" parking spaces. Ski club members will use these spaces for parking when they ski. If we consider another existing ski club – 1981 Club at Silver Lake – we know many members are locals and that dedicated parking is a membership perk. The same will be true of the new ski club at Snow Park where membership includes parking directly at the base on P1/Level 3. This amounts to more day skier parking and violates the 1,186 total spaces Deer Valley is allowed per legitimate application of Ordinance No. 2023-56.

Deer Valley's current plans effectively increase day skier parking from 1,482 to 1,611 spaces (1,361 day skier spaces + 250 ski club spaces). This contradicts the Conditions of Approval for the ROW vacation and fails to further Park City's traffic reduction goals.

CONCLUSION

I support the Snow Park base development, provided it complies with the Land Management Code (LMC) and Conditions of Approval. However, the current plans increase day skier parking and do not align with Park City's goals or the ROW vacation conditions. Planning Commission must ensure accurate parking analysis and reductions. It is vital to enforce existing conditions and demand sufficient mitigations to ensure the development will be done responsibly.

Thank you for your consideration.

Sincerely,

Allison D Keenan

10.29.2024

I live full time in the Oaks in lower Deer Valley at [REDACTED].

Our traffic situation is barely tenable during high volume ski days, as we have only one way out of our community that largely relies on two lane roads. The planning commission has a choice: either add lanes to 248 around the high school, and add lanes to Bonanza and Deer Valley Drive on all the portions where there are currently only 2 lanes, OR, refuse to allow a single additional vehicle, or a single additional parking spot, in the Snow Park project that is in excess of what you are legally required to

allow. Absent that, you will be creating another Paradise California type situation where we are all one brush fire away from a horrific disaster.

Bill Bloomfield

10.30.2024

Dear Park City Planning Commission:

We live full time in the Oaks in lower Deer Valley at [REDACTED]. Our traffic situation is barely tenable during high volume ski days, as our community relies solely on two lane roads to exit until you reach the traffic circle. I understand from the current Alterra proposal that this will clearly worsen with thousands of units being created.

To manage this, the planning commission has a choice: Either add lanes to 248 around the high school AND add lanes to Bonanza and Deer Valley Drive on all the portions where there are currently only 2 lanes, OR, refuse to allow a single additional vehicle, or a single additional parking spot, in the Snow Park project that is in excess of what you are legally required to allow. Absent that, you will be creating another Paradise California (fatal fire) type situation where we are all one brush fire away from a horrific disaster.

Thank you in advance for your serious consideration of this serious threat. (Not to mention the significant traffic headaches for full time residents.)

Regards,

Susan S. Bloomfield

10.30.2024

User comment: Dear Planning Commission, Please include these comments in the public record.

The Snow Park Development evolved in some win/win ways for Deer Valley and our community. One example of a win/win is the modification of development plans to use tunneling to continue to provide the drop-off area our community loves. Thank you to Deer Valley and City Hall for implementing a solution recommended by the Protect the Loop community organization. Protect the Loop priorities were based on surveying our community for feedback on the development. This is a prime example of community engagement making a difference. We still have the difficult challenge of increasing traffic due to the development.

I live in the Rossie Hill neighborhood. According to the Fehr & Peers October Traffic Study, the intersections impacting my home are already not acceptable at an E level of service and will decline to F in 2040. The analysis from the Fehr & Peers study about his decline is outlined in a portion of their traffic study below.

1.4 Study Results In the Plus Project Conditions (2030 and 2040), seven of nine study intersections, with recommended mitigations in place, meet the Park City LOS standards. The two intersections that do not meet Park City LOS standards are Mellow Mountain Rd / Deer Valley Dr and Deer Valley Dr / Marsac Ave, both of which are failing in the PM peak hour. The Mellow Mountain Rd / Deer Valley Dr LOS E and F, under 2030 and 2040 Plus Project Conditions respectively, are a result of high volumes leaving the Resort

in the PM peak hour making it hard to turn out from Mellow Mountain Road. The Deer Valley Dr / Marsac Ave roundabout fails currently and under all analyzed scenarios given high traffic volumes exiting various ski resorts and moving in and out of downtown Park City. As a result, potential mitigations at the Deer Valley Drive / Marsac Avenue roundabout were not analyzed as part of this study.

However, at the time of this writing, the Utah Department of Transportation (UDOT) is conducting a traffic and safety study at the roundabout. The Rossie Hill and Deer Valley Drive intersection which services the Rossie Hill neighborhood is located between Mellow Mountain, which is below the "Y", and the Marsac Ave roundabout. Mellow Mountain and the Marsac Ave roundabout intersections are currently LOS E and will decline to LOS F in 2040.

While I support the overall development, I do not believe our neighborhood should shoulder such a large negative impact from the increase in traffic. I am requesting a mitigation solution which will improve our ability to exit Rossie Hill Drive to move on to Deer Valley Drive. Somehow even though I live .75 of a mile from Deer Valley, the intersection which impacts my neighborhood is below the "Y" and failing LOS mitigation strategies have not yet been explored.

In a positive development, there are some solutions offered which will improve the LOS for other intersections. One example of a LOS improvement is below from the Fehr & Peers analysis. 1.6 Improvements to Existing Conditions 4. Improvements to the geometric configurations for Queen Esther Dr and Solamere Dr which will increase LOS from a B to an A for traffic flows in and out of neighborhoods in these areas.

Questions:

1. Can we find a solution to improve the LOS to a passing grade on Deer Valley Drive from the "Y" to the roundabout? The current development plan analyzed by Fehr & Peers shows the LOS moving from E to F.

2. Can we explore a mitigation solution which improves our "geometric configurations" to help with egress moving from Rossie Hill Drive on to Deer Valley Drive? Beyond the specific intersection issue I am highlighting above, I want to discuss exploring additional ways to reduce the number of cars driving to Snow Park. We can potentially impact how employees arrive to the resort. This includes the existing Deer Valley resort employees as well as all the new employees needed to support the additional lodging, restaurants and retail stores. I also want to share an idea to increase the utilization of the current bus system for residents and skiers staying in Park City.

Traffic mitigation ideas:

1. Shuttles/buses for all Heber Valley employees which capture the employees in Heber so they are not driving on highway 40 and 248 to get to work. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

2. Shuttles and/or buses from Salt Lake City to Deer Valley. Let's eliminate the number of employees needing to drive up I-80 and 224. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

3. Deer Valley employees living in Park City should be incorporated into our local shuttle and/or bus services. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

4. A specific request for Deer Valley at the transit center is to develop a lounge-like atmosphere with a large lounge area with free lockers. Deer Valley provides exceptional free ski storage. A similar free locker option available as soon as you enter the transit station will encourage both locals and other guests to use the bus to get to Deer Valley. How many people do you know who drive to Deer Valley just so they can change into their ski boots in the parking lot?

Pedestrian Safety: We currently and in the future need painted directions on the sidewalk and the bike lanes designating one area for bikes and one area for pedestrians. People who rent electric bikes regularly make me jump out of the way while they ride their electric bike at a high rate of speed on the sidewalk.

Shared Managed Lane: I do support a shared managed lane which begins on Deer Valley Loop and connects all the way to highway 80 and highway 40. Until we figure out how to connect the SML to other parts of Park City, I do not support the SML. The SML would only decrease the travel time of buses around the loop by a small amount of time and will not encourage greater use of the bus by locals or visitors.

I appreciate this opportunity to share my thoughts regarding the current Snow Park Development Plan. Thank you, Allison Kitching Portico Condos (Rossie Hill Neighborhood) 84060

11.4.2024

I would like to provide you with another update to provide to the Planning Commission. I attended the October 30 meeting and probably wasn't clear on what I was trying to express. I spoke with Michael Demkowicz and he clarified most of my concerns but wanted to ensure that this is documented. An action item was taken by someone on the Deer Valley team but I don't recall his name.

I have attended every Snow Park presentation and in the last one on September 12th, I noticed something I hadn’t seen yet. This is shown in Exhibit 29A of the October 9 presentation. There was a defined expansion of the sidewalk from 8 ft to 12ft. The 12 ft sidewalk was new to me. I saw in the latest proposal from October 24th, Exhibit 29A it was changed to state 8-12’ which is what the dimension is for the existing sidewalk size. Exhibit 29B, however, still states there will be a new 12’ wide multi-use path.

As I expressed to Michael, our property line per our survey map butts up against the existing sidewalk which is currently between 8 and 9 ft wide. The existing road and sidewalk system is 44-45’ wide from the edge of the sidewalk to the far end of the north roll gutter. This includes two 11 ft paved road lanes, two 4½ ft shoulders, and two 30” roll gutters. The City has a 60 ft Right of Way along Deer Valley Drive so they have about 15' left to develop if they choose rather than taking property from Fawngrove. We have had owners complain about the noise and lights from traffic shining directly into their Units so moving closer towards Fawngrove will only make this worse. The nearest property across the street from Fawngrove is 90 ft away and up a hill so it wouldn’t be affected by traffic lights and noise as much as we would.

MIchael told me that they no longer intend to expand the sidewalk onto Fawngrove property. They will be developing the other side of the road. I would like to see written confirmation and a revised drawing of this.

We also discussed the bus stops on the north side of Deer Valley Dr N (westbound direction towards the Y). I actually met Michael and the DV team on the bus home from skiing last year and showed him what I meant. He got off the bus with me to look. He actually brought it up when I spoke with him last week. In order to add safe areas for commuters to stand, that side of the road will need to be expanded because it currently has no proper bus stops and is extremely dangerous. People have to stand on the shoulder to wait for the bus and during the winter, the shoulder gets covered by snow banks several feet tall forcing them to stand on 3-4 feet snow banks to wait for the bus. I have attached a photo I took from three years ago, not the big snowfall year. Since buses normally stop at the white line, people get dropped off with children and ski gear where they have to stand in the snow within inches of the bus as it departs. I have been in contact with several different people from Park City departments over the past three years and have not received final confirmation that this will be changed. I was told last year that the City has many locations that need bus stops and they may not be able to get to Deer Valley bus stops until 2024. As much as we need them, this shouldn't start until the roadway expansion is approved and there is a definitive plan.

The Fawngrove owners I have heard from do not believe expansion of the sidewalk along Deer Valley Dr North is necessary. It has worked fine for years with the existing size without having to expand closer to Fawngrove buildings. Most people I see riding east along Deer Valley Drive North prefer to use the shoulder of the road when there are pedestrians on the sidewalk. With the third multipurpose lane, this leaves even more room on the road for bicycles. When I ride my bike, I use the road to avoid frightening people I approach from behind or making pedestrians move over to make room for me. If the City still feels the road needs expansion, there is much more space on the other side of the road and bus stops can be added at the same time.

My two priorities then are:

1. I oppose any expansion of the sidewalk onto Fawngrove property when there is ample right of way on the other side of the road. I do not believe the sidewalk needs to be expanded at all.
2. Proper bus stops are required along the westbound lanes of Deer Valley Drive North. These should not be added until the full dimensions of the road expansion have been determined and approved.

Thank you for your attention to this.

Tom Miller

84060

11.12.2024

A friend and I who are both Solamere residents attended the Snow Park open house and briefing held in September. Remembering the excavation and removal of contaminated soil when the Montage was built and hauling it out to Richardson Flat, we asked what the plan was for Snow Park. We were told not to worry; soil would be hauled UP the mountain. In reading through the Agenda Packet for the upcoming Commission meeting, I see the same rather blithe reference to soil removal and hauling impact on traffic flow and business interruption.

In digging up the lowlands where once the ponds extended, developers will be bringing up more than dirt and mining residuals of metals. There are acres of asphalt and concrete that haven't been mentioned. My questions are twofold: 1) exactly where up the mountain do they intend to put the haul and how do they plan to make it less toxic in runoff and 2) what do they intend to do with the man-made materials of asphalt, etc.?

I hope to attend the meeting via Zoom, but would like my questions entered into the conversation.

Thank you,

Sally Sorenson

11.12.2024

My wife and I are a full-time residents of Park City, but are unable to attend the November 13 Planning Commission meeting. In a very early discussion with a Deer Valley project manager, we were told that there was a plan to use a temporary cement plant at the site, which would greatly reduce the number of cement trucks traveling through town to the Snow Park construction site. We hope that this is still part of the construction project under review by the Planning Commission. We live on Rossie Hill Drive and, along with other Park City residents and guests, would be significantly impacted by the noise, traffic congestion, and pollution caused by a constant stream of cement trucks going up and down Deer Valley Drive.

Thank you

Bob Gurss

11.13.2024

Planning Commission,

As a property owner in Powder Run on Lower Deer Valley Drive I am troubled with the recent changes to Deer Valley's plans concerning the traffic flow, specifically the direction of the flow. As their plans have changed multiple times, this latest change would impact our buildings immensely. My concern is centered around the exit from the new transit area onto Deer Valley Drive. Their plans depict this exit immediately next to our only crosswalk to the new area. My worry is, are the vehicles going to be able to see any pedestrians that are attempting to cross? I ask this because it appears they will be driving up an incline and immediately turning left. In my opinion this is an accident waiting to happen, and as a family with younger children trying to navigate a crosswalk with ski boots with cars and buses that do not have a clear line of sight with the cross walk this is a very dangerous combination. I believe there are multiple different options that would elevate this issue, with the easiest being changing the traffic flow. Rather than exiting onto Deer Valley Drive from the transit center, why not enter the transit center from Deer Valley Drive? I appreciate you taking the time to hear my concerns as a resident and parent.

Respectfully,

Brandon Wiemeyer

11.13.2024

I am having trouble reconciling the reduction of parking spaces that were agreed in order for the land vacation. An exhibit showing this would be helpful. Every time I look at the historic numbers as well as the current estimates of parking for the lots and streets it seems to be different. These spaces are mostly day skiers but also include a significant number of DV employees. There is a small number of others such as Jans, Rennstall and small shops not DV owened(I think). The ski club also needs to be addressed. My take is most of these members to be are currently day skiers who look forward to joining the new club. This raises the question of the intent of the 20% reduction. Let's get this out in the open.

Thanks, Bill Watson. 84060

11.13.2024

I would like to add my items I addressed in the meeting today.

I appreciate that Deer Valley addressed my question from the last meeting that the sidewalk in front of Fawngrove would not be expanded to 12 ft and would remain the same size as today (8 - 9 ft). They said the shoulder on the north side of Deer Valley Dr North would be expanded slightly to make the shoulder 5 ft, which would accommodate people standing and waiting for the bus. This will work as long as the shoulder remains plowed during the winter. Snow plow operators must be instructed to plow the shoulder and not along the white line of the shoulder as is done today.

In the November 2026 - May 2028 Temporary drop off slide, it shows transit buses operating in one direction, west to east. If the buses only travel counter clockwise around the loop, how do residents along Deer Valley Dr North and East get to Snow Park in the morning? I have made suggestions in the past that a shuttle bus service operate all day around the loop to pick up and drop off. One of the Commissioners suggested that Deer Valley provide free shuttle service during the construction period, which would be acceptable as well.

With limited parking during the construction, I hope that Deer Valley will not continue parking along Deer Valley Dr. My understanding was this is the last year they are permitted to do so and they should not be allowed to continue parking on the road. It is a nuisance and dangerous to those of us who live and drive here.

Living within a half mile of the development, I am not in favor of work progressing late into the evening. The proposal of 4:30 is fine. Going until 8:00 pm or 9:00 pm is not acceptable.

Thank you,

Tom Miller

Fawngrove

84060

11.13.2024

Thank you for the opportunity to speak at this evening's meeting and apologies that I couldn't get my audio to connect.

My question and comment:

I am president of Nordic Village Homeowners Association. Our neighborhood adjoins the Deer Crest access road that connects to Queen Esther Drive between Amundsen Court and Nansen Court. We have noticed a substantial increase in construction traffic on the Deer Crest access road over the past year, likely connected with a major project that is under development adjacent to the St Regis hotel.

It is our understanding--and I believe this was referenced at the October 30 planning commission meeting--that a prior agreement with the city and / or county prohibits the use of that road for construction access. If that is the case, said agreement is not being honored in any shape or form. Very large construction vehicles, including tractor-trailer rigs, loaders, and very large cranes regularly travel up and down that road, causing noise and disturbance to my HOA residents.

The Deer Crest access road is steep and narrow, with a number of curves. It travels over abandoned mines. That road was never intended to handle large vehicles, yet that type of traffic has become an almost hourly occurrence on many days. From conversations I have had with Park City Police and Summit county officials, the Deer Crest access road is privately owned by a Deer Crest-related limited liability corporation and as such is not subject to the laws of any governmental agency or jurisdiction. However, it does connect with a public street (Queen Esther Drive) and it has become a significant public nuisance in the form of noise, vibration, pollution, and potential disturbance of mining legacies that could cause seismic disturbance or threaten public water supply.

My HOA residents are deeply concerned that the Snow Park project will add to an already untenable level of construction vehicle activity, particularly in light of the applicant's plans to stage excavation soil uphill from the Snow Park base. The Snow Park access road offers an easy means of egress for excavation soil.

I would really appreciate the opportunity to discuss the current state of construction vehicle activity on Deer Crest access road before the Snow Park development.

Thank you for your consideration.

Sam Brothwell

11.17.2024

Planning Commissioners,

Scott and I are longtime full-time residents of the Sunspot condominiums located at 625 Deer Valley Drive, 84040. We would like to submit the following comments regarding the Snow Park Project Draft Construction Mitigation Plan.

The Snow Park Village Plan and the Staff Report cover the impact on what we will call the Deer Valley Loop. Our comments are specific to those of us who live between the Y and the Old Town roundabout and who will experience significant impact through this construction process. Our comments are specific to two topics: Project Hours and Safety.

<u>Project hours for both Material Delivery and Construction Vehicles</u>

According to Standard #1 in the Staff Report - MCPC Section 11-14-6(A) - construction work within Park City is allowed 7AM-9PM Mon-Sat and 7AM-6PM on Sunday. And according to Standard #3, deliveries including concrete are prohibited outside of construction work hours.

According the Snow Park Village Draft Construction Mitigation Plan, hours will be limited to 7AM-4:30PM Mon - Sat and no Sundays.

We appreciate the hours proposed in the Snow Park Project plan which will allow residents in Lower Deer Valley at least a brief respite from construction traffic during the evening and for approximately 50 days (Sundays) per year through this 5 year process. We encourage that the Chief Building Official be held to strenuous account regarding any special requests for variances outside of these hours.

Public Safety

Having lived on Deer Valley Drive for many years, we often experience speeding on the road, however construction and material delivery vehicles create even more risk. We want to ensure that throughout this process there is a focus by the city in regard to:

1) Speed control - We are requesting more enforcement of the 25 mph speed limit on Deer Valley Drive, especially between the Y and roundabout.

2) Brake checks - According to Standard #8 of the Staff Report - and corresponding redline #22 - it looks like this is being addressed in the process. We ask for strenuous enforcement in this area.

3) Covered dump trucks - We have seen rocks and debris fall from dump trucks. Due to the many pedestrians on Deer Valley Drive, we ask for strenuous enforcement in the area as well.

And in closing, we are assuming that once the project begins, there will be a 24 hour staffed line for public questions and concerns. Thank you for the opportunity to comment.

With regards,

Rachel and Scott Sahlman