



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
January 22, 2025**

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/87087333912>

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

3. PUBLIC COMMUNICATIONS

4. CONTINUATIONS

- 4.A. **Parcel PCA-S-79-C – Extension of Approval** – The Applicant Proposes a Two-Year Extension of Ordinance 2023-03 Approving the Zoning Map Amendment to Rezone a Six-Acre Pod from Recreation and Open Space to Estate within Parcel PCA-S-79-C (Bransford Parcel). PL-24-06306 (5 mins.)
(A) Public Hearing; (B) Continuation to February 12, 2025

5. REGULAR AGENDA

- 5.A. **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 (60 mins.)
(A) Public Hearing; (B) Action
- 5.B. **Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit, Phase I Conditional Use Permit, and Subdivision** – 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 February 26, 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.

Planning Commission Staff Report



Subject: Parcel PCA-S-79-C
Application: PL-24-06306
Author: Virgil Lund, Planner II
Date: January 22, 2025
Type of Item: Extension of Approval

Recommendation

Open a public hearing and continue the item to February 12, 2025, to allow the Applicant additional time to gather information and submit additional materials.

Description

Applicant: Bransford Land Company

Location: Parcel: PCA-S-79-C

Zoning District: Estate

Adjacent Land Uses: Recreation Open Space

Reason for Review: Zoning Map amendments require a positive recommendation by the Planning Commission, with Final Action by City Council.¹

¹ LMC [§ 15-1-8](#)

Planning Commission Staff Report



Subject: 2250 Deer Valley Drive South
Ski Lift 7 Conditional Use Permit
Application: PL-24-06258
Author: Virgil Lund, Planner II
Date: January 22, 2025
Type of Item: Amendment to the Flagstaff Development Agreement
Technical Reports #5 and #13

Recommendation

(I) Review the addendums amending Flagstaff Development Agreement Technical Report #5 *Open Space Management Plan* and #13 *Wildlife Management Plan*; (II) open a public hearing; and (III) consider approving the addendums as shown in Exhibit A.

Description

Applicant: Hannah Tyler, Deer Valley Resort
Applicant's Representative: Jason Boal

Location: Deer Valley Resort Open Space

Zoning District: Recreation and Open Space, Sensitive Land Overlay

Adjacent Land Uses: Recreation, Resort Open Space

Reason for Review: The Planning Commission's May 22, 2024 approval of the Lift 7 Conditional Use Permit requires the Applicant to submit updated Flagstaff Development Agreement Technical Reports #5 and #13.

CUP	Conditional Use Permit
DROS	Developed Recreation Open Space
LMC	Land Management Code
MPD	Master Planned Development
ROS	Recreation Open Space
SLO	Sensitive Land Overlay
UROS	Undeveloped Recreation Open Space

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

Background

On May 10, 1997, the City Council approved Ordinance No. [99-30](#) annexing approximately 1,750 acres in the Flagstaff Mountain/Empire Pass area into Park City. Pursuant to the Flagstaff/Empire Pass Master Planned Development (MPD) outlining development within the annexed area, the Applicant was required to submit 14 technical

reports/studies to address utilities, impacts to wildlife, open space management, project phasing, and construction mitigation. In December of 2001, the Planning Commission approved the 14 technical reports.

On May 22, 2024, the Planning Commission approved a Conditional Use Permit (CUP) for a new ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, a 375-square-foot top terminal operator house, and 4.62 miles of new ski runs at Deer Valley Resort ([Staff Report](#), [Minutes](#); Exhibit E: CUP Final Action Letter). The development associated with Lift 7 is proposed on parcels within the Flagstaff/Empire Pass Master Planned Development (MPD) in the Recreation Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO). The Applicant provided an SLO analysis as part of the CUP application. See the [April 10, 2024 Staff Report](#) for the SLO analysis for the Lift 7 project area.

Land Management Code (LMC) [§ 15-2.21-7\(B\)](#) *Development Approvals for Ski Area Construction and Expansion* within the SLO requires the Applicant to mitigate impacts to the “Maximum Extent Feasible,” a term defined in LMC [§ 15-15-1](#) as “[t]he maximum mitigation where no prudent, practical and feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining ‘Maximum Extent Feasible.’”

The Planning Commission’s approval of the CUP imposed Conditions of Approval to mitigate impacts on Sensitive Lands, including Open Space and wildlife habitat. Condition of Approval 13 from the Lift 7 CUP Final Action Letter states:

“The Applicant must submit an application to amend Technical Report #5 Open Space Management Plan which shall include a substitution of the designated Undeveloped Recreation Open Space impacted by this application and adjustment of Developed Recreation Open Space Areas, with a minimum 111-acre replacement of the Undeveloped Recreation Open Space, and any proposed additional mitigation measures from the result of increased lift disturbance within Undeveloped Recreation Open Space. The Applicant shall submit the application to the Planning Department within three months of this Conditional Use Permit approval. Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of this Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission” (Exhibit E).

Condition of Approval 26 from the Lift 7 CUP Final Action Letter states:

“The Applicant must submit a modification application to amend Technical Report #13 Wildlife Management Plan which shall include updated Wildlife Data. The Applicant shall submit a modification application to the Planning Department within three months of this Conditional Use Permit approval. The modification must be reviewed and approved by the Planning Commission within six months of the date of Planning Commission approval of this Conditional Use Permit.”

The Applicant was therefore required to submit proposed modifications to the Technical Reports by August 22, 2024. The Applicant's representative submitted the addendums to the Technical Reports on August 22, 2024, but the Applicant's team was unavailable to attend September and October Planning Commission meetings. The modifications to the Technical Reports were scheduled for Planning Commission review on November 11, 2024, within the required six-month period. However, the day of the public hearing the Applicant requested the item be continued to a later date. On November 11, 2024, the Planning Commission opened a public hearing and continued the public hearing and amendment of the Flagstaff Technical reports to January 8, 2025 ([Minutes](#)). On January 8, 2025, the Applicant again requested the item be continued to a later date. The Planning Commission opened a public hearing and continued the public hearing and amendment of the Flagstaff Technical reports to January 22, 2025 to allow the applicant additional time to gather required information ([Audio](#)).

The Applicant's amended Technical Reports include:

- Maps showing the replacement of UROS with DROS within the Flagstaff annexation area.
- History outlining the approval of the Technical Reports.
- Wildlife assessment documenting the existing wildlife in the annexation area and how it has changed since the original Wildlife Technical Report #13.
- Proposed habitat disturbance from ski lift and ski run construction.
- Recommended best management practices for the exchange areas.

On September 20, 2024, the Applicant submitted a Phase II CUP for the Structures associated with Lift 7, including a lift equipment building and ski related accessory building, a pumphouse and transformer, and realignment of Ski Run 7c. The Applicant's pending CUP for Phase II of the Lift 7 project will not be scheduled for Commission review until the Applicant obtains approval of the amended Technical Reports.

On December 9, 2024, the Applicant submitted to the Planning Department an updated draft report amending the Flagstaff Technical Reports #5 and #13.

The following changes have been made:

- Introductory paragraph in p. 1 of the report states that the proposed amendment is only applicable to the geographic areas depicted in the maps provided by the Applicant. The original 2001 reports approved by the Planning Commission are still applicable to all other areas not covered explicitly by this update.
- Updated map on p. 2 showing the exchange areas overlaid on the existing Open Space map.
- Existing conditions data updated for the exchange areas, including counts and total distances of hiking and biking trails, p. 10.
- Viewshed analysis completed for the exchange areas, p. 10 and 11.
- Removed the proposed alterations to the UROS and DROS definitions.

The Applicant requests Planning Commission review and approval of the addendums, amending Flagstaff Development Agreement Technical Reports #5 (Exhibit A) and #13

(Exhibit B).

Analysis

(I) The updated Flagstaff Technical Report #5 *Open Space Management Plan* is consistent with the Flagstaff/Empire Pass MPD, the Goals and Objectives of the original Technical Report #5, and Significant Vegetation, Designated Ridge Line Areas, and Steep Slope Protections.

The Lift 7 Project Area is within the SLO. The purposes of the SLO include:

- Requiring dedicated Open Space in aesthetically and environmentally sensitive Areas;
- Clustering Development while allowing a reasonable use of Property;
- Prohibiting Development on Ridge Line Areas, Steep Slopes, and wetlands; and
- Protecting and preserve environmentally sensitive land.¹

The objective of the Flagstaff Technical Reports is to protect Open Space and environmentally sensitive land. The Flagstaff annexation area is comprised of 1,655 acres. The goal of Technical Report #5 *Open Space Management Plan* is “to ensure the preservation and maintenance of Flagstaff Mountain’s open space for public enjoyment and the protection of ecological values.” The Open Space Management Plan characterizes two different types of Open Space within the Flagstaff Mountain Area: Undeveloped Recreation Open Space (UROS) and Developed Recreation Open Space (DROS).

“UROS may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Consequently, it is dominated by naturally occurring, unfragmented, stands of native vegetation...Where the main purpose of DROS is to provide year-round public recreation opportunities, UROS serves a wider variety of functions. In terms of recreation, UROS is typically used for backcountry skiing or snowshoeing in the winter and hiking or horseback riding in the summer. Some UROS contains trails suitable for mountain biking but only on a limited basis relative to DROS. In some areas, UROS is also important in maintaining scenic viewsheds and wildlife habitat.”

DROS “consists of areas served by ski lifts and contains a preponderance of graded and/or cut ski runs and summer trails. Typical vegetation consists of islands of native forest cover interlaced with ski trails that have been seeded with a limited variety of exotic grasses and forbs. These areas are designed for and receive the bulk of recreation use in the Plan Area...The general management objectives for DROS include maintaining high quality, safe, attractive, publicly accessible recreational facilities on a year-round basis.”

The existing DROS and UROS designated areas are described in Technical Report #5 Open Space Management Plan (Exhibit C). There are currently two areas designated

¹ LMC [§ 15-2.21-1](#)

UROS that total approximately 464 acres or 29 percent of the Plan Area. The map below shows the UROS areas shaded in blue and DROS areas in yellow.

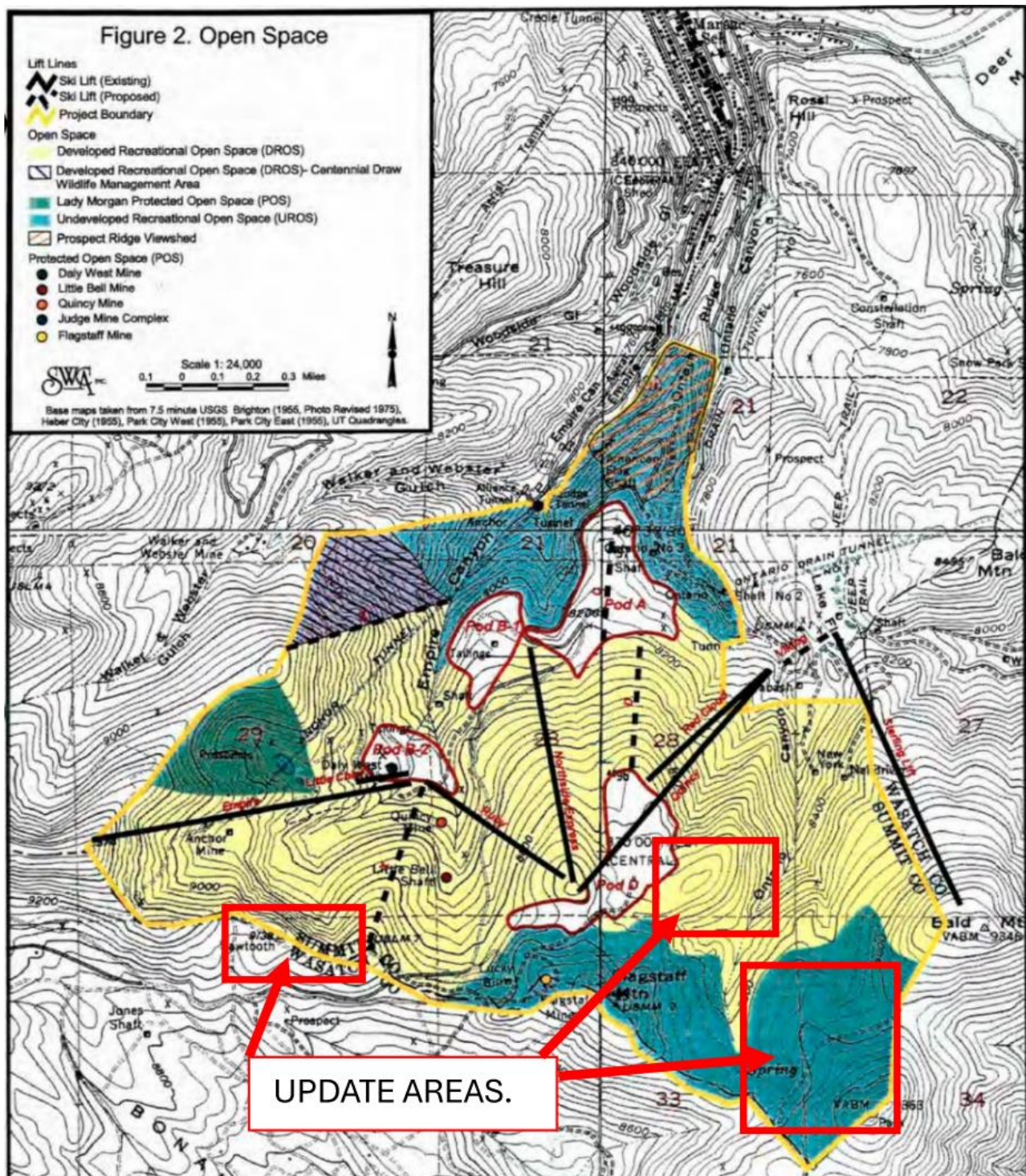


Figure 1: Existing UROS and DROS Map from the Open Space Management Plan with the Applicant's Approximate Proposed Exchange Areas outlined in red

The Planning Commission CUP Condition of Approval 13 requires the Applicant to replace 111 acres of UROS by designating 111 acres of existing DROS as UROS:

“The Applicant must submit an application to amend Technical Report #5 Open Space Management Plan which shall include a substitution of the designated Undeveloped Recreation Open Space impacted by this application and adjustment of Developed Recreation Open Space Areas, with a minimum 111-acre replacement of the Undeveloped Recreation Open Space, and any proposed additional mitigation measures from the result of increased lift disturbance within Undeveloped Recreation Open Space. The Applicant shall submit the application to the Planning Department within three months of this Conditional Use Permit approval. Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of this Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission.”

The following map, provided by the Applicant, shows the location of the 111-acre replacement of the UROS, divided into two areas: the West Exchange Area and the East Exchange Area. The West Exchange Area contains 51 acres, and the East Exchange Area contains 60 acres.

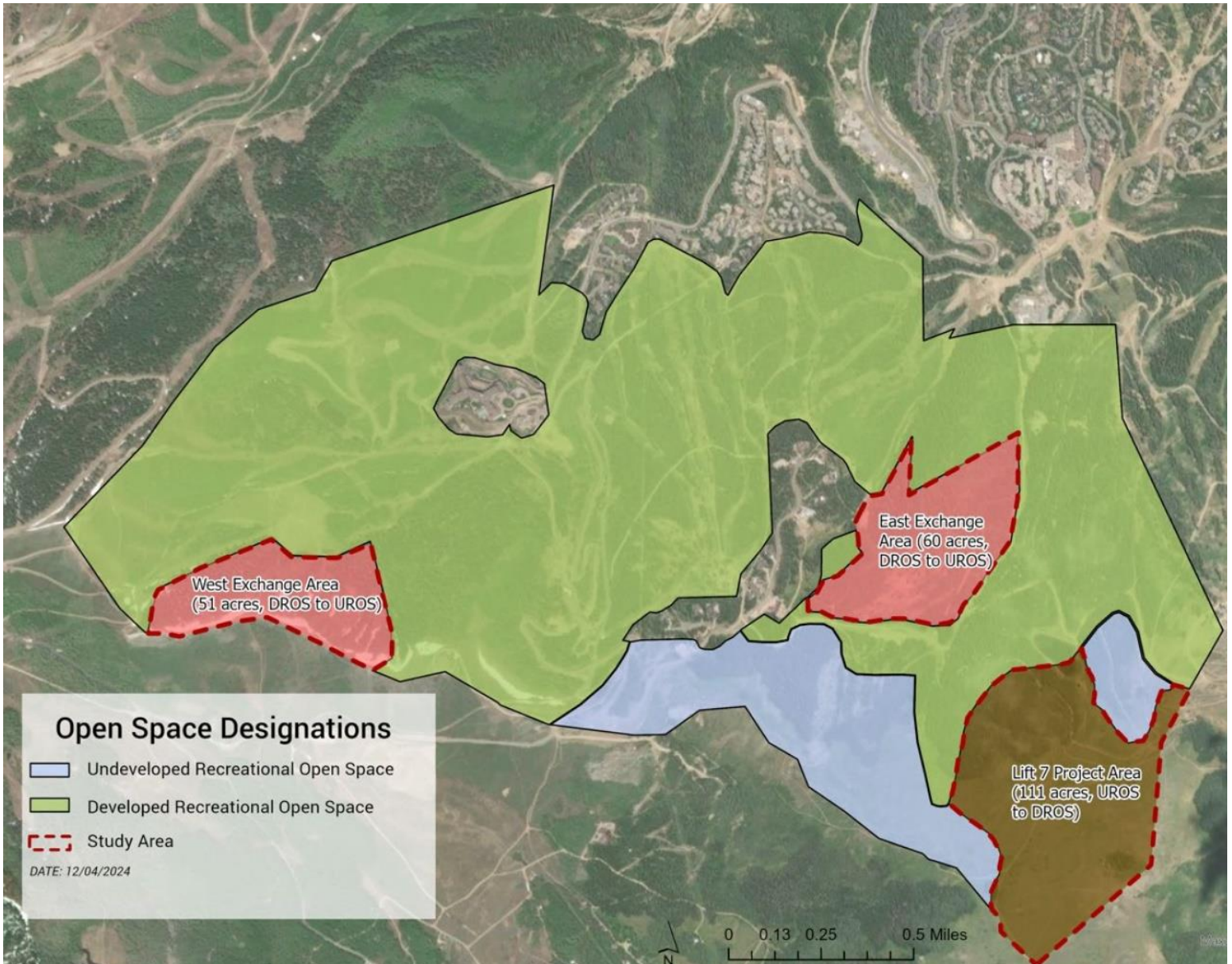


Figure 2: Applicant's Map Showing the Proposed UROS and DROS Exchange Areas

The DROS acres that are proposed to be converted into UROS meet the characteristics and objectives of UROS.

The Applicant provided the following images showing some of the DROS areas that are being converted into UROS:



Figure 3: Image Provided by the Applicant Showing the Daly Chutes and Empire Ski Lift and Runs West Exchange Area Conversion of DROS to UROS (51 acres)



Figure 4: Image Provided by the Applicant showing the East Exchange Area Conversion of DROS to UROS of 60 Acres (left of the Mountain Bike Trail)



Figure 5: Applicant's Photo Showing the East Exchange Area

The images above show some of the areas converting from DROS to UROS as heavily vegetated and containing Very Steep Slopes, meeting some of the objectives for UROS areas.

The Applicant's updated and amended Technical Report #5, prepared by Logan Simpson and BIO-WEST, Inc., describes the acres proposed to be converted from DROS to UROS as "undisturbed by ski resort activity aside from single track trail and dirt access roads." The remaining UROS areas that will be undisturbed (shaded blue in Figure 2 above) contains single track trails for hiking and biking. The purpose of UROS allows for a limited amount of mountain bike trails for summer use and skiing during the winter.

In the East and West Exchange Areas converting DROS to UROS, there are no existing or proposed Accessory Buildings or Structures. The Exchange Areas also include expert-level tree-skiing areas. The Applicant provided the following table showing the total mileage of hiking and biking trails:

East Exchange Area (New UROS)	West Exchange Area (New UROS)	Lift 7 Project Area (New DROS)
Number of trail sections: 5 Mileage: ~ .55 miles total Hiking Rating: Beginner or Road-concurrent Biking Rating: Expert, intermediate, Road-concurrent	Number of trail sections: 5 Mileage: ~ .75 miles total Hiking Rating: Beginner Biking Rating: Intermediate	Number of trail sections: 20 Mileage: ~ 2.25 miles total Hiking Rating: Beginner or Road-concurrent Biking Rating: Beginner, Intermediate, and Advanced

Figure 6: Applicant's Table Showing Hiking and Biking Trail Breakdown in the Exchange Areas

The Exchange Areas contain approximately 1.3 miles of hiking and biking trails and expert-level tree-skiing areas within Deer Valley Resort.

LMC [§ 15-2.7-6](#) requires the protection of Significant Vegetation during any Development activity. The Forestry Board reviewed the Lift 7 project and required Condition of Approval 4, reflected in the Lift 7 CUP Final Action Letter: "The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal in square footage to the proposed areas of disturbance."

Approximately 13 acres of Significant Vegetation were impacted by the Lift 7 CUP Project. The proposed East and West Exchange Areas contain approximately 70 acres of Significant Vegetation, classified as a mix between Aspen and Conifer trees. The report confirms that the East and West Exchange Areas meet the definition, characteristics, and purposes of UROS by containing naturally occurring, unfragmented stands of native vegetation.

The Planning Commission's Condition of Approval 13 also includes the following: Any proposed additional mitigation measures from the result of increased lift disturbance within the UROS area being converted to DROS area.

- Page 13 of the Applicant's Updated Technical Report outlines additional mitigation

measures and best management practices regarding vegetation:

- Clearing of trees and forest areas be minimized to the maximum extent that is possible.
- Limiting clearing within the Aspen and Coniferous Forest areas when possible.
- Not removing older mature trees or dead standing snag trees that are utilized for nesting and foraging.
- Replanting or seeding disturbed bare soil areas with native grasses, forbs, and shrubs to replace wildlife habitat as quickly as possible following grading work.
- Clearing or “glading” of the shrub understory within the Aspen Forest habitat be limited to the greatest extent possible, while still allowing safe skiing. This understory should be left intact if possible.
- The numerous species of berry producing plants in the understory are valuable wildlife food and cover. This understory should be left intact if possible.

LMC § 15-2.21-5 Requires Preservation and Protection of Ridge Line Areas.

LMC [§ 15-15-1](#) defines a Ridge Line Area as the top, ridge or Crest of Hill, or Slope plus the land located within one hundred fifty feet on both sides of the top, crest, or ridge. The proposed UROS West Exchange Area is located along a [designated ridgeline](#). The 111 acres of DROS land to be converted to UROS will protect the designated ridgeline from future development.

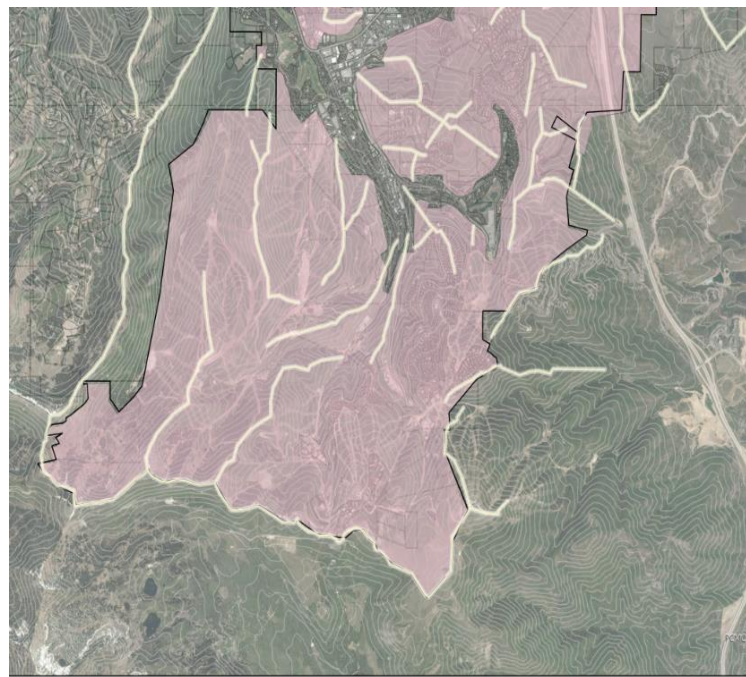


Figure 7: Screenshot of the Designated Ridgeline Map, with Ridgelines Shown in Yellow

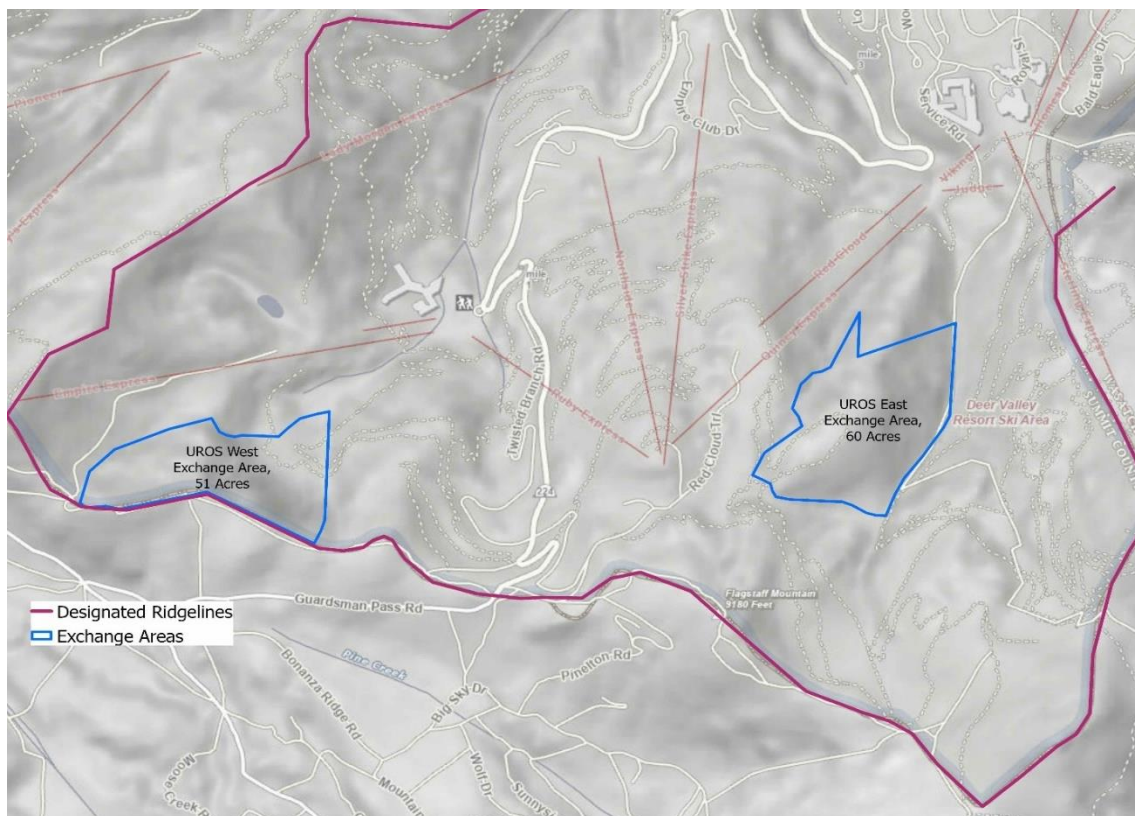


Figure 8: Map Created by Staff Showing the Exchange Areas (Blue) and the Designated Ridgelines (Purple)

LMC § 15-2.21-4 Requires Protection of Steep Slopes.

LMC [§ 15-15-1](#) defines Steep Slopes as those greater than 15% and Very Steep Slopes as those greater than 40%. LMC [§ 15-2.21-4\(A\)](#) prohibits Development on or within fifty feet, map distance, of Very Steep Slopes, Areas subject to land slide activity, and other high-hazard geologic Areas. An Area of Very Steep Slopes must cover a topographic Area at least twenty-five feet vertically, upslope or downslope, and fifty feet horizontally in any direction.

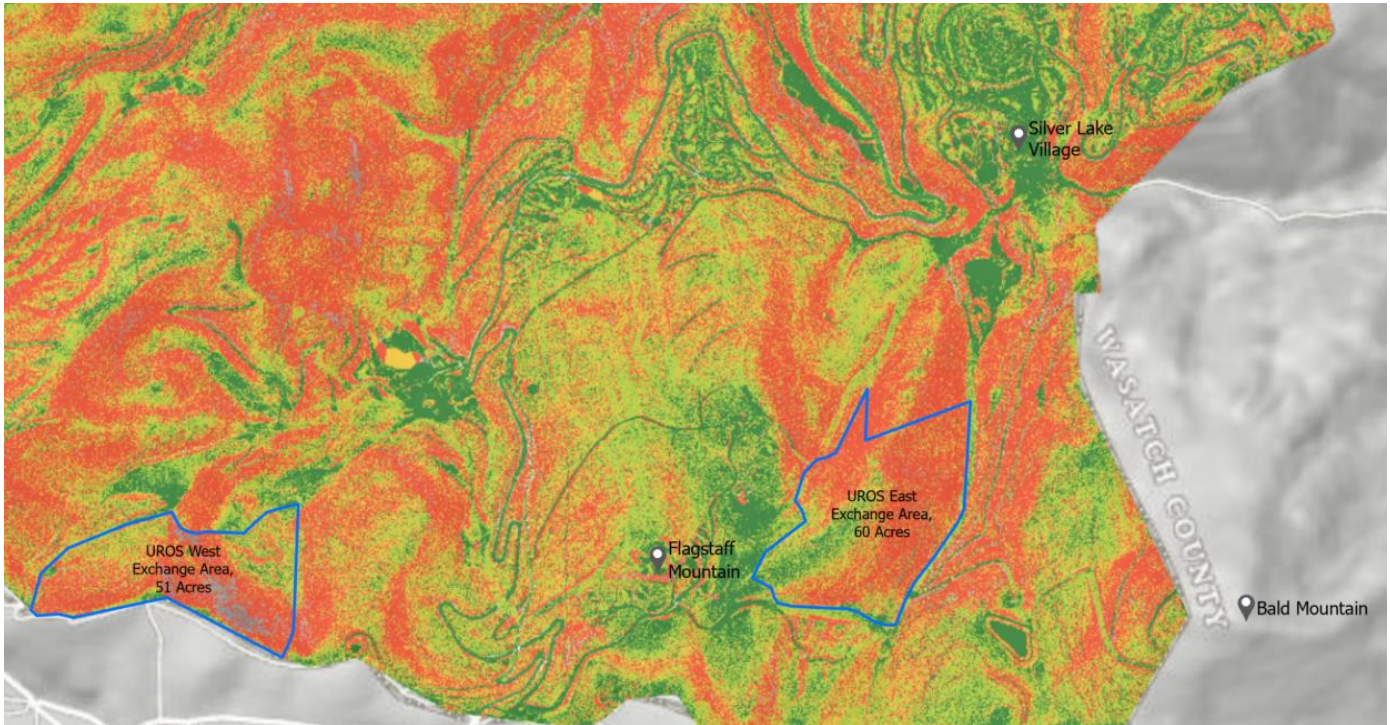


Figure 9: Map Created by Staff Using ArcGIS Showing Very Steep Slopes in Red

The proposed East and West Exchange Areas preserve approximately 92 acres of Very Steep Slopes while the proposed UROS to DROS exchange area (Lift 7 project area) has approximately 20 acres of Very Steep Slopes.

LMC § 15-2.21-3(A)(6) Requires the Applicant to Submit an Exhibit Showing the Proposed Project from Designated Vantage Points.

The Applicant's Sensitive Land Analysis includes a viewshed analysis (Exhibit F) evaluating the extent of visibility of the exchange areas and the Lift 7 project area from the Vantage Points designated in LMC [§ 15-2.21-3\(A\)\(6\)](#). The map below shows the general areas where the exchange areas are visible (shown in red) and the general areas where the Lift 7 project area is visible (shown in orange).

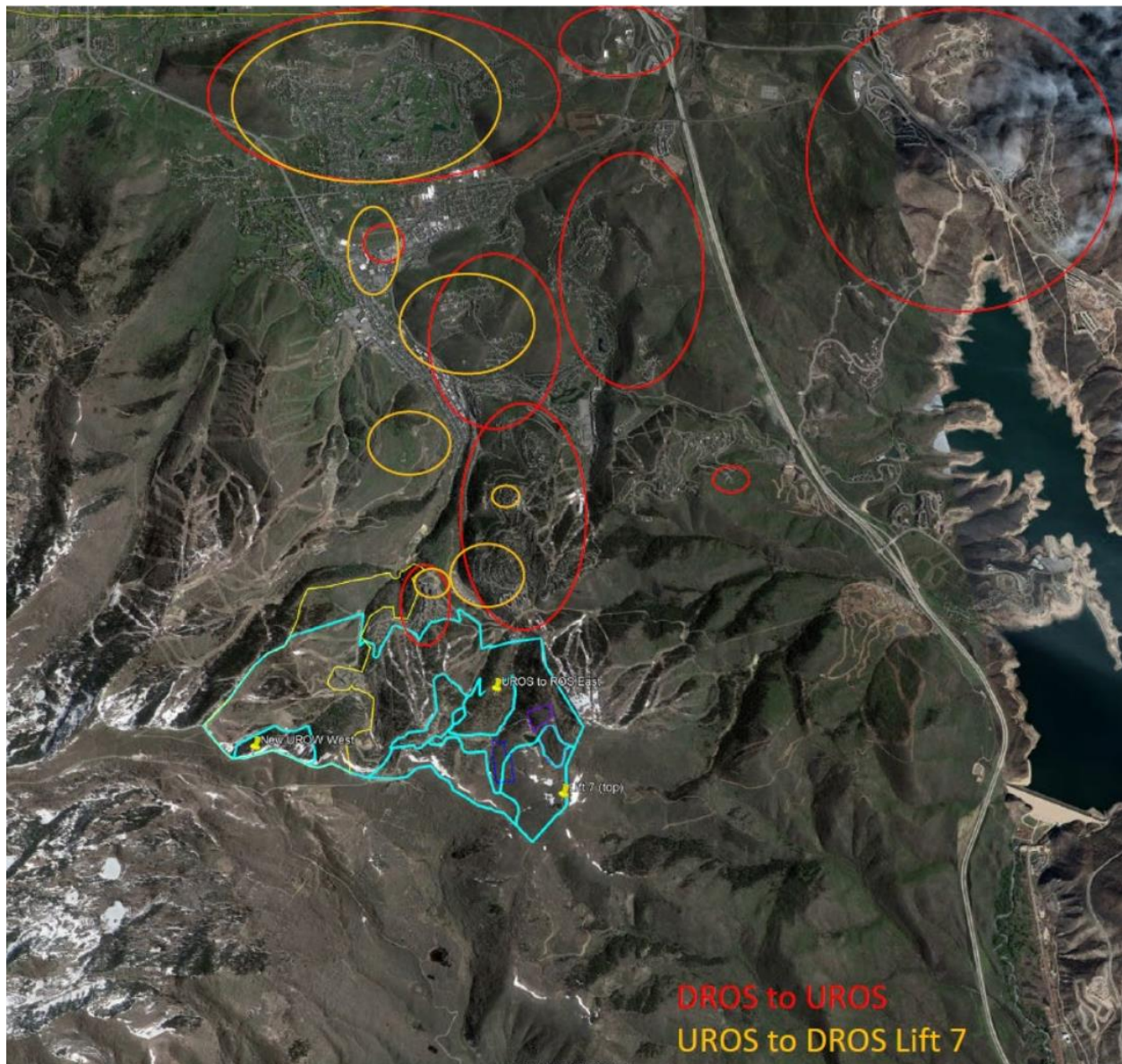


Figure 10: Applicant's Viewshed Analysis, Red Circles Show Where the Proposed UROS Areas will be Visible, and Yellow shows Where the Lift 7 Project Area will be Visible

The Lift 7 project area will be visible from seven general areas throughout the Park City area. The proposed DROS to UROS areas will be visible from nine general areas throughout the Park City area. The proposed exchange helps prevent additional

Development that would be visible from nine areas throughout the Park City area.

The proposed ski lift is visible from one Designated Vantage Point only. The top terminal of the ski lift will be visible from the Park Meadows Golf Course Clubhouse Vantage Point:



Figure 11: Park Meadows Vantage Point

(II) The Updated Technical Report #13 *Wildlife Management Plan* is consistent with the Flagstaff/Empire Pass MPD, the Goals and Objectives of the Original Technical Report #13 and the SLO.

The purposes of the SLO include encouraging preservation of large expanses of Open Space and wildlife habitat.²

The goal of Technical Report #13 *Wildlife Management Plan* is “to preserve wildlife habitat values within the [Flagstaff] Area by minimizing habitat loss and human/wildlife conflicts. The Wildlife Management Plan identifies existing wildlife species and habitat that occur within the Flagstaff Mountain Area and establishes management guidelines to help maintain the biotic integrity of the area while ensuring the long-term attractiveness and marketability of the developments.”

Three wildlife surveys were conducted in 1993, 1999, and 2000, which documented and described the various habitat types present in the Plan Area and provided lists of wildlife species observed in each of the identified habitats. The Wildlife Management Plan provides best management practices for these habitat areas.

According to the Planning Commission’s Condition of Approval #26 and #27 from the

² LMC [§ 15-2.21-1](#)

Lift 7 CUP Final Action Letter, the updated Technical Report must:

- Include updated wildlife data.
 - See Exhibit B for updated wildlife data and best management practices.
- If the updated Wildlife Management Plan identifies any additional species necessitating protection, the report shall include additional recommendations consistent with Conditions of Approval #16-#25 for such species.

The Applicant's wildlife report states the following: "When compared to the previous wildlife resources evaluations (Original Wildlife Surveys from 1993, 1999, and 2000), and the State of Utah Division of Wildlife Resources maps and data available online; the Study Area appears relatively unchanged in regards to available habitat and ***no additional species necessitating protection were identified***... Overall the largest change since the previous studies is that the surrounding region and available habitats have become more fragmented as development and population growth infringe on areas that were once unfragmented blocks of native vegetation and mountain habitat."

The updated wildlife report concludes: "From a general wildlife habitat perspective, it is not unreasonable to swap the existing UROS Lift 7 Project Area for the existing DROS exchange Areas of equal size to offset the development...Converting the Lift 7 Project Area will result in some overall loss of Sagebrush Steppe and Aspen Forest habitat types."

The report details four distinct habitat types within the existing 111 acres of UROS area proposed to be converted to DROS (Lift 7 Project Area). Of those four, the Sagebrush Steppe habitat is predominant and offers "quality habitat for a variety of sagebrush dependent bird species." Page 9 of the report concludes: "Sagebrush Steppe habitat within the two Exchange Areas (currently designated as DROS area) is much more limited in comparison to the Lift 7 Project Area (currently designated as UROS area), however the West Exchange Area does include areas of Sagebrush Steppe that could provide habitat for some of these Sagebrush specialist species."

The Report explains that the two exchange areas include more diverse landscapes than the Lift 7 Project Area, including mixed aspen/conifer. While the exchange areas generally lack Aspen Forest Habitat, there are several small patches of American Aspen present, and large areas of Mixed Aspen/Conifer Forest and Mixed Conifer, which provide valuable ecological benefits. In the Lift 7 Project Area, these habitats are present, but they are fragmented by existing roads and trails.

LMC [§ 15-2.21-8](#) outlines the requirements for Wildlife and Wildlife Habitat Protection in the SLO with staff's summary of the Applicant's Wildlife Report in *italics*:

1. **CONSTRUCTION TIMING.** Construction shall be organized and timed to minimize disturbance of Sensitive or Specially Valued Species occupying or using on-Site and adjacent natural Areas.

The Applicant's wildlife report (p. 13) states the following regarding construction timing: "Any vegetation clearing within the migratory bird nesting season (April 1st – August 15th) should be preceded by a nest

clearance survey. Native migratory birds are protected under the Migratory Bird Treaty Act of 1918. Taking of these bird species is prohibited. A taking includes active nest destruction or the abandonment of viable eggs or nestlings by the adult birds due to disturbance created by the project. We recommend that when working within the migratory bird nesting season that a clearance survey be performed on all areas scheduled to be cleared, no more than on week prior to the disturbance.” See p. 13 of Exhibit A for a comprehensive summary regarding construction timing for the Lift 7 project.

2. **SENSITIVE AND SPECIALLY VALUED SPECIES.** If the Development Site contains or is within five hundred feet (500') of a natural Area or habitat Area, and the wildlife and habitat report show the existence of Sensitive or Specially Valued Species, the Development plans shall include provisions to ensure that any habitat contained in any such natural Area shall not be disturbed or diminished, and to the Maximum Extent Feasible, such habitat shall be enhanced.

The April 10, 2024 Staff Report mentions the following: “The Utah Division of Wildlife Resources has compiled a list of all Sensitive and Specially Valued Species in the State of Utah. The Applicant’s submitted analysis shows there are no Sensitive or Specially Valued species occupying or using on-Site and adjacent Areas where the proposed ski lift, ski runs, and associated facilities are proposed. Sensitive or Specially Valued Species includes Federally Threatened and Endangered Species; State of Utah Threatened and Endangered Species; State of Utah Species of Concern and animals and plants of special concern to the Park City Community as identified in the General Plan and in need of special protection.”

Page 9 of the Applicant’s Amendment Report states the following: “When compared to the previous wildlife resources evaluation and the State of Utah Division of Wildlife Resources maps and data available online; the Study area appears relatively unchanged in regards to available habitat and no additional species necessitating protection were identified. It is very likely the areas are still utilized by Elk, Snowshoe Hare, Coyote, Porcupine, and Bobcat. Moose are likely at a minimum, seasonally migrating through the Study Area, however, we did not see any sign that the area is used for Moose calving...Overall the largest change since the previous studies is that the surrounding region and available habitats have become more fragmented as development and population growth infringe on area that were one unfragmented blocks of native vegetation and mountain habitat.”

3. **CONNECTIONS.** If the Development Site contains existing natural Areas that connect to other Off-Site natural Areas, to the Maximum Extent Feasible the Development plan shall preserve such natural Area connections. If natural Areas lie adjacent to the Development Site, but such natural Areas are not presently connected across the Development Site, then the Development plan shall, to the extent reasonably feasible, provide such connection. Such

connections shall be designed and constructed to allow for the continuance of existing wildlife movement between natural Areas and to enhance the opportunity for the establishment of new connections for movement of wildlife.

The Applicant's Amendment Report (Exhibit A) and the updated Wildlife Data Report (Exhibit B) do not identify any natural Areas that connect to other Off-Site natural Areas, however, p. 9 of the Amendment Report mentions: "Converting the Lift 7 Project Area will result in some overall loss of Sagebrush Steppe and Aspen Forest habitat types, however, the redesignation of the existing DROS Exchange Areas into UROS will result in a net gain of Mixed Aspen/Conifer Forest and Mixed Conifer habitat." The proposed UROS areas contain Mixed Aspen/Conifer Forest that will increase the amount of habitat area for many species in the project area.

Condition of Approval #17 from the CUP Final Action Letter states the following regarding wildlife movement corridors and connections: "Fencing is prohibited and users of the project area must be directed away from wildlife movement corridors during the spring and fall migration periods."

Condition of Approval #19 from the CUP Final Action Letter: "To the Maximum Extent Feasible, the Applicant shall preserve any natural habitat Area connections. If natural Areas lie adjacent to the Development Site, but such natural Areas are not presently connected across the Development Site, then the Development plan shall, to the extent reasonably feasible, provide such connection. Such connections shall be designed and constructed to allow for the continuance of existing wildlife movement between natural Areas and to enhance the opportunity for the establishment of new connections for movement of wildlife."

4. **WILDLIFE CONFLICTS.** If wildlife that may create conflicts for future occupants of the Development are known to exist in Areas adjacent to or on the Development Site, then the Development plan must include provisions to minimize these conflicts to the extent reasonably feasible.

The proposed UROS and DROS exchange helps to further prevent and mitigate wildlife conflicts. The proposed UROS acres contain steep slopes and dense coniferous and deciduous tree cover, making wildlife conflicts less likely with less human interaction possible. The acres proposed to be converted from UROS to DROS in the Lift 7 project area are low angle with existing ski runs and mountain bike trails traversing the area.

Staff recommends the Planning Commission discuss the findings from the updated wildlife data and determine if additional Conditions of Approval are required to reflect the findings of the wildlife report.

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 October 30, 2024. Staff mailed courtesy notice to property owners within 300 feet on October 30, 2024. The *Park Record* published courtesy notice on October 30, 2024.³ On November 11, 2024, the Planning Commission opened a public hearing and continued the public hearing and amendment of the Flagstaff Technical reports to January 8, 2025. Staff published notice on the City's website and the Utah Public Notice website on December 21, 2024. On January 8, 2025, The Planning Commission opened a public hearing and continued the public hearing and amendment of the Flagstaff Technical reports to January 22, 2025. Staff published notice on the City's website and the Utah Public Notice website on January 8, 2025.

Public Input

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

Alternatives

- The Planning Commission may approve the addendums to Technical Reports #5 and #13 of the Amended and Restated Development Agreement for Flagstaff Mountain.
- The Planning Commission may deny the addendums to Technical Reports #5 and #13 of the Amended and Restated Development Agreement for Flagstaff Mountain and direct staff to make Findings for the denial.
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Addendums to Flagstaff Technical Reports #5 and #13
Exhibit B: Updated Wildlife Data and Best Management Practices
Exhibit C: Technical Report #5 Open Space Management Plan
Exhibit D: Technical Report #13 Wildlife Management Plan
Exhibit E: PL-23-05938 CUP Final Action Letter Approving Lift 7
Exhibit F: Sensitive Lands Analysis, Vantage Points

³ LMC [§ 15-1-21](#)

Flagstaff Mountain Open Space (Exhibit 5) and Wildlife Management Plan (Exhibit 13) Updated Amendment Report

December 16, 2024

Prepared by:

Logan Simpson
1755 S 4490 W Suite C
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and

BIO-WEST, Inc.
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Prepared for:

Deer Valley Mountain Resort
2250 Deer Valley Dr.
Park City, UT 84060

Submitted to:

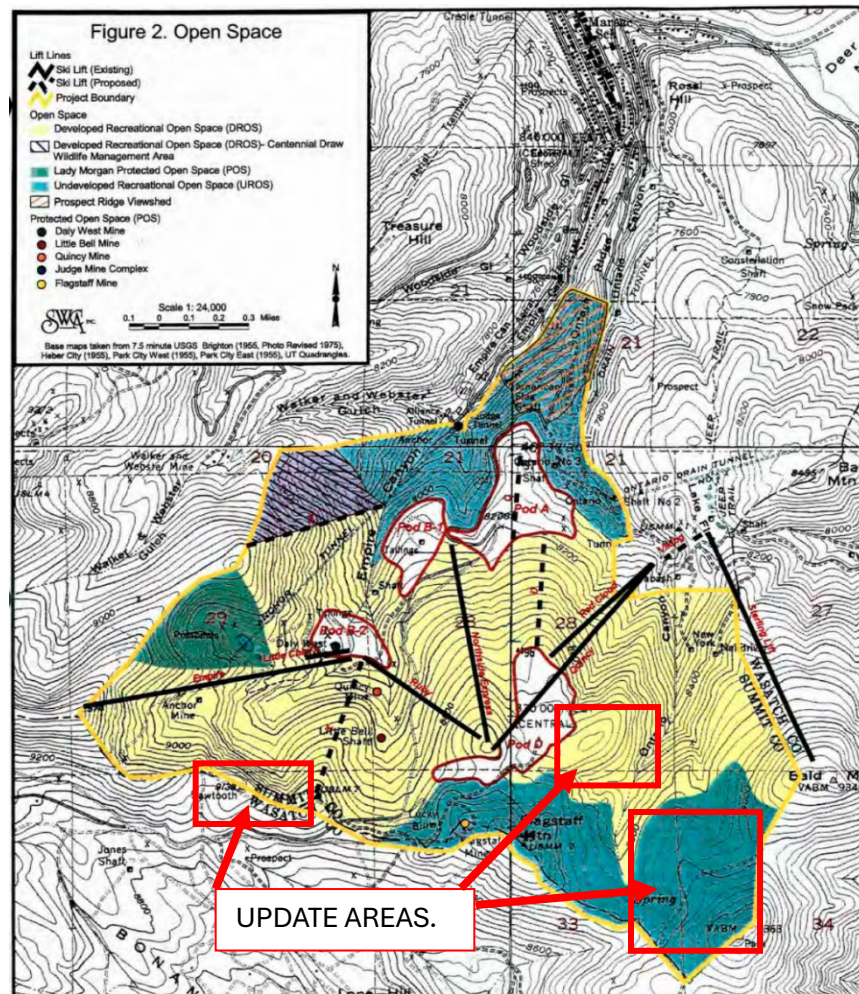
Park City Planning Commission
City Hall
445 Marsac Avenue
Park City, UT 84060

Introduction

Park City Municipal Corporation, Deer Valley Resort Company and United Park City Mines entered into the Flagstaff Mountain Development Agreement on June 24th, 1999 (Summit County instrument # 544835). This agreement was entered into in conjunction with the Flagstaff Mountain annexation, which annexed approximately 1,655 acres of land on Flagstaff Mountain into Park City. The agreement also memorialized the Large Scale Master Planned Development for Flagstaff Mountain. The Flagstaff Mountain Development Agreement required the developer to submit and gain approval for fourteen (14) additional detailed studies.¹ Two of the studies that were required included: 1) Detailed Open Space Management Plan, and 2) Wildlife Management Plan. The original fourteen (14) studies were submitted in May 2001 and approved in December 2001. Since that time, amendments to the Mine/Soil Hazard Mitigation Plan, Emergency Response Plan, Construction Phasing Plan, and the Construction Mitigation Plan have been approved by Park City. This report is intended to be an updated addendum for the Detailed Open Space Management Plan and Wildlife Management Plan, but applicable only in the geographic areas identified in Map 1. The original 2001 approved plans are still applicable to all other areas not covered explicitly by this update.

¹ Section 2.1 of the Flagstaff Mountain Development Agreement.

Map 1: Previous Open Space Map Showing Applicable Areas

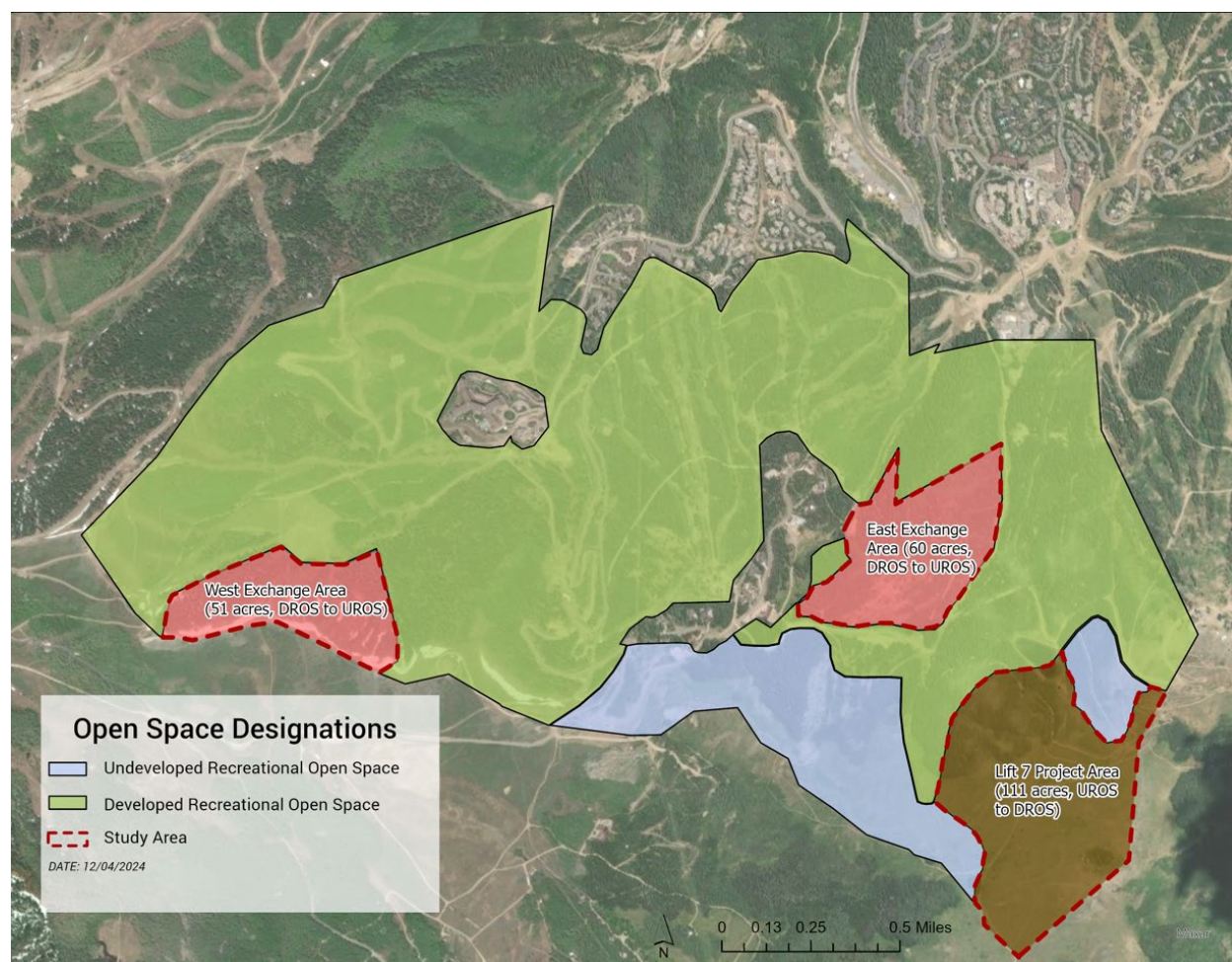


Background

Study Area

The Study Area, as depicted on Map 2, consists of the 51 acre - West Exchange Area, 60 acre - East Exchange Area (collectively defined as the “**Exchange Areas**” and the Lift 7 Project Area [each defined later]). The analysis and recommendations in this Report apply only to the land within the Study Area, as depicted in red below. The Study Area includes a total of 222 acres that are currently managed by Deer Valley Resort.

Map 2: Study Area (consisting of the Exchange Areas and Lift 7 Project Area)



Site and Plan History

The Flagstaff Development Agreement includes an Open Space Management Plan (2001 Open Space Management Plan) and Wildlife Management Plan (Wildlife Plan) which were each revised and approved in 2001 as part of the Flagstaff Mountain Resort Large Scale Master Plan (Master Plan) for the development. The Open Space and Wildlife Plans guide management and uses of areas within the Flagstaff area, including the 222-acre Study Area amended with this Report. Since the Open Space and Wildlife Plans were approved in 2001, Deer Valley Resort has expanded lift and ski run services within the Flagstaff area.

The goals of the 2001 Open Space Management Plan include to “ensure the preservation and maintenance of Flagstaff Mountain's open space for public enjoyment and the protection of ecological values.” The 2001 Open Space Management Plan designates Recreational Open Space and Protected Open Space. An analysis of recommendations for the Protected Open Space (all of which is located outside of the Study Area) is not included in this Report. The purpose of the Recreational Open Space is “to establish and preserve districts for land uses requiring large areas of undeveloped open land; permit, preserve, and encourage recreational use of these lands; and preserve and enhance environmentally sensitive lands such as wetlands, steep slopes, ridge lines, meadows, stream corridors, and forests.” (Pg. 3) Recreational Open Space is divided into two categories: Undeveloped Recreational Open Space (UROS) and Developed Recreational Open Space (DROS). Many of the designated DROS areas have been developed with lifts, ski improvements, and ski runs as allowed in the 2001 Open Space Management Plan designation description. Among the DROS areas, 111 acres of the Study Area (identified as the Exchange Areas on Map 1) have continued to be maintained for its natural habitat, steep slopes, viewshed, and substantial vegetative covering.

Current DROS and UROS descriptions, as summarized from pages 3-4 in the 2001 Open Space Management Plan are as follows:

Developed Recreational Open Space (DROS) consists of areas served by ski lifts and contains a preponderance of graded and/or cut ski runs and summer trails. Typical vegetation consists of islands of native forest cover interlaced with ski trails that have been seeded with a limited variety of exotic grasses and forbs. These areas are designed for and receive the bulk of recreational use in the Plan Area. Some currently undeveloped areas have been proposed for ski lift/run development to occur over the next eight years. These areas have been identified as DROS for the purpose of this plan. One of these areas, Centennial Draw, is a known elk calving ground and, as such, is subject to special management considerations described in Section 4.2.2, below. The general management objectives for DROS include maintaining high quality, safe, attractive, publicly accessible recreational facilities on a year-round basis.

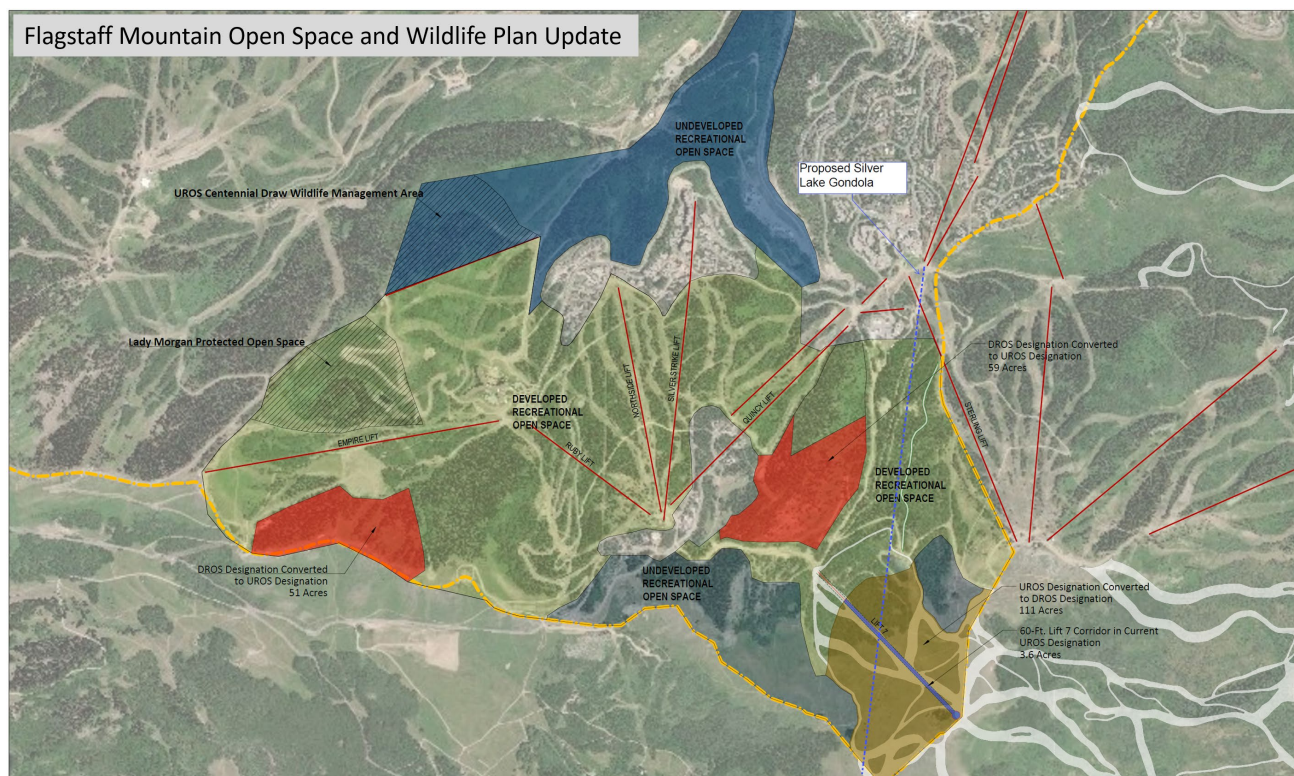
Undeveloped Recreational Open Space (UROS) may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Consequently, it is dominated by naturally occurring, unfragmented stands of native vegetation. Summer trails in UROS tend to either be remnants of the mining era or have developed from small, volunteer efforts, or from the repeated human use of existing game trails. Where the main purpose of DROS is to

provide year-round public recreation opportunities, UROS serves a wider variety of functions. In terms of recreation, UROS is typically used for backcountry skiing or snowshoeing in the winter and hiking or horseback riding in the summer. Some UROS contains trails suitable for mountain biking but only on a limited basis relative to DROS. In some areas, UROS is also important in maintaining scenic viewsheds and wildlife habitats. The general management objectives for UROS are to continue to allow human access and use while maintaining the scenic qualities and habitat values of these areas.

Report Purpose

In May 2024, Deer Valley Resort received approval for Conditional Use Permit from the Park City Planning Commission related to a new ski lift and associated ski runs, to be located within the Lift 7 Project Area. The approval contained a condition to (1) convert the 111-acre Lift 7 Project Area from UROS to DROS and (2) convert the Exchange Areas, totaling 111-acres, from DROS to UROS (Map 3). This acre-to-acre conversion was requested by the Park City Planning Commission on May 22, 2024, with a condition of approval to amend two exhibits to the Master Plan – specifically, Exhibit 5 the Open Space Management Plan, and Exhibit 13, the Wildlife Plan (including updates to the Wildlife Data). The Wildlife Analysis of this Report was conducted in July 2024 to address current wildlife data and best management practices within the Study Area.

Map 3: Proposed Areas for New Open Space Designation



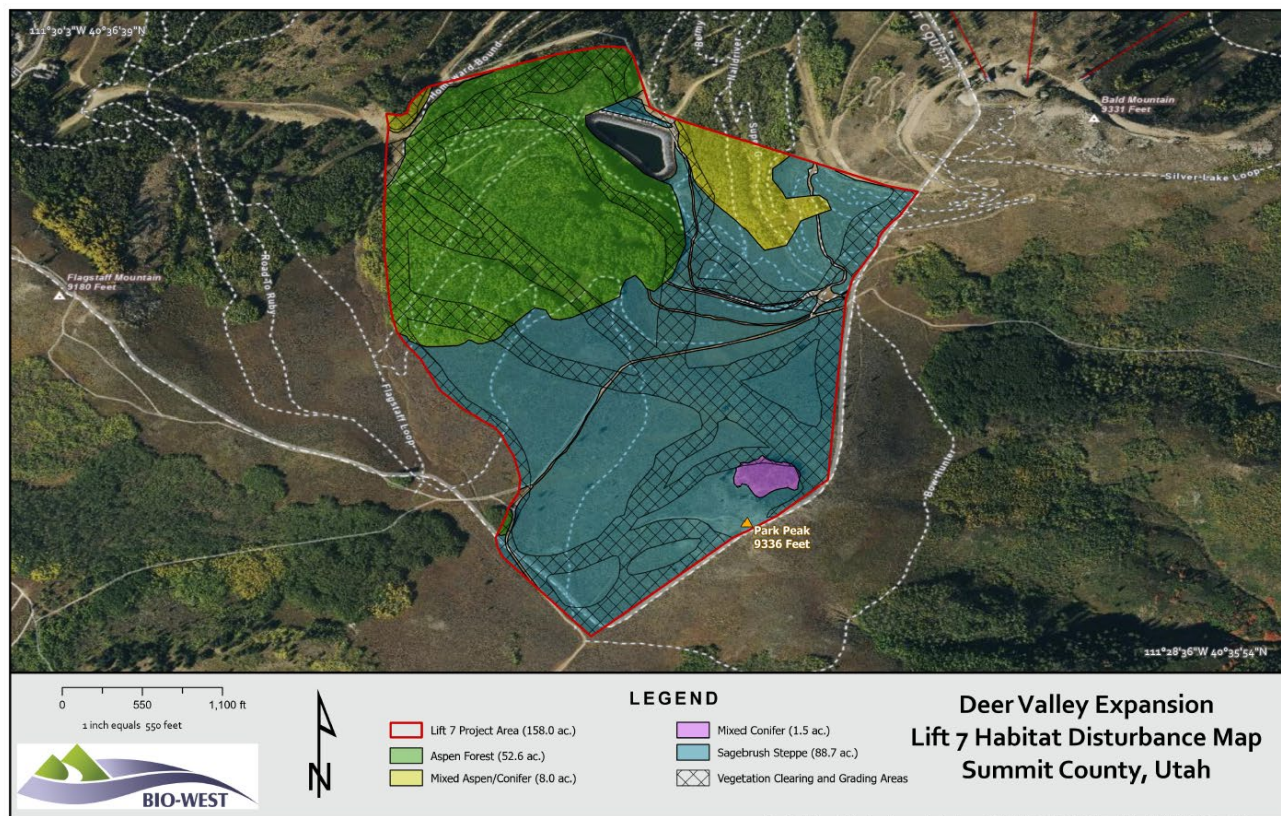
Methodology

Wildlife Assessment

The existing habitat types were mapped using a combination of available remote sensing data and observations made in the field. The comparison of the two Exchange Areas, proposed for UROS designation and the Lift 7 Project Area, proposed for DROS designation, has been undertaken as a qualitative assessment and detailed natural resources inventories or species-specific studies were not undertaken as part of this exercise. These areas were evaluated in the past for wildlife resources as part of the Flagstaff Mountain Plan Area (Bio Resources 1993 & SWCA 1999 and 2000). BIO-WEST ecologists visited the Study Area on June 7 and July 17, 2024, and walked the entire Study Area utilizing a grid pattern. Mr. Garrett Lang, the Deer Valley Director of Mountain Operations and Mr. Paul Hedman, a Deer Valley Department Manager, met with BIO-WEST personnel and assisted them with site access to the Study Area.

During the Study Area visits, the ecologists documented the vegetation communities and wildlife species observed, including signs (scat and tracks). The work was conducted from the Park Peak Summit, at an elevation of approximately 9,360 feet above mean sea level, down to the lowest end of the Study Area at an elevation of approximately 8,660 feet above mean sea level. The observed vegetation communities were summarized and classified as habitat types for native wildlife (see attached Habitat Disturbance Map, Map 4. More time was spent reviewing the areas proposed for complete removal of vegetation, topsoil, and grading within the Lift 7 Project Area, because those areas of habitat will be completely removed, and that habitat will be lost for native wildlife use until such time as the slopes are revegetated. Forest habitat in graded areas will be converted to grassland and shrubland habitat in perpetuity.

Map 4: Habitat Disturbance Map



Open Space Plan and Designation Assessment

Land use and environmental planners visited the Study Area on August 6, 2024, with Mr. Paul Hedman, the Deer Valley Lift Operation Manager. During the visit, the planners visited all three parts of the Study Area that are amended in this Report (namely, the East Exchange Area, West Exchange Area and Lift 7 Project Area) to observe current conditions including level of ski resort disturbance, vegetation cover, viewsheds, slopes, and adjacent land uses. The areas that are proposed to be converted from DROS to UROS (the Exchange Areas) were difficult to access due to steep slopes, dense coniferous and deciduous tree cover. Overwhelmingly, these proposed UROS areas appear to be undisturbed by ski resort activity aside from single track trail and dirt access roads and wintertime use. On the contrary, the Lift 7 Project Area was observed to be lower angle slopes and have far less tree cover with predominantly contained tall grass and shrubland vegetation, with an abundance of mountain biking trails and road access improvements already in place.

Findings

Open spaces are important ecological systems that provide a wide range of benefits to both wildlife and humans. By preserving these habitats, open space can play a crucial role in maintaining biodiversity. Trees and vegetation in open space help to maintain the quality and quantity of water resources by filtering pollutants and preventing soil erosion, as well as cleaning the atmosphere to maintain high air quality. Trees and other vegetation also absorb carbon dioxide from the atmosphere, which helps mitigate the impacts of climate change by reducing greenhouse gas emissions through carbon sequestration. Further, open space can provide an opportunity for people to learn about the environment, ecology, and wildlife, as well as responsible outdoor recreation and the history of the community.

The Study Area is characterized by its dense forests, high alpine scrubland, and rugged mountain ranges, making it a popular destination for outdoor recreation enthusiasts, both residents and visitors alike. The Lift 7 Project Area, which consist of 111-acres currently designated as UROS area, includes four distinct habitat types of Sagebrush Steppe, Aspen Forest, Mixed Aspen/Conifer Forest, and Mixed Conifer Forest in addition to a small segment of intermittent/ephemeral channel. An overwhelming majority of the parcel is made up of the Sagebrush Steppe habitat. The Sagebrush Steppe habitat offers quality habitat for a variety of sagebrush dependent bird species including the Brewer's Sparrow (*Spizella breweri*) and Sage Thrasher (*Oreoscoptes montanus*). Observations within the Sagebrush Steppe indicate that the habitat is heavily used by Mule Deer (*Odocoileus hemionus*) and Uinta ground squirrel (*Urocitellus armatus*). Sagebrush Steppe habitat within the two Exchange Areas (currently designated as DROS area) is much more limited in comparison to the Lift 7 Project Area (currently designated as UROS area), however the West Exchange Area does include areas of Sagebrush Steppe that could provide habitat for some of these Sagebrush specialist species.

Even though the existing DROS and UROS designated areas are equal total acreage, the Exchange Areas include more diverse landscapes including aspen forest and mixed aspen/conifer than the Lift 7 Project Area. In general, the two Exchange Areas include a similar variety of habitat types, but in varying conditions and quantities as the Lift 7 Project Area, generally resulting in a similar ecological benefit to the surrounding region if left undisturbed. The Lift 7 Project Area contains large areas of Sagebrush Steppe which are present in the two Exchange Areas, but in smaller areas interspersed within the Mixed Aspen/Conifer and Mixed Conifer forests of the Exchange Areas. These clearings contain a variety of low shrubby vegetation and tall grasses in addition to sagebrush. The clearings are surrounded by forest and provide quality foraging for small and large mammals in addition to valuable hunting grounds for birds of prey like the American Goshawk (*Accipiter atricapillus*) and smaller bug-catching birds such as swallows (*Hirundo* sp). The large patches of quality snowshoe hare habitat are particularly important to the ecological value of the area, as the snowshoe hare is often viewed as a keystone species. Neither the Lift 7 Project Area or Exchange Areas contain habitat types that are considered inherently rare or unique within the mountains of Utah. However, both areas do contain native vegetated wildlife habitat types that are important for the native wildlife inhabiting the region.

Areas of Aspen Forest within the Lift 7 Project Area can be found in areas of higher soil moisture due to slope aspect or near the existing intermittent/ephemeral stream channel. The Aspen Forest provides quality habitat for a great diversity of wildlife and understory vegetation, particularly during times when the stream is flowing in the spring. The Exchange Areas are generally lacking Aspen Forest habitat, most likely due to the absence of stream channels to provide the necessary soil moisture; but there are several small patches of American Aspen (*Populus tremuloides*) present. As an alternative to the Aspen Forest habitat, the Exchange Areas contain larger areas of Mixed Aspen/Conifer Forest and Mixed Conifer which provide valuable ecological benefits. Mixed Aspen/Conifer Forest habitat is a transitional type of forest community that supports both Aspen and coniferous tree species such as Western White Pine (*Pinus monticola*), Engelmann Spruce (*Picea engelmannii*), Subalpine Fir (*Abies lasiocarpa*), and Douglas Fir (*Pseudotsuga menziesii*), while Mixed Conifer Habitat contains a similar species composition with the exception of Aspen. The 111-acre Lift 7 Project Area includes several small, isolated patches of both Mixed Aspen/Conifer Forest and Mixed Conifer habitats, but the patches are isolated or fragmented by existing roads and trails which lowers the ecological benefit of the communities. The Exchange Areas contain much larger, dense areas of both habitat types that, if left undisturbed, provide valuable foraging and travel corridors for ungulates, nesting cavities or nesting trees for a variety of bird species, and habitat for small mammals such as the Snowshoe Hare (*Lepus americanus*) and American Red Squirrel (*Tamiasciurus hudsonicus*).

From a general wildlife habitat perspective, it is not unreasonable to swap the existing UROS Lift 7 Project Area for the existing DROS Exchange Areas of equal size to offset the development. Both areas contain significant forest stands (albeit of different sizes and types) and native vegetation habitats. Converting the Lift 7 Project Area will result in some overall loss of Sagebrush Steppe and Aspen Forest habitat types, however, the redesignation of the existing DROS Exchange Areas into UROS will result in a net gain of Mixed Aspen/Conifer Forest and Mixed Conifer habitat.

When compared to the previous wildlife resources evaluation (Flagstaff Mountain Plan Area), and the State of Utah Division of Wildlife Resources maps and data available online; the Study Area appears relatively unchanged in regards to available habitat and no additional species necessitating protection were identified. It is very likely the areas are still utilized by Elk, Snowshoe Hare, Coyote, Porcupine, and Bobcat. Moose are likely at a minimum, seasonally migrating through the Study Area, however, we did not see any sign that the area is used for Moose calving. Black bear could utilize the areas, however, we did not observe any sign of that species. The bird list from the previous study remains relatively unchanged with the additional species observed by BIO-WEST including Dusky Grouse, Barn Swallow, Common Raven, Northern Harrier, Rufous Hummingbird, Sage Thrasher, and Vesper Sparrow. Overall the largest change since the previous studies is that the surrounding region and available habitats have become more fragmented as development and population growth infringe on areas that were once unfragmented blocks of native vegetation and mountain habitat.

Deer Valley will continue to have management responsibility for all DROS and UROS areas within the Study Area. The Exchange Areas include steep ski runs, existing access roads, and multiple developed mountain biking and hiking trails. The Exchange Areas have substantially fewer existing

trails and built infrastructure as shown in Table 1. The skiing terrain of the Exchange Areas primarily consists of glade runs/bowls. The West Exchange Area is the Daly Bowl/Chutes, the East Exchange Area is partly the Ontario Bowl with some ski runs and cat track/access road. The West Exchange Area especially includes steep cliff edges.

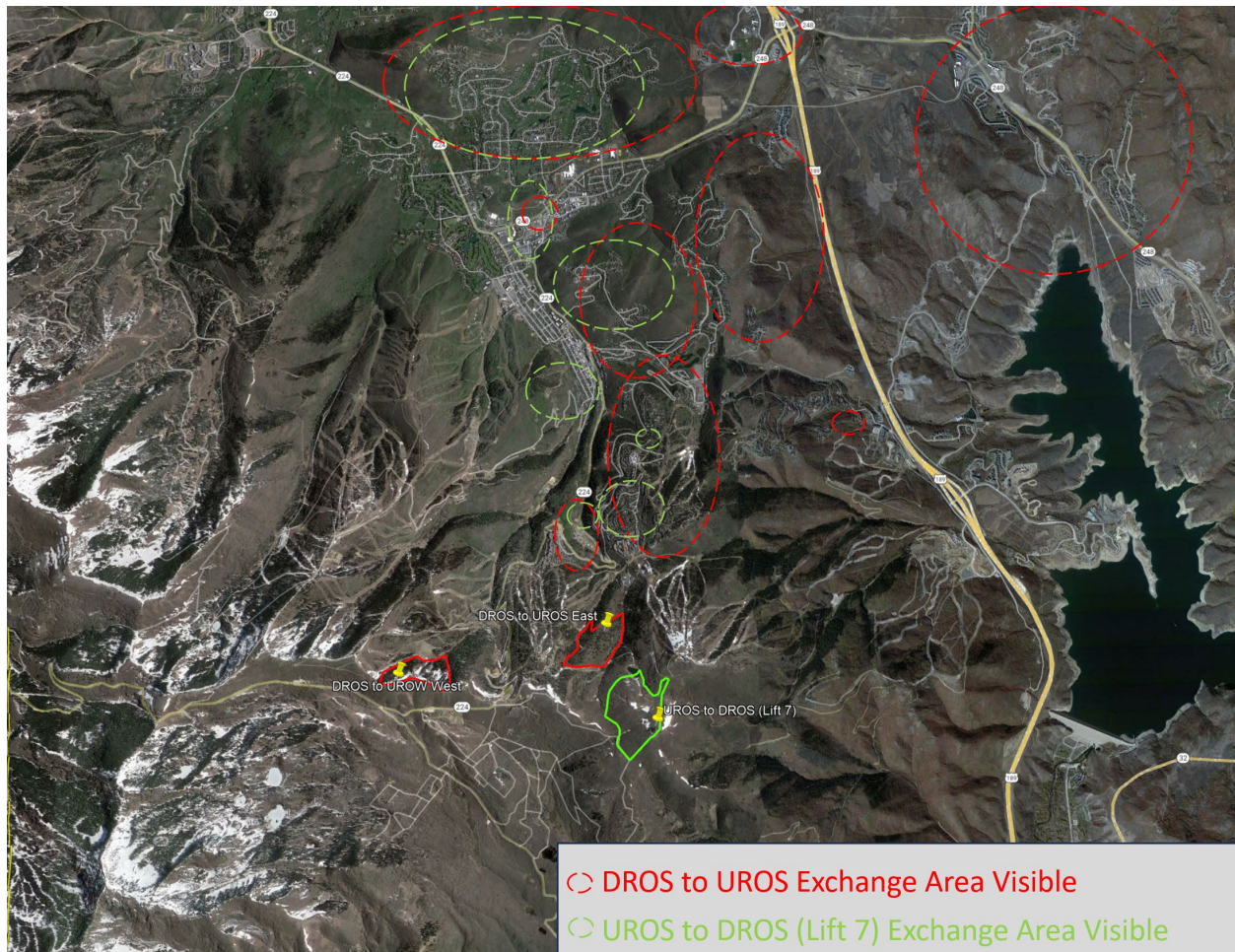
Table 1. Existing Hiking and Biking Trails

East Exchange Area (New UROS)	West Exchange Area (New UROS)	Lift 7 Project Area (New DROS)
Number of trail sections: 5 Mileage: ~ .55 miles total Hiking Rating: Beginner or Road-concurrent Biking Rating: Expert, intermediate, Road-concurrent	Number of trail sections: 5 Mileage: ~ .75 miles total Hiking Rating: Beginner Biking Rating: Intermediate	Number of trail sections: 20 Mileage: ~ 2.25 miles total Hiking Rating: Beginner or Road-concurrent Biking Rating: Beginner, Intermediate, and Advanced

Forest health management activities, such as removing hazard trees and noxious weeds, are still expected to occur. The proposed “X” Lift between the existing Ruby and Empire lifts, as shown in the 2001 Open Space Management Plan, would land to the east of the West Exchange Area. If developed it would be in the distant future as focus has shifted to the development to the east.

A viewshed analysis was completed using Google Earth to determine the extent of visibility of the Exchange Areas and Lift 7 Project Area from the surrounding community. The viewshed was taken from the highest point in the geographic area. Map 5 shows the general areas where the Exchange areas are visible in red and areas where the Lift 7 Project Area is visible in orange. Generally, the Exchange Areas are more visible than the Lift 7 Project Area.

Map 5: Viewshed Analysis



The proposed conversion of the Lift 7 Project Area to DROS is consistent with the 2001 Open Space Management Plan and adjacent development, including the Day Lodge next to Lift 7 at the top of Park Peak, which is under development in Wasatch County, and the planned gondola to come from Park Peak to Silver Lake Lodge, to the east of the East Exchange Area. These areas located within Park City are now more appropriately classified as DROS. This area does not possess high value vegetation and were less visible than the area converting from DROS to UROS.

Amendments

The amendments to the 2001 Open Space Management Plan Exhibit 5 hereby include:

- Addendum to the geographic boundaries (Map 6)
- Best Practice Recommendations

The amendments to the Wildlife Plan Exhibit 13 hereby include:

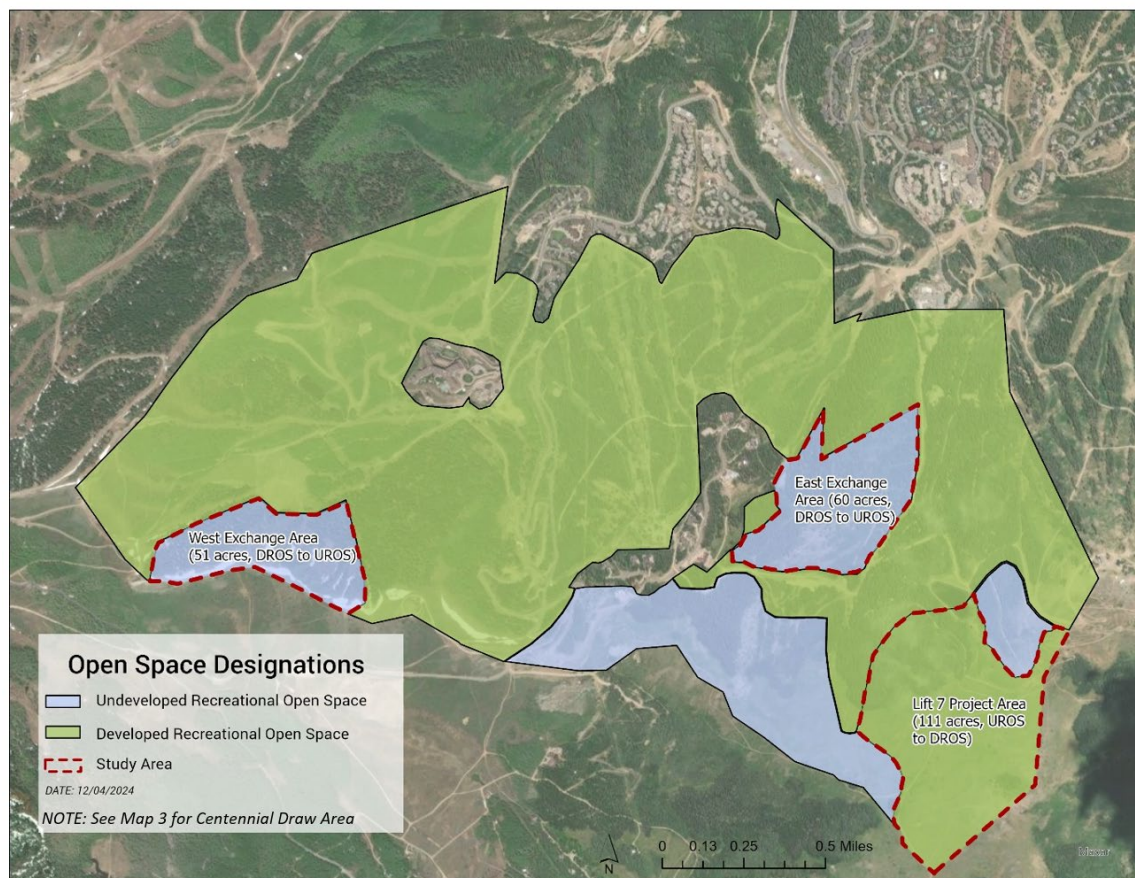
- Best Practice Recommendations

Geographic Boundaries

The following ROS designations are made (Map 6):

- A total of 111 acres (two separate parcels shown on Map 6 as East Exchange Area and West Exchange Area) that are designated as DROS in the 2001 Open Space Management Plan to be changed to UROS.
- A total of 111 acres (shown on Map 6 as the Lift 7 Project Area) that are designated as UROS in the 2001 Open Space Management Plan to be changed to DROS.

Map 6: Updated Open Space Area Designations



Compliance with Open Space Definitions

The Exchange Areas shall have the OpenSpace designations as defined in the 2001 Open Space Management Plan, as stated on pages 4 and 5 of this document.

Recommended Best Management Practices

In order to minimize the wildlife impacts associated with the Lift 7 project, we recommend that the clearing of trees and forest areas will be minimized to the maximum extent that is possible while still accomplishing the overall project goals. This includes limiting clearing within the Aspen and Coniferous Forest areas when possible. The forested habitats support the greatest wildlife diversity within the Study Area and should be preserved as much as is possible, while still allowing for accomplishment of project goals. If possible, older mature trees or dead standing snag trees that are utilized for nesting and foraging should not be removed. When land clearing and grading is required; we recommend replanting or seeding disturbed bare soil areas with native grasses, forbs, and shrubs to replace wildlife habitat as quickly as possible following grading work. The clearing or “glading” of the shrub understory within the Aspen Forest habitat be will limited to the greatest extent possible, while still allowing safe skiing. The numerous species of berry producing plants in the understory are valuable wildlife food and cover. This understory should be left intact if possible.

Any vegetation clearing within the migratory bird nesting season (April 1st-August 15th) should be preceded by a nest clearance survey. Native migratory birds are protected under the Migratory Bird Treaty Act of 1918. Taking of these bird species is prohibited. A taking includes active nest destruction or the abandonment of viable eggs or nestlings by the adult birds due to disturbance created by the project. We recommend that when working within the migratory bird nesting season that a clearance survey be performed on all areas scheduled to be cleared, no more than one week prior to the disturbance. The nest clearance area should include the actual clearing and disturbance area and also a 300-foot buffer on either side of the clearing area but not extending beyond the edge of the actual Study Area. The buffer will ensure that no nesting bird species will abandon an active nest due to noise, dust, and other disturbance created by the project. If nesting bird species are located within the direct footprint of the clearing area then that area of the project will need to be avoided until the nesting birds have fledged and the nest is no longer active. If nesting bird species are located outside of the direct footprint of the clearing area but within the 300-foot buffer, a biologist should monitor those nests and determine if construction disturbance has the potential to cause nest abandonment. If the on-site biologist deems that nest abandonment is possible, then construction near that area will need to be stopped until the nesting birds have fledged and the nest is no longer active.

In addition to the Forest area habitats, we recommend all Sagebrush habitat, including the 300-foot buffer on either side of the clearing area but not extending beyond the edge of the actual Study Area, be surveyed for active nests, no more than one week prior to land clearing. The Sagebrush areas do not provide the same level of wildlife diversity found within the forested areas; however, for the species that are dependent on the Sagebrush habitat, the areas are valuable and critical for their survival. Surveying the areas for active nesting will ensure no taking of protected bird species

will result from the clearing of the Sagebrush habitat or any disturbance related to this project. The exception to the nest clearance Study Areas would include those roadway areas that have already been cleared and graded.

The small stream feature, shown on Map 4, the Habitat Classification Map, is an important resource and wildlife are attracted to this water, so impacts to this feature should be avoided when possible. If the stream is protected from any sediment or runoff associated with the project, it should not be negatively impacted by project work within the Study Area.



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GIS Planning
and Analysis

Landscape
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Vegetation Resources

Watershed Sciences

Wetland Resources

Wildlife Resources

July 2, 2024

Snell & Wilmer
Attention: Mr. Wade Budge
Gateway Tower West
15 West South Temple, Suite 1200
Salt Lake City, UT 84101-1547

Subject: Construction Access and Maintenance Roadway Segment Clearing and Construction, Wildlife Impact Assessment, Deer Valley Lift #7, Summit County, Utah

Dear Mr. Budge:

BIO-WEST, Inc. (BIO-WEST) was contracted to perform a wildlife habitat impact analysis for the proposed roadway within Summit County, Utah, that will be utilized for construction and maintenance of Lift #7. BIO-WEST has reviewed the available materials describing the Deer Valley, Lift #7 Expansion Project within Summit County, Utah, as well as the background materials describing wildlife habitat and management within the larger resort area and the future expansion of the resort area. This letter provides a professional opinion of the potential impacts to the native wildlife community that could result from proposed construction of the access and maintenance road for Lift #7 (survey area). It is our understanding that Deer Valley is proposing to begin the land clearing and construction of the access road later in the summer 2024. The proposed road will be a minimum of 30 feet in width with a maximum slope of 10%. Some segments of the planned roadway are already cleared of vegetation and/or are part of older existing segments of dirt two track roads.

METHODS

A two person BIO-WEST ecology team visited the survey area on June 7, 2024 and walked the entire proposed roadway disturbance alignment using a sub-meter accurate GPS unit to ensure accurate positioning on the ground. Mr. Garrett Lang, the Deer Valley Director of Mountain Operations met the BIO-WEST team and drove them up the mountain to a drop off point along the upper part of the survey area. The ecologists walked the remainder of the way up to the summit of Park Peak and then walked down the mountain along the entire survey area while documenting and mapping the primary habitat types. Vegetation was noted and wildlife species observed, including sign (scat and tracks), were documented. The work was conducted from the Park Peak Summit, at an elevation of approximately 9,360 feet above mean sea level, down to the lowest end of the survey area at an elevation of approximately 8,660 feet above mean sea level. In addition to reviewing the disturbance footprint of the roadway, BIO-WEST also reviewed a 500-foot buffer out on either side of the roadway footprint for wildlife habitat (**see attached Habitat Classification Map**). Impacts to wildlife from mechanical land clearing such as noise and vehicle traffic can create disturbance to wildlife outside of the direct land clearing area. The 500-foot buffer on each side of the disturbance area allows



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for all habitat that has potential for project disturbance (including indirect) to be documented. The roadway alignment and buffer are hereafter also included when referring to the survey area.



Summit of Park Peak Facing North with Summit County (Photo Left) and Wasatch County (Photo Right) (June 7, 2024).

RESULTS

During the June 7, 2024 site visit, BIO-WEST personnel documented four distinct habitat types within the survey area. These habitats included Sagebrush Steppe, Aspen Forest, Mixed Aspen/Conifer Forest, and Mixed Conifer Forest. In addition, a small segment of intermittent/ephemeral stream channel was documented. Water was flowing within the stream channel segment at the time of the site visit; however, it does appear that the water dries up some time after all of the snow has completely melted (approximately mid-June). For purposes of this wildlife report we are describing the stream segment as an intermittent/ephemeral channel. Due to the small size of the stream segment, we are not describing this stream feature as a distinct habitat type and we did not perform any survey work for potential aquatic species. The stream feature is not designated as a direct disturbance area for the construction footprint of the road. It is our understanding that the Utah Department of Natural Resources, Division of Water Rights, has made a decision to **not** designate the portion of stream within the survey area as natural stream, and therefore; this stream channel would not fall under the regulatory jurisdiction of the State Division of Water Rights (*Rasmussen 2023*).



Intermittent/Ephemeral Stream Channel Within the Survey Area (June 7, 2024).



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Sagebrush Steppe

The majority of the habitat identified within the survey area is composed of the Sagebrush Steppe habitat. The primary species that dominates this habitat is the Great Basin Sagebrush (*Artemesia tridentata*). Understory or lower plants found mixed within this community include the Prairie Sagewort (*Artemesia frigida*), Prairie Junegrass (*Koeleria macrantha*), Wax Currant (*Ribes cereum*), Sedges (*Carex* spp.), Yarrow (*Achillea millefolium*), grasses (*Poa* spp.), and Western Groundsel (*Senecio integerrimus*).



Photo of Sagebrush Steppe Habitat Surrounding Park Peak- Facing East, Park Peak in the Center of the Photo (June 7, 2024).

Wildlife observed within the Sagebrush Steppe habitat area reviewed included Mule Deer (*Odocoileus hemionus*). Significant amounts of Mule Deer scat or droppings were observed on the south slope of Park Peak, indicating that at some point during the year the deer are spending a considerable amount of time here. Large numbers of Uinta ground squirrels (*Urocitellus armatus*) are living within burrows throughout the Sagebrush Steppe habitat area. This habitat type is important for Sagebrush dependent nesting bird species such as the Brewer's Sparrow (*Spizella breweri*) and Sage Thrasher (*Oreoscoptes montanus*). These species were observed during the survey and they are very likely breeding and nesting within the Sagebrush Steppe Habitat type. Horned Larks (*Eremophila alpestris*) and Lark Sparrows (*Chondestes grammacus*) were also observed utilizing this habitat type.



Two track that has been regraded through the Sagebrush Steppe Habitat (June 7, 2024).



Aspen Forest

The next most abundant habitat type that was identified within the survey area is the Aspen Forest. The dominant species is the American Aspen (*Populus tremuloides*). The Aspen Forest Habitat is primarily located on the northern end of the survey area with a few additional small pockets of this forest along the west central portion of the survey area. Aspen trees are typically indicative of higher soil moisture areas near streams and north facing mountain slopes. The Aspen Forest likely provides the highest diversity of native wildlife species within the survey area. In particular many species of native songbirds utilize the Aspen Forest for nesting and foraging. This includes numerous species of Warblers that migrate from the south to breed and nest in the Utah Mountains. The understory species identified within the Aspen Forest include Mountain Snowberry (*Symphoricarpos oreophilus*), Western Spring Beauty (*Claytonia lanceolata*), and Glacier lily (*Erythronium grandiflorum*). A complete list of bird species identified during the June 7, 2024 site visit is provided in the Table below. The majority of these species were observed in the Aspen Forest habitat.

Although not observed during the June 7, 2024 site visit, it is likely that Ruffed Grouse (*Bonasa umbellus*) and possibly Dusky Grouse (*Dendragapus obscurus*) are utilizing the Aspen Forest Habitat for breeding and nesting. These two species of Grouse are common in Utah’s mountain habitats and are together often referred to as Forest Grouse. The habitat for these species consists of forested aspen and conifer habitats, shrublands, especially those with fruit or berry producing shrubs, riparian areas adjacent to stream beds, and transitional areas between fields and forests (USU 2024).

The Aspen Forest is likely utilized for cover and as a migration corridor for large mammals including Mule Deer, Rocky Mountain Elk (*Cervus elaphus*), and possibly Moose (*Alces alces*). In addition to the large mammals utilizing this habitat it is likely the habitat is utilized by the Snowshoe Hare (*Lepus americanus*) for breeding and winter foraging habitat.



Aspen Forest Habitat within the Survey Area (June 7, 2024).



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Bird Species Documented on June 7, 2024 Within the Survey Area

Common Name	Scientific Name
Brewer's Sparrow	<i>Spizella breweri</i>
Sage Thrasher	<i>Oreoscoptes montanus</i>
American Robin	<i>Turdus migratorius</i>
Lazuli Bunting	<i>Passerina amoena</i>
Horned Lark	<i>Eremophila alpestris</i>
Warbling Vireo	<i>Vireo gilvus</i>
Spotted Towhee	<i>Pipilo maculatus</i>
Mountain Chickadee	<i>Poecille gambeli</i>
Western Tanager	<i>Piranga ludoviciana</i>
Northern Flicker	<i>Colaptes auratus</i>
Chipping Sparrow	<i>Spizella passerina</i>
Turkey Vulture	<i>Cathartes aura</i>
Hermit Thrush	<i>Catharus guttatus</i>
Green-tailed Towhee	<i>Pipilo chlorurus</i>
Western Wood-Pee wee	<i>Contopus sordidulus</i>
Dark-eyed Junco	<i>Junco hyemalis</i>
Pine Siskin	<i>Spinus pinus</i>
House Wren	<i>Troglodytes aedon</i>
Fox Sparrow	<i>Passerella iliaca</i>
Broad-tailed Hummingbird	<i>Selasphorus platycercus</i>
Black-capped Chickadee	<i>Poecile atricapillus</i>
Red-breasted Nuthatch	<i>Sitta canadensis</i>
Tree Swallow	<i>Tachycineta bicolor</i>
Lark Sparrow	<i>Chondestes grammacus</i>
MacGillivray's Warbler	<i>Geothlypis tolmiei</i>
Orange-Crowned Warbler	<i>Vermivora celata</i>
Yellow-Rumped Warbler	<i>Setophaga coronata</i>

Species Presence and Identification Confirmed Via Sighting or Vocalization.

Mixed Aspen/Conifer Forest

The Mixed Aspen/Conifer Forest habitat is a transitional type forest community that supports both Aspen and coniferous tree species. Coniferous species found within this habitat type within the survey area include Western White Pine (*Pinus monticola*), Engelmann Spruce (*Picea engelmannii*), Subalpine Fir (*Abies lasiocarpa*), and Douglas Fir (*Pseudotsuga menziesii*). Within the survey area this habitat type is limited to the northern extent and is found on the east facing slopes. This community supports a high diversity of bird and mammal species similar to the Aspen Forest. Snowshoe Hare likely utilize this habitat. In addition, it is possible that American Goshawks could utilize this habitat (*Accipiter atricapillus*). It is our understanding that no additional impacts are planned in this habitat type so disturbance would be limited to heavy equipment noise up and down the existing road. Specific surveys would be required to determine the presence or absence of American Goshawks utilizing habitats within the survey area.



BIO-WEST



Mixed Aspen/Conifer Forest Habitat (Photo Left), Facing Northeast Down the Existing Construction Access Road and Ski Run (June 7, 2024).

Mixed Conifer Forest

The smallest habitat type identified within the survey area was the Mixed Conifer Forest. This habitat was limited to a 1.5-acre patch in the southeastern part of the survey area. This isolated patch of coniferous trees includes Western White Pine, Engelmann Spruce, Sub-Alpine Fir, and Douglas Fir. This densely forested patch provides valuable habitat for various species of nesting birds and for small mammals such as the Snowshoe Hare and the American Red Squirrel (*Tamiasciurus hudsonicus*). This forest can also provide resting and cover habitat for larger mammals such as Mule Deer and Rocky Mountain Elk.



Mixed Conifer Forest, Facing West (June 7, 2024).



SUMMARY CONCLUSION AND RECOMMENDATIONS

Based on the June 7, 2024 site visit, the survey area is providing wildlife habitat for numerous native species. Wildlife documented utilizing the survey area include Mule Deer and Uintah Ground Squirrels,. Twenty-seven native species of birds were identified utilizing the survey area. Many of these bird species are likely breeding and nesting within the survey area. Other species that were not observed on June 7, 2024 but we feel are likely to occur within the survey area include Rocky Mountain Elk, Snowshoe Hare, Ruffed Grouse, Dusky Grouse, American Red Squirrels, and possibly Moose. We did not observe these species or sign of these species during our survey; however, they are known to utilize these habitat types and are commonly present in this region. It is possible that the American Goshawk is present within the habitats containing coniferous trees; however, specific surveys would be required to determine the presence or absence of this species. There are also likely numerous other species of wildlife utilizing the survey area that are not discussed in this report and were not identified or observed during our half day survey area visit. Most of these species would either be dormant or not present within the survey area during the winter ski months. The exception would be the Snowshoe Hare that would likely utilize the survey area throughout the winter months.

In order to minimize the wildlife impacts associated with the project, we recommend that the clearing of trees and forest areas be minimized to the maximum extent that is possible while still accomplishing the overall project goals. This includes limiting clearing within the Aspen and Coniferous Forest areas when possible. The forested habitats support the greatest wildlife diversity within the survey area and should be preserved as much as is possible, while still allowing for accomplishment of project goals. We understand that based on the project schedule, clearing for the road may be required within the migratory bird nesting season (April 1st-August 15th). Native migratory birds are protected under the Migratory Bird Treaty Act of 1918. Taking of these bird species is prohibited. A taking includes active nest destruction or the abandonment of viable eggs or nestlings by the adult birds due to disturbance created by the project. We recommend that when working within the migratory bird nesting season that a clearance survey be performed on all areas scheduled to be cleared, no more than one week prior to the disturbance. The nest clearance area should include the actual clearing and disturbance area and also a 300-foot buffer on either side of the clearing area (**See Attached Map**). The buffer will ensure that no nesting bird species will abandon an active nest due to noise, dust, and other disturbance created by the project. If nesting bird species are located within the direct footprint of the clearing area, then that area of the project will need to be avoided until the nestling birds have fledged and the nest is no longer active. If nesting bird species are located outside of the direct footprint of the clearing area, but within the 300-foot buffer, a biologist should monitor those nests and determine if construction disturbance has the potential to cause nest abandonment. If the on-site biologist deems that nest abandonment is possible, then construction near that area will need to be stopped until the nestling birds have fledged and the nest is no longer active.

In addition to the Forest area habitats, we recommend all Sagebrush habitat, including the 300-foot buffer on either side of the clearing area, be surveyed for active nests, no more than one week prior to land clearing. The Sagebrush areas do not provide the same level of wildlife diversity found within the forested areas; however, for the species that are dependent on the Sagebrush habitat, the areas are valuable and critical for their survival. Surveying the areas for active nesting will ensure no taking of protected bird species will result from the clearing of the Sagebrush habitat or any disturbance related to this project. The exception to the nest clearance survey areas would include those roadway areas that have already been cleared and graded.



BIO-WEST

The small stream feature is an important resource and wildlife are attracted to this water, so impacts to this feature should be avoided when possible. If the stream is protected from any sediment or runoff associated with the project it should not be negatively impacted by project work within the survey area.

Please feel free to contact me with any questions or comments you may have. I can be reached by phone at the office (435) 752-4202, by mobile phone (435) 890-9311, or by e-mail at bthomas@bio-west.com. We look forward to further assisting you with this project and helping to protect the valuable natural resources of the Deer Valley Resort property.

Sincerely,

Robert W. Thomas
Biologist/ Environmental Project Manager

Attachments:

Habitat Classification Map
Nest Clearance Map



BIO-WEST

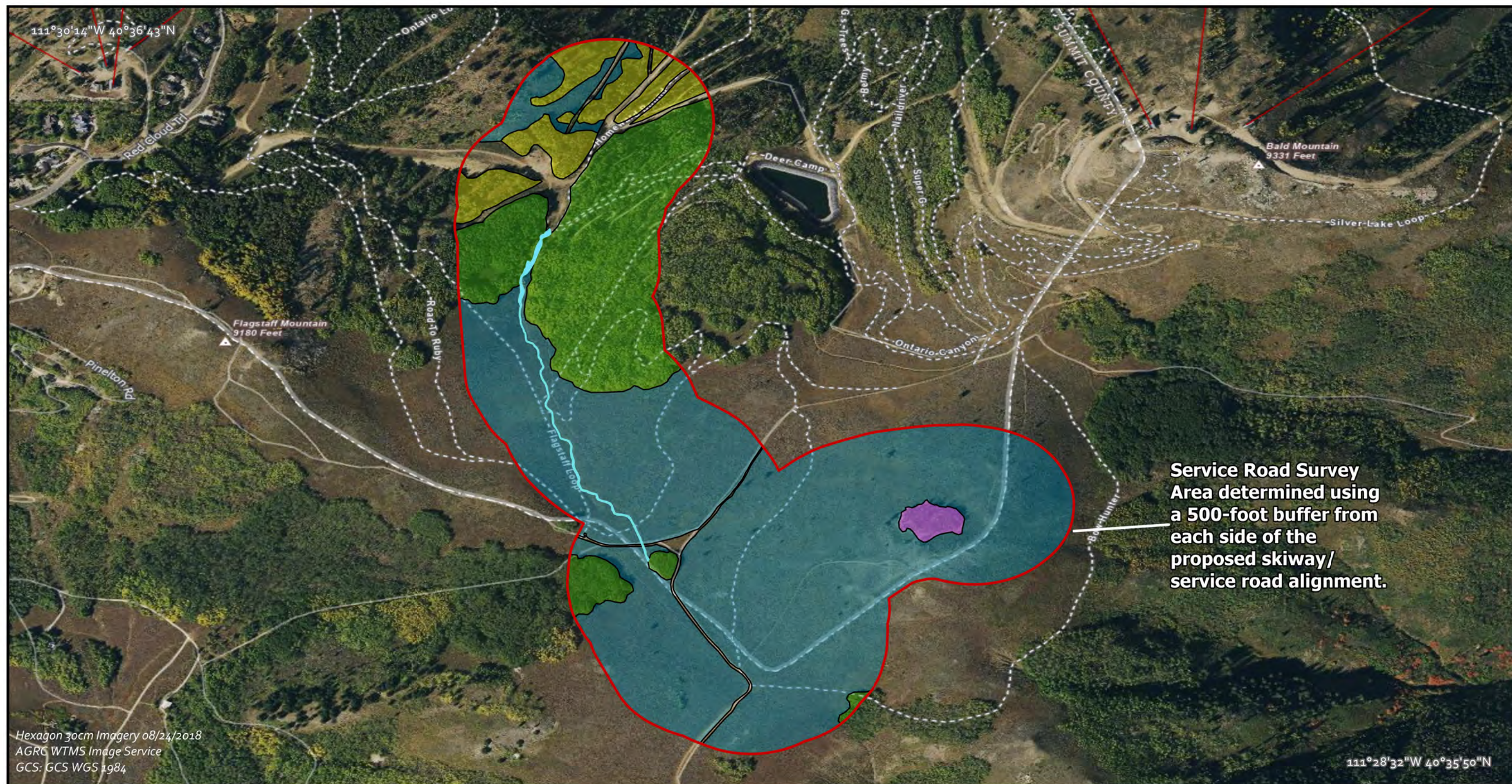
References:

Rasmussen 2023

Rasmussen, Darren (Utah Division of Water Rights) Email to Zachary Alhamra (Alliance Engineering). : Lift 7 CUP & SLO - Stream Corridor Follow-up. November 6, 2023.

USU 2024

Utah State University Extension, Forest Grouse in the Fall. Chuck Carpenter III, Skyler Farnsworth, and David Dahlgren. https://wildlife.utah.gov/pdf/upland/forest_grouse_in_the_fall.pdf



Hexagon 30cm Imagery 08/24/2018
AGRC WTMS Image Service
GCS: GCS WGS 1984

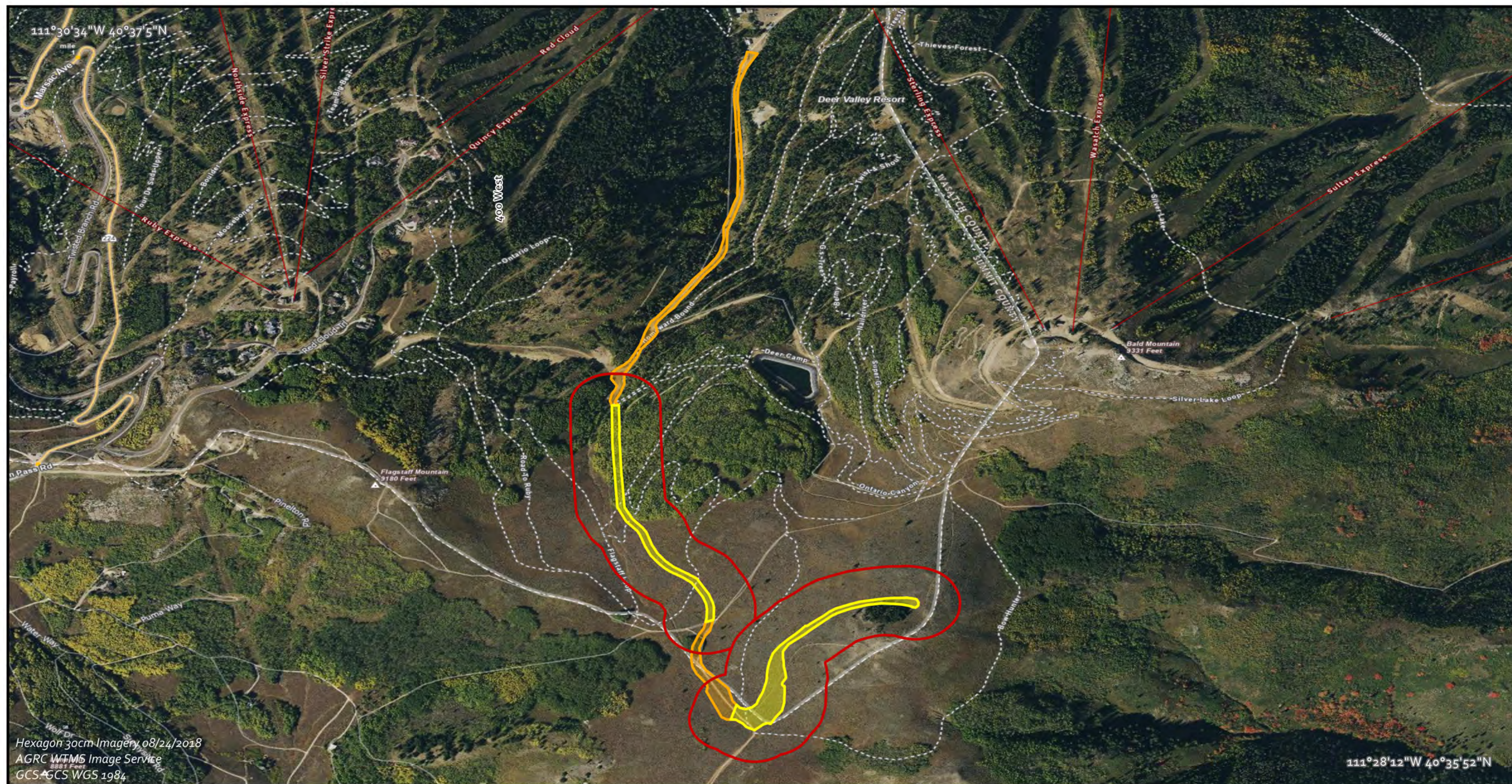
0 325 650 1,300 ft
1 inch equals 650 feet



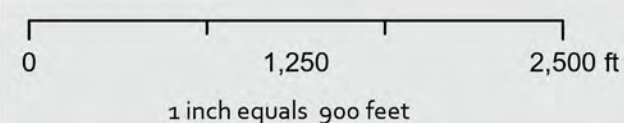
- Legend**
- Service Road Survey Area (163.8 acres)
 - Aspen Forest (34.5 ac.)
 - Mixed Aspen/Conifer (10.2 ac.)
 - Mixed Conifer (1.5 ac.)
 - Sagebrush Steppe (110.7 ac.)
 - Intermittent / Ephemeral Channel (0.5 ac.)

Habitats surveyed by B. Thomas and P. McGuire on June 07, 2024. Habitat Classification Map Prepared by P. McGuire.

Deer Valley Expansion Proposed Skiway/Service Road Expansion Habitat Classification Map



Hexagon 30cm Imagery 08/24/2018
 AGRC WTM5 Image Service
 GCS:GCS WGS 1984



Habitats surveyed by B. Thomas and P. McGuire
 on June 07, 2024. Nest Clearance Map Prepared by
 P. McGuire

-  Nest Clearance Buffer (600 ft. Total)
-  Existing Road
-  New Alignment

Deer Valley Expansion Proposed Skiway/Service Road Nest Clearance Map



FLAGSTAFF MOUNTAIN RESORT
A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

OPEN SPACE MANAGEMENT PLAN
EXHIBIT 5

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

FLAGSTAFF MOUNTAIN RESORT
OPEN SPACE MANAGEMENT PLAN

Exhibit 5

May 2001
Revised and Approved December 2001

Prepared for

Flagstaff Mountain Partners
P. O. Box 1450
Park City, Utah 84060

Prepared by

SWCA, INC.
Environmental Consultants

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Figure 1	Location of Project Area
Figure 2	Open Space

EXECUTIVE SUMMARY

This Open Space Management Plan outlines the goals and objectives of open space planning for the proposed Flagstaff Mountain Resort located in Park City, Summit County, Utah (Figure 1). It presents an inventory of existing conditions and describes other open space planning efforts in the surrounding region. The plan also describes the opportunities and constraints related to open space at Flagstaff Mountain Resort. These factors include the physiography, viewshed considerations, historic sites, wetlands, wildlife habitat, recreation, as well as the existing and proposed uses associated with various portions of the Plan Area.

This plan describes two types of open space present at Flagstaff Mountain Resort: Recreational Open Space (ROS) and Protected Open Space (POS). Recreational Open Space is further divided into Developed and Undeveloped Recreational Open Space (DROS and UROS, respectively). DROS consists of lands currently managed and likely to be owned and managed in the future by Deer Valley Resort for the purpose of lift-served downhill skiing. UROS comprises the portion of the Plan Area that has not been modified for this purpose but does contain a preponderance of hiking and/or mountain biking trails. Figure 2 shows the distribution of DROS and UROS within the Plan Area.

A special case of DROS occurs in an area proposed for future ski lift and run development. The Centennial Draw Wildlife Management Area (Figure 2) includes a known elk calving site in Deer Valley's Pod Z, proposed for development in 2008. This plan outlines certain development/management constraints designed to minimize potential impacts to elk in this area. A special case of UROS occurs on Prospect Ridge (Figure 2). This area has been identified as a sensitive viewshed for Old Town Park City. This plan outlines specific management practices designed to maintain the visual character (as specified in the Development Agreement) of this area.

Protected Open Space (POS) refers to portions of the Plan Area that will be preserved for their outstanding natural and/or cultural resource characteristics. To ensure the protection of its outstanding natural resource values, the Lady Morgan sub-watershed (Figure 2) has been designated POS. The wide variety of natural, undisturbed habitats in this sub-watershed confers a high degree of biological diversity to this area. Management prescriptions designed to maintain the unique characteristics and natural dynamics of Lady Morgan Pond are specified. Another type of POS within the Plan Area is associated with specific cultural resource sites. These include a number of mining sites considered sensitive due to their historic value, vulnerability to vandalism, and/or the hazard they pose to an uninformed public (Figure 2). Brief descriptions of these sites and why they qualify for POS are provided in this plan. More detailed management considerations for these sites are provided in the Flagstaff Mountain Resort Historic Preservation Plan (Exhibit 6 to this LSMPD).

1.0 INTRODUCTION

1.1 Flagstaff Mountain Resort

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPDs are programmatic in nature and subject to refinement at subsequent Master Plan Development (MPD) application and Condition Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at MPDs and CUPs stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

The Flagstaff Mountain Resort (Flagstaff Mountain) Plan Area is a 1,600-acre parcel of land located in the southwest corner of Summit County, Utah. Ranging from elevations of 7,800 to 9,000 feet above sea level, it forms the western portion of Deer Valley Resort, a four-season resort facility that specializes in alpine skiing in the winter; hiking, mountain biking, and horseback riding in the summer. Four distinct sites will be developed by Flagstaff Mountain Partners (FMP) as additional year-round residential communities within the boundary of the existing ski area. These sites, or development pods, are depicted along with the overall Plan Area in Figure 1. The proposed development pods include the Mountain Village area (Pods A and B-1), the Daly West area (Pod B-2), and the Northside Neighborhood (Pod D). These pods conform to those sites identified in the Annexation Resolution: Development Agreement for Flagstaff Mountain, Bonanza Flat, Richardson Flat, the 20-acre Quinn's Junction Parcel, and Iron Mountain (Park City Municipal Corporation Ordinance no. 99-30) hereafter referred to as the Development Agreement.

Within the Plan Area, native vegetation comprises a mosaic of quaking aspen and coniferous (primarily Engelmann spruce, subalpine fir, and Douglas fir) forests, Gambel oak, and mountain shrub communities. A few natural meadows occur in the area and are characterized by a variety of native grasses and wildflowers. Wet areas are dominated by willows, sedges, and rushes. Rock outcrops occur on the eastern boundary of Pod D and along the ridgeline at the head of Empire Canyon.

Some of the most notable features of the Plan Area are, however, of human origin. Large piles of mine waste rock, or overburden, are located in the Flagstaff Mountain Plan Area. These features consist predominantly of un-vegetated grayish-white crushed rock associated with the former Flagstaff, Little Bell, Quincy, Anchor, and Daly West Mines. Ski lifts and runs are another notable human-made feature of the Plan Area. Within the Flagstaff Mountain portion of Deer Valley Resort, there are six existing ski lifts and approximately 36 ski runs, many of which have been cut through forest stands, graded, and seeded with non-native grasses and forbs. Four additional lifts are currently planned for Flagstaff Mountain. One of these will serve the ski-in/ski-out

needs of Pod A, one will access existing terrain between the Red Cloud and Northside Lifts (Ski Pod D), and the other two (Ski Pods X and Z) will access new intermediate and advanced ski terrain in Empire Canyon.

1.2 Open Space Planning Goals and Objectives

The overall goal of this plan is to ensure the preservation and maintenance of Flagstaff Mountain's open space for public enjoyment and the protection of ecological values. There are two general types of open space in the Plan Area: Recreational Open Space (ROS) and Protected Open Space (POS). The purpose of ROS is to establish and preserve districts for land uses requiring large areas of undeveloped open land; permit, preserve, and encourage recreational use of these lands; and preserve and enhance environmentally sensitive lands such as wetlands, steep slopes, ridge lines, meadows, stream corridors, and forests.

The primary purpose of POS is to promote useable, public, non-improved, non-commercial, connected, and contiguous open space for community benefit; promote the preservation of undisturbed open lands; prohibit construction on ridge lines and steep slopes, or in wetlands, watersheds, and viewsheds; promote the preservation of historic sites; and preserve the vegetation and habitat of natural areas. More detailed descriptions of the Recreational and Protected Open Space classes are provided below.

Given that the Flagstaff Mountain Plan Area is largely contained within the boundaries of Deer Valley Resort, it should be apparent that ROS comprises the bulk of the Plan Area (approximately 1450 acres or 91 percent of the Plan Area). With this in mind, it should be noted that the entire Plan Area outside of the development pods is currently zoned as Recreational Open Space (ROS-MPD) under Park City's zoning ordinance. The areas proposed as Protected Open Space (POS) within this plan will be rezoned at the completion of the Mountain Village MPD. In addition the Centennial Draw (Ski Pod Z) area will also be zoned POS. The remaining ROS-MPD zone will be managed in accordance with the recommendations of this document.

To that end, there are two types of Recreational Open Space at Flagstaff Mountain: developed and undeveloped. Developed Recreational Open Space (DROS) consists of areas served by ski lifts and contains a preponderance of graded and/or cut ski runs and summer trails. Typical vegetation consists of islands of native forest cover interlaced with ski trails that have been seeded with a limited variety of exotic grasses and forbs. These areas are designed for and receive the bulk of recreational use in the Plan Area. Some currently undeveloped areas have been proposed for ski lift/run development to occur over the next eight years. These areas have been identified as DROS for the purpose of this plan. One of these areas, Centennial Draw, is a known elk calving ground and, as such, is subject to special management considerations described in Section 4.2.2, below. DROS comprises approximately 987 acres or 62 percent of the Plan Area (Figure 2). The general management objectives for DROS include

maintaining high quality, safe, attractive, publicly accessible recreational facilities on a year-round basis.

Undeveloped Recreational Open Space (UROS) may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Consequently, it is dominated by naturally occurring, unfragmented stands of native vegetation. Summer trails in UROS tend to either be remnants of the mining era or have developed from small, volunteer efforts, or from the repeated human use of existing game trails. Where the main purpose of DROS is to provide year-round public recreation opportunities, UROS serves a wider variety of functions. In terms of recreation, UROS is typically used for backcountry skiing or snowshoeing in the winter and hiking or horseback riding in the summer. Some UROS contains trails suitable for mountain biking but only on a limited basis relative to DROS. In some areas, UROS is also important in maintaining scenic viewsheds and wildlife habitats. There are two areas designated as UROS within Flagstaff Mountain Resort (Figure 2). Together, these areas comprise approximately 464 acres or 29 percent of the Plan Area. The general management objectives for UROS are to continue to allow human access and use while maintaining the scenic qualities and habitat values of these areas.

One type of Protected Open Space is so designated because it has outstanding and/or unique natural resource values. Accordingly, the management objective of these lands is to preserve and maintain the biological integrity of these resource values. Thus, while non-motorized winter recreational activities are permissible in and adjacent to designated POS, development of recreational facilities such as cut ski runs or developed summer trails are prohibited. Interpretive signage may be used in or adjacent to POS to help limit access, minimize disturbance, and inform the public of the importance of the area's natural resource values. Designated POS makes up approximately 66 acres or four percent of the Plan Area.

Another type of POS applies to certain cultural resource sites. Several of the Plan Area's historic mine buildings and associated structures are designated as POS. It should be noted, however, that this designation only applies to the historic structure and its immediate surroundings, not a substantial land area as in the case of natural resource POS. Accordingly, the acreages of these sites are not included in the figures presented above.

The management objective of cultural resource POS is to preserve and maintain the cultural integrity of a given site. These areas are typically adjacent to existing trails and many have been damaged as a result of this easy public access. Again, interpretive signage may be used in these areas to dissuade further disturbance, warn the public of the dangers associated with deteriorating buildings, and inform people about the context and importance of the site's cultural resource values.

2.0 INVENTORY OF EXISTING CONDITIONS & INFORMATION

2.1 Existing Conditions

At present, the majority of the Flagstaff Mountain Plan Area is considered open space—but it has not always been so. During the peak of the mining era, the Plan Area could more appropriately have been called an industrial zone. At that time, the area was almost completely deforested and characterized by high levels of human activity and the presence of large buildings and elaborate ore conveyances. Streams were diverted for use in the mining or milling process, there was frequent use of high explosives, and the large overburden piles that now characterize the area were created.

Following the mining era, the area reverted back to defacto open space and the forests began to regrow. During this time, many of the mine buildings and appurtenant facilities were destroyed or removed and the shafts and adits were sealed. The streams, while disturbed, were again allowed to make their way down Empire and Ontario Canyons.

With the creation of Deer Valley Resort in 1981, the focus shifted from natural rehabilitation to ski area development. Access roads were built (or restored from those created during the mining era), ski lifts were installed, runs were cut and graded, and the area once again became filled, at least on a seasonal basis, with people. Recreation continues to be the dominant use of the area today. Thus, while the Plan Area remains open space, much of this open space is characterized by the visual impacts of forest fragmentation associated with roads, lift alignments, and ski runs. Other areas, as yet undeveloped by the ski industry, are characterized by second-growth forest and other native habitats and remain essentially wild with vestiges of the bygone industrial era interspersed throughout. Many of these areas comprise important wildlife habitat, contain significant cultural resources, and/or are important components of the local viewshed. Because they contain few developed trails or other facilities, these areas provide an opportunity for solitude and wildlife study in close proximity to the developed areas of Park City and Deer Valley.

2.2 Regional Open Space Planning Efforts

2.2.1 Park City

The 11-member Citizens Open Space Advisory Committee (COSAC) was formed by the Park City Council in 1998 when Park City voters passed a \$10 million bond issue to preserve open space in the area. In order to be considered for acquisition by COSAC, property must meet some of the following criteria:

- The land offers or protects a critical viewshed;
- The land directs or checks the location, timing, and pace of surrounding development;

- The land is contiguous with other open space parcels (i.e., it contributes to a "green belt" around the city);
- The land provides open space along Park City's entry corridors (SR 224 or SR 248).

In addition to fee simple acquisition of key properties, COSAC works with the owners of identified open spaces to enact legal easements and deed restrictions that will ensure the protection of the land in perpetuity. Any parcels obtained by COSAC will continue to remain undeveloped and will be dedicated to the public for scenic beauty, passive recreation, and continued access by non-motorized means.

2.2.2 Summit County

Summit County requires that, for any type of residential development project within the Snyderville Basin, a minimum of sixty percent of a parcel, inclusive of the developable and non-developable lands, must be reserved for open space whenever density is increased beyond the "base" zoned density described in the County's Development Potential Matrix.

Summit County mandates that, where required, open space within developments be located in areas that will protect the most important attributes of a site and the key focal points that are important qualities of the character of the area. These attributes may include scenic viewsheds, slopes that are less than 30 percent, significant wildlife habitat, agricultural lands and antiquities, open space corridors/connections through the development, and other such features. Modified open spaces such as ski trails and golf courses may be included in a development's open space calculation if they meet the County's objectives of preserving these attributes. Required parks may be included in the open space requirement. Open spaces should be contiguous within a development site and when feasible and appropriate, connect with open spaces on adjacent parcels.

Open spaces that are required to be set aside to meet the requirements of Summit County's open space policies shall be preserved in perpetuity. Preserving these areas may be accomplished either by conveying the parcel to the County, granting a conservation easement to the Utah Land Trust or another appropriate entity, conveying the parcel to a homeowner's association, recording a deed restriction to the benefit of the public to limit the use of the property, or an appropriate combination of the above.

2.2.3 Wasatch County

Wasatch County requires a minimum of 20 to 30 percent open space (depending on location) for each new subdivision that it approves for development. While this is the minimum required per County Code, larger percentages are typically pursued on a case by case basis. During the master planning process, Wasatch County typically solicits developers to donate significant tracts of land and/or create conservation easements to

ensure the preservation of open space as part of their development. The County also prohibits building on slopes greater than 30 percent and requires the creation of parks and other recreational areas (trails, etc.) as part of their master planning process.

2.2.4 Non-Profit Organizations

A variety of non-profit organizations including Utah Open Lands and its local affiliate, Conserving Our Open Lands (COOL), the Citizens Open Space Advisory Committee, and the Swaner Nature Preserve are actively involved in open space protection and planning in Summit County north of the Flagstaff Mountain Plan Area.

Utah Open Lands provides land owners with a variety of estate and tax-planning tools that have allowed this group to preserve more than 19,000 acres of open space in northern Utah. Under its "Historic Farms and Ranches Campaign," Utah Open Lands is currently negotiating the preservation of more than 12,000 acres of wildlife habitat, heritage, and ranch lands in western Summit County. In 1998, COOL formed to assist Utah Open Lands in raising money for the group's Summit County efforts. The money that COOL raises in Summit County is used within the county and will augment Utah Open Lands' Summit County land protection projects and educational programs.

The Swaner Nature Preserve was founded in 1993 as a 20-acre memorial park dedicated to Leland Swaner, a Summit County developer and rancher. The park now consists of nearly 940 acres of montane wetland, meadow, and sagebrush habitats in the heart of Snyderville Basin. The Preserve is currently pursuing acquisition of an additional 120 acres of land on its northeast corner following which it will commence planning the development of an education center and interpretive trail system.

3.0 OPPORTUNITIES & CONSTRAINTS

There are a variety of important physical, biological, and human factors that determine the primary purpose for a given piece of land within the Plan Area. These factors are often interrelated and overlapping in the opportunities and constraints they confer to that land. Physiography, viewsheds, historic sites, wetlands, wildlife habitat, recreation, existing and proposed uses comprise a few of these factors and are described in greater detail below.

3.1 Physiography

Much of the Plan Area consists of moderately steep, north-facing slopes that provide ideal opportunities for downhill skiing. Most of these areas have or will be developed by Deer Valley Resort for this purpose. As mentioned above, these areas are considered DROS.

Areas containing steep, rocky, and/or heavily vegetated south- or west-facing slopes as well as areas lying beyond practical lift-served terrain are less well-suited for alpine skiing and more appropriate for other forms of recreation such as hiking, biking, or horseback riding. These areas are designated UROS. Other amenities associated with designated UROS include the preservation of wildlife habitat and the protection of scenic viewsheds.

Areas characterized by relatively flat terrain are better suited for commercial and residential development. Accordingly, Development Pods A, B-1, B-2, and D are situated on flat or mildly sloping ground surrounded by recreational open space.

3.2 Viewsheds

An important consideration in whether and how to develop a given parcel is the effect the proposed development would have on views in the surrounding areas. Such visual impacts have been an issue with respect to development of Prospect Ridge, the northern portion of the Plan Area visible from downtown Park City. Preliminary visual impact analyses have been completed for the Mountain Village.

3.3 Historic Sites

There are several historic mine sites within the Flagstaff Mountain Plan Area. An historic preservation plan has been prepared for the Plan Area which provides an inventory of these sites and a detailed management plan outlining the interpretive opportunities as well as any legal or safety constraints associated with them.

3.4 Wetlands

Any development activities which result in the placement of dredge or fill material in over 0.10 acre of wetlands or other waters of the U.S. require notification of the Army Corps of Engineers and a permit under Section 404 of the Clean Water Act. A wetland delineation report has been prepared for the Plan Area by Natural Resources Consulting, Inc. and was submitted to the Army Corps' Utah Regulatory Office in February, 2000. While this report did identify a limited number of wetlands within the Plan Area, none of these were contained in areas planned for residential development. Given that the development pods contain no jurisdictional waters of the U.S., construction of Flagstaff Mountain Resort will have no significant effect on these resources. Wetlands were, however, identified in Centennial Draw, an area proposed for development as a ski pod (Pod Z) in 2008. Depending on the final design of this ski pod, the clearing and/or grading of ski runs in this area may require acquisition of a 404 permit.

3.5 Wildlife Habitat

Much of the Plan Area, particularly those areas that have not been developed for downhill skiing, provide high quality wildlife habitat. A variety of native vegetation types including aspen, conifer, and mixed forests, mountain shrublands, meadows, and wetlands provide habitat for a diversity of seasonal and year-round wildlife species. Opportunities for wildlife watching are one of the attractive amenities of the Flagstaff Mountain Plan Area for casual recreationists as well as future homeowners. Depending upon site-specific conditions, a desire to preserve and maintain wildlife habitat values within the Plan Area could constrain certain aspects of development. Please refer to the Wildlife Management Plan for more information on this important resource.

3.6 Recreation Access

During the winter, recreation consists primarily of alpine skiing and access is controlled by Deer Valley Resort (refer to Section 5.3, below). During the summer, recreation use consists of dispersed hiking, mountain biking, and horseback riding. Access to the property is open in the summer and recreationists are free to roam throughout the Plan Area, subject to rules and regulations established from time to time by Deer Valley Resort. A detailed assessment of recreation access, existing and future trails, and trail management may be found in the Trails Master Plan for Flagstaff Mountain Resort.

3.7 Existing Uses

With the exception of the recreational uses mentioned in Section 3.6, commercial uses are limited to snowmobile rentals during the winter and hiking and biking uses in the

summer. With the exception of snowmobile rentals (which are being discontinued as of the winter of 2001-2002), existing uses of the Plan Area will be preserved during and after development.

3.8 Proposed Uses

Beyond the proposed development pods, the Development Agreement gives Flagstaff the opportunity to develop a restaurant/club facility (AKA "Beno's Cabin") in the DROS. The facility is to be located within the ski terrain near to the Mountain Village. Proposed ski area expansion in the DROS area includes two ski pods (Pods X and Z) that will be developed over the next three to eight years, respectively. These proposed uses will provide additional skiing opportunities; however, they will also limit the distribution and abundance of forested wildlife habitats.

4.0 MASTER PLAN

4.1 Designated Recreational Open Space

4.1.1 Developed Recreational Open Space

Deer Valley Resort has developed ski lifts and ski runs throughout the majority of the Plan Area. Two currently undeveloped areas are proposed for ski lift and run development over the next eight years. Collectively, these areas fall under the category of DROS. Refer to Figure 2 (Appendix B) for a depiction of DROS within the Plan Area. Deer Valley will continue to have management responsibility for all DROS within the Plan Area.

4.1.1.1 Centennial Draw Wildlife Management Area

Centennial Draw, while part of DROS in proposed Ski Pod Z, has been identified as containing an elk calving area. Early planning efforts for the project identified this wildlife use and consequently provided for restrictions on ski run construction activities in Pod Z as set forth in the Development Agreement. In order to maintain the suitability of this site as a calving ground, the clearing and grading associated with the proposed ski run development will be minimized in the area delineated in Figure 2. The Development Agreement states that only two graded runs will be allowed in Pod Z. Forest thinning and other, limited vegetation removal may occur in the balance of Pod Z for skier safety and glade skiing. No more than two ski runs will be created in the delineated wildlife management area portion of this ski pod. In addition, Run 121 nearest the center of the drainage (north end of the ski pod) will be a gladed rather than conventionally cleared run. In order to preserve hiding cover for calves, no ground disturbance or removal of the shrub layer will be permitted in this area. Large tree islands containing suitably dense forest and shrub cover to hide calves will be maintained following lift development. Native herbaceous ground cover will be maintained in the cleared run. The process of approving the ski related development in this Pod and the balance of the project is an Administrative Conditional Use. Review of the ski related improvements shall require compliance with the goals and objectives of this plan.

While habitat conversion due to ski run development could reduce the extent of suitable calving habitat in Centennial Draw, as long as hiding cover is preserved elk should still use the site. A more important consideration during the calving period is human (and domestic dog) intrusion and disturbance. Elk calving can begin as early as April and extend into July. This area will, therefore, be closed to recreationists and their pets from the last day of skiing at the resort through June to minimize disturbance to calving elk.

4.1.2 Undeveloped Recreational Open Space

UROS forms the second largest type of open space within the Plan Area. While these areas may contain a variety of hiking, biking, and equestrian trails, these facilities do not dominate the character of the land. Native vegetation cover remains largely intact and forest stands do not exhibit the high level of fragmentation characteristic of DROS. Consequently, these areas tend to have greater visual appeal and higher quality wildlife habitats relative to DROS. While these areas will continue to experience summer trail construction and maintenance, the overall character of UROS within the Plan Area is unlikely to experience substantive change over time.

4.1.2.1 Prospect Ridge Viewshed

Prospect Ridge is considered a special area within the designated UROS (Figure 2). This area comprises a critical viewshed for Old Town Park City. Within 30 days of issuance of a MPD application or CUP Permit, FMP will grant to the City a conservation easement, with free public trail access (without encumbrances) over acreage located in this area contiguous with City-owned open space. This conservation easement will be to the reasonable satisfaction of the City and shall be first in priority in title.

4.2 Designated Protected Open Space

4.2.1 Lady Morgan Pond Area

With the exception of a few highly localized historic sites, the only designated POS parcel in the Plan Area is the Lady Morgan sub-watershed (Figure 2). This area contains the most extensive emergent marsh and depressional wet meadow habitats and the only natural pond within the Plan Area. It contains aspen, conifer, and mixed forest communities as well as mountain shrub habitats. This diversity of habitats provides for high species diversity within this area. Also, the dense forest cover in close proximity to open water indicates that this area has potential to be another important elk calving ground. Accordingly, evidence of deer and elk bedding down in mountain shrub habitat north of the pond was observed in July, 2000. Vegetation management in this area shall occur solely for the purposes of maintaining health and diversity. The high biological diversity associated with this area warrants its designation and rezoning as POS.

According to the Development Agreement, use of the Lady Morgan area will be restricted, by conservation easements acceptable to Park City and by signs and monitoring (if necessary), to skiing (without cutting runs, glading, or thinning trees) and daytime recreational hiking. While an old road grade cuts through the upper portion of the Lady Morgan POS, no additional summer trails will be developed in this area. No construction activity or motorized vehicle use of any kind shall be allowed in the Lady Morgan POS except as allowed, with City staff approval, for forestry and wetlands

management. Mountain biking trails currently skirt the area and will continue to do so in the future. Installation of interpretive facilities at the edge of the POS will help to inform the public of the importance of the Lady Morgan sub-watershed to the overall biodiversity of the Plan Area.

4.2.2 Flagstaff Mine

While the Flagstaff Mine Site does not contain any remaining structures, the importance of this site to the history of mining in Utah warrants its designation as POS. For a detailed history of this site and its historical significance refer to the Flagstaff Mountain Resort Historic Preservation Plan (HPP). Management of this site will simply consist of installing interpretive signage to inform the public of the mine's role in the history of Park City and mining in Utah.

4.2.3 Little Bell Mine Site

The Little Bell Mine Site contains an old ore bin with both historic and aesthetic importance. Consequently, this site is considered POS. For a detailed history of this site and a discussion of historic preservation concerns regarding the ore bin in particular, refer to the Flagstaff Mountain Resort HPP. Management of this site is expected to involve stabilization of the ore bin and installation of interpretive signage explaining the role of the ore bin in the mining process.

4.2.4 Quincy Mine Site

The Quincy Mine Site contains an old hoist and a boiler that were used when the area was being actively mined. Just as with the ore bin at the Little Bell mine, these features have both historic and aesthetic significance and warrant designation of this site as POS. For a detailed history of this site and a discussion of the hoist and the boiler, refer to the Flagstaff Mountain Resort HPP. Management of this site will involve installation of interpretive signage explaining the role of the hoist and boiler in the mining process and cautionary signage warning the public of dangers associated with the mine shaft which, though filled, appears to be subsiding.

4.2.5 Daly West Mine Site

The Daly West Mine is characterized by a large, rusted steel headframe. In addition to its historical and aesthetic importance, this headframe is still in operation and provides maintenance access to the Anchor Tunnel. Consequently, this site is considered POS. Detailed information on the Daly West Mine may be found in the Flagstaff Mountain Resort HPP. Management of this site will involve installation of interpretive signage discussing historical and current use of the headframe.

4.2.6 Judge Mine Complex

As defined for the purposes of this Open Space Plan, the Judge Mine Complex consists of the Judge Drain Tunnel, the Judge Mining & Smelting Company office building, the Judge Mining & Smelting Company explosives bunker, a wooden house, the remains of the Daly-Judge Mill, and the Judge aerial tramway towers. The historical and aesthetic importance of the office building, remaining rail tracks, and the explosives bunker and the huge industrial operation for which these and the other facilities are the only vestige warrant designation of this area as POS. Detailed information on the historical context of this site may be found in the Flagstaff Mountain Resort HPP. Detailed stabilization, restoration, and management actions are also provided in the HPP. These facilities, particularly the office building and wooden house, have been severely vandalized. Thus, at a minimum, management will include installation of interpretive and cautionary signage designed to educate the public on the historical importance of these facilities and foster a sense of stewardship in order to minimize future vandalism.

4.3 Phasing of Plan Implementation

According to the Development Agreement, all land outside of the development pods will be zoned as Recreation Open Space. Upon issuance of the first MPD or CUP for any portion of the Project, FMP and Deer Valley Resort will execute a conservation easement, for the benefit of the City and a third party conservation trust (or similar entity), to limit their use of the Flagstaff Mountain ski terrain to construction, development, and operation of ski and mountain bike lifts, ski and mountain bike runs and trails, one skier day lodge, and other similar winter and summer recreational uses and services. Such conservation easements will prohibit any hotel, lodging, residential, or commercial construction or use on ROS-zoned land in Flagstaff Mountain. Such conservation easement will be to the reasonable satisfaction of the City and shall be first in priority in title.

With respect to the Prospect Ridge Viewshed area (Figure 2), within 30 days of issuance of a subsequent MPD or CUP, FMP will grant to the City a conservation easement, with free public trail access and no encumbrances, over acreage located on Prospect Ridge contiguous with City-owned open space. Such conservation easement will be to the reasonable satisfaction of the City and shall be first in priority in title.

4.4 Management Authority

Deer Valley Resort has management authority and responsibility for all ROS and POS lands within the Plan Area. During development, FMP will be responsible for managing the development pods and any open space within these areas. Following development, the respective Homeowners Association will assume management authority for open space within the development pods.

5.0 RELATED PLANNING DOCUMENTS

5.1 Flagstaff Mountain Resort Trails Master Plan

The Trails Master Plan identifies existing and proposed hiking, biking, and equestrian trails within the Plan Area. It outlines trail management and use considerations and restrictions. The Trails Plan interfaces with this Open Space Plan where trails pass adjacent to or through the Lady Morgan POS and the Centennial Draw Wildlife Management Area.

5.2 Flagstaff Mountain Resort Wildlife Management Plan

The Wildlife Management Plan was prepared to facilitate the preservation of wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. This plan identifies existing wildlife species and habitats that occur within the Flagstaff Mountain Resort Plan Area, and establishes management guidelines to help maintain the biotic integrity of the area while ensuring the long-term attractiveness and marketability of the proposed developments.

5.3 Deer Valley Open Space Plan

Deer Valley Resort has developed its own Open Space Management Plan for the portion of the ski area within the Flagstaff Mountain Resort property. The Deer Valley plan is considered part of the overall plan presented here. There are six components to the Deer Valley plan: A) General, B) Ski Area Development, C) Winter Skiing Operations, D) Summer Trail Use, E) Commercial Snowmobile Operation, and F) Wasatch County Homeowner Winter Snowmobile Access.

Under the "General" component of this plan, all of the area outside of the identified development pods is designated as Recreational Open Space under the Park City Land Management Code and use of the land is subject to the restrictions of that zone. No later than the issuance of the first MPD or CUP for Pods A - D, United Park City Mining Company (UPK) and Deer Valley are required to execute a conservation easement to limit the use of the Flagstaff Mountain ski terrain to construction, development, and operation of ski and mountain bike lifts, ski and mountain bike runs and trails, a skier day lodge, and other similar winter and summer recreational uses and services. This conservation easement will prohibit any commercial or residential development or use on the ROS-zoned land included in the annexation.

Ski area development restrictions outlined in this plan include the following:

- Only two graded ski runs shall be allowed in Ski Pod Z, with thinning and other limited vegetation removal for skier safety and glade skiing.

- The Lady Morgan Springs area is restricted to skiing without cutting runs, glading, or thinning trees, and summer daytime hiking.

Winter skiing operations and maintenance are the responsibility of Deer Valley Resort. During the winter skiing season (including preparation and shutdown activities immediately before the seasonal opening and closing of the resort, respectively), public access to the ski area is at the discretion of Deer Valley and public use of the property is subject to the operating policies of Deer Valley Resort.

There are two provisions contained in this component of the plan:

- The ski facilities shall be open to the general public and use thereof shall not be restricted to owners of property located within the Deer Valley or Flagstaff Mountain Resort developments or to members of any private club.
- All charges, fees, and costs paid by the general public for the use of the resort facilities shall not exceed those paid by owners of property located within the two resort developments.

The summer trail use component of Deer Valley's Open Space Plan provides a Trails Master Plan for the area. This component of the plan is described in the Flagstaff Mountain Resort Trails Master Plan and the reader is referred to that plan for a more complete description of the summer trail use component.

Commercial snowmobile operations currently utilize a designated route through the Plan Area to access state and private lands outside of the control of Deer Valley Resort. This route conflicts with FMP development plans and will be terminated accordingly.

Deer Valley and UPK have historically cooperated with the Utah Department of Transportation (UDOT) in providing a base parking area and snowmobile route through the Deer Valley ski area for use by property owners in Wasatch County in accessing cabins and/or lots outside the boundaries of Deer Valley ski resort. This route is the same as that referred to under the commercial snowmobile operations section, above. While the parking area and trailhead will ultimately be relocated, Deer Valley and FMP will continue to work with UDOT in providing winter access to Wasatch County landowners.

APPENDIX A

FIGURES

Figure 1. Location of Project Area

Figure 2. Open Space

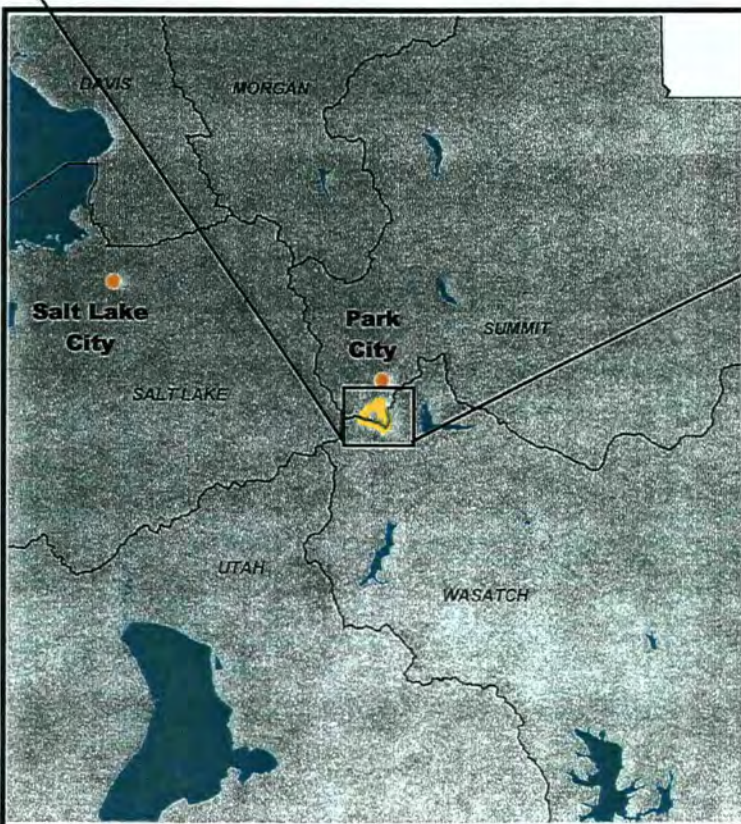
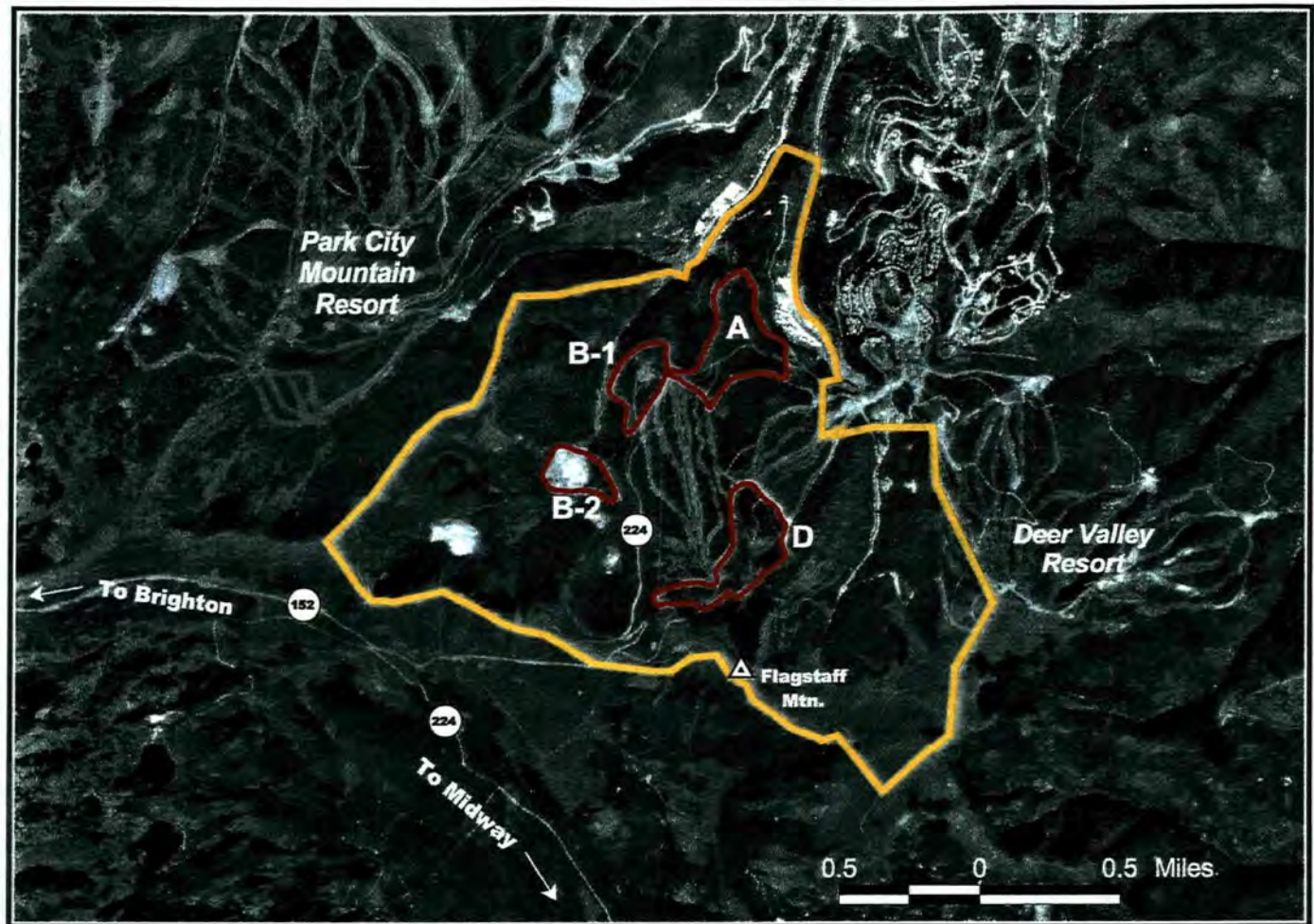
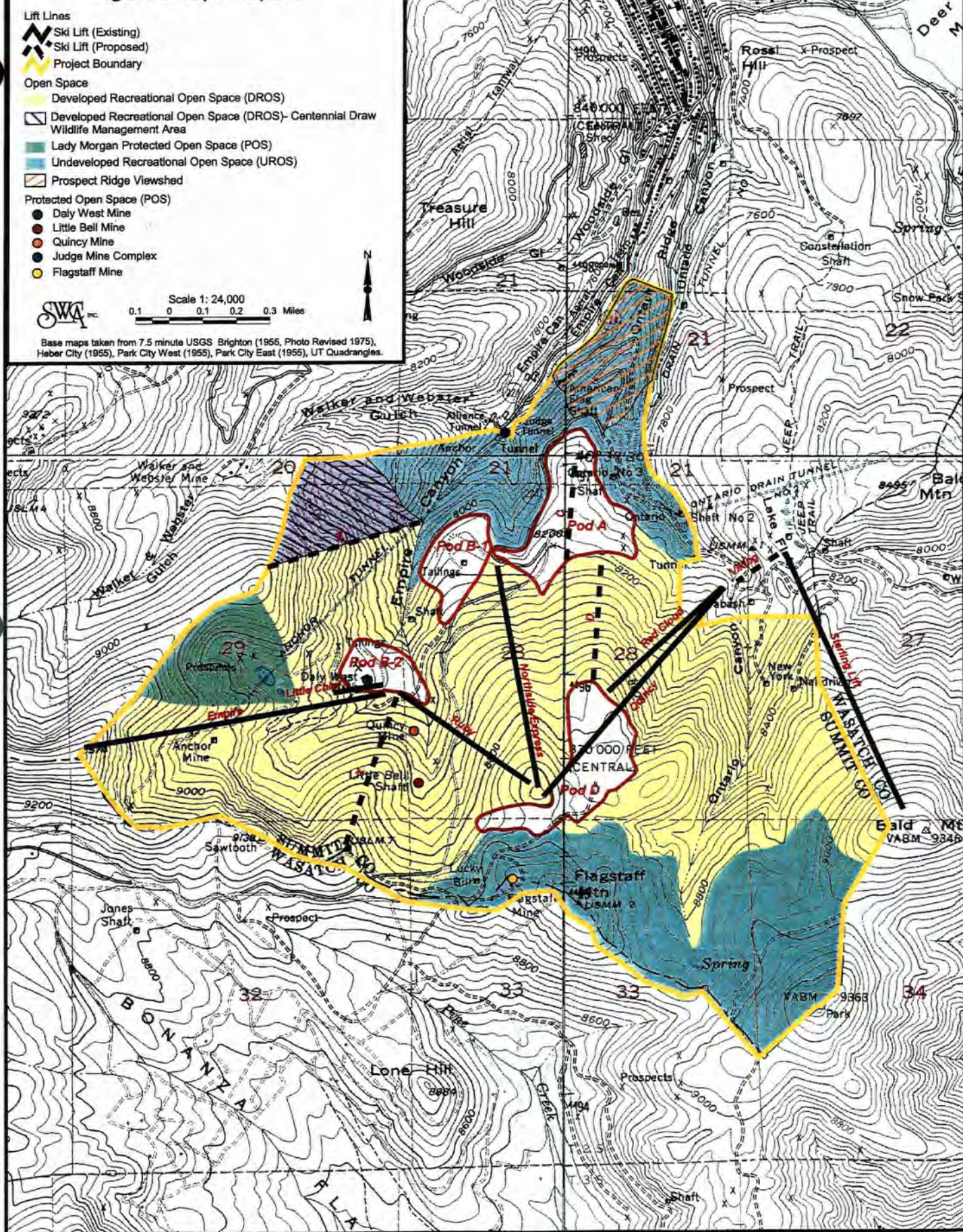


Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah.

SWCA INC.



Figure 2. Open Space



d:\scen valley\dms_natural.apr\figure 2. Flagstaff open space layout (10-11-2009)



FLAGSTAFF MOUNTAIN RESORT
A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

WILDLIFE MANAGEMENT PLAN
EXHIBIT 13

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
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WILDLIFE MANAGEMENT PLAN

FLAGSTAFF MOUNTAIN RESORT

EXHIBIT 13

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**MAY 2001
(Revised and Approved December 2001)**

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EXECUTIVE SUMMARY

The Flagstaff Mountain Resort Wildlife Management Plan describes the major habitat types that occur within the Plan Area (e.g., conifer, conifer/aspen, and aspen forests; mountain shrub herbaceous, willow/tall forb, and rock talus communities) and provides information on common wildlife species associated with these habitats.

There are no federally listed threatened and endangered species likely to occur in the Plan Area.

A discussion of human-wildlife interactions within the Plan Area describes past impacts associated with the mining era, current influences associated with ski area development and summer trail use, and future effects likely to result from increased recreation and the development of a new resort community.

Two sensitive wildlife areas, Lady Morgan and Centennial Draw, are described and delineated on Figure 2. A discussion of existing and desired future conditions for these two areas is also presented. Potential seasonal wildlife movement corridors are defined and shown on Figure 2.

General Plan Area-wide management prescriptions including minimizing human impacts and habitat fragmentation, vegetation management, forest cutting guidelines, speed limits, wetland protection, pet control, fencing, and nuisance wildlife and off-road vehicle prohibitions are presented. Management directions for the Lady Morgan and Centennial Draw Sensitive Wildlife Areas as well as for the semi-urban settings of the proposed development pods are also discussed. An appendix to the plan lists all wildlife observed in the Plan Area during field surveys conducted by Bio-Resources in 1993 and SWCA in 1999.

1.0 INTRODUCTION

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPDs are programmatic in nature and subject to refinement at subsequent Master Planned Development (MPD) or Conditional Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at the MPD or CUP stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

1.1 Flagstaff Mountain Resort

The Flagstaff Mountain Resort (Flagstaff Mountain) Plan Area is a 1,600-acre parcel of land located in the southwest corner of Summit County, Utah. Ranging from elevations of 7,800 to 9,000 feet above sea level, it forms the western portion of Deer Valley Resort, a four-season resort facility that specializes in alpine skiing in the winter; hiking, mountain biking, and horseback riding in the summer. Flagstaff Mountain Partners (FMP) will develop four distinct sites as additional year-round residential communities within the boundary of the existing ski area. These sites, or development pods, are depicted along with the overall Plan Area in Figure 1. The proposed development pods include the Mountain Village area (Pods A and B-1), the Daly West area (Pod B-2), and the Northside Neighborhood (Pod D). These pods conform to those sites identified in the Annexation Resolution: Development Agreement for Flagstaff Mountain, Bonanza Flat, Richardson Flat, the 20-acre Quinn's Junction Parcel, and Iron Mountain (Park City Municipal Corporation Ordinance no. 99-30) hereafter referred to as the Development Agreement.

Within the Plan Area, native vegetation comprises a mosaic of quaking aspen and coniferous (primarily Engelmann spruce, subalpine fir, and Douglas fir) forests, Gambel oak, and mountain shrub communities. A few natural meadows occur in the area and are characterized by a variety of native grasses and wildflowers. Willows, sedges, and rushes dominate wet areas. Rock outcrops occur on the eastern boundary of Pod D and along the ridgeline at the head of Empire Canyon.

Some of the most notable features of the Plan Area are, however, of human origin. Large piles of mine waste rock, or overburden, are located in the Flagstaff Mountain Plan Area. These features consist predominantly of un-vegetated grayish-white crushed rock associated with the former Flagstaff, Little Bell, Quincy, Anchor, and Daly West Mines. Ski lifts and runs are another notable human-made feature of the Plan Area. Within the Flagstaff Mountain portion of Deer Valley Resort, there are six existing ski lifts and approximately 36 ski runs, many of which have been cut through forest

stands, graded, and seeded with non-native grasses and forbs. Four additional lifts are currently planned for Flagstaff Mountain. One of these will serve the ski in/ski out needs of Pod A, one will access existing terrain between the Red Cloud and Northside Lifts (Ski Pod D), and the other two (Ski Pods X and Z) will access new intermediate and advanced ski terrain in Empire Canyon.

1.2 Wildlife Management Goals and Objectives

The goal of this management plan is to preserve wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. This plan identifies existing wildlife species and habitats that occur within the Flagstaff Mountain Resort Plan Area, and establish management guidelines to help maintain the biotic integrity of the area while ensuring the long-term attractiveness and marketability of the proposed developments.

2.0 FLAGSTAFF MOUNTAIN WILDLIFE

2.1 Background

Three summer wildlife inventory surveys of the Plan Area have been conducted. Bio-Resources, Inc. undertook the first of these in June and July of 1993. The second survey was conducted by SWCA, Inc. Environmental Consultants in September of 1999 and was used to produce the Preliminary Biological Resources Report, Flagstaff Mountain Development (SWCA 2000). A third survey was conducted in June and July of 2000 by SWCA. These surveys documented and described the various habitat types present in the Plan Area and provided lists of wildlife species observed in each of the habitats.

While there are no federally listed threatened or endangered species likely to make substantive use of the Plan Area, SWCA has identified several sensitive or special status plant and animal species with potential to occur at Flagstaff Mountain.

2.2 Common Wildlife

The Flagstaff Mountain Plan Area is located in the Northern Utah Ecoregion. This ecoregion is characterized by a variety of topographic and climatic conditions providing habitat for numerous species of wildlife. Public forestlands adjacent to the Plan Area in the Wasatch and Uinta Mountains are known to contain an estimated 300 species of vertebrates including 67 species of mammals, 186 species of birds, 18 species of reptiles, 6 species of amphibians, and 23 species of fish. Typical large mammal species include elk, mule deer, coyote, bobcat, and mountain lion. Common small mammals are yellow-bellied marmot, American beaver, snowshoe hare, pika, northern pocket gopher, red squirrel, least chipmunk, and golden-mantled ground squirrel. Clark's nutcracker, Steller's jay, northern flicker, mountain chickadee, and red-breasted nuthatch are familiar bird species in the Wasatch Mountains. Reptiles and amphibians common to the region include the Great Basin gopher snake, wandering garter snake, and boreal chorus frog. A brief description of wildlife habitats and common wildlife species associated with these habitats is presented below. A map showing where these habitats occur within the Plan Area is provided in Figure 2. Figure 2 also depicts disturbed lands within the Plan Area. Disturbed ground comprises approximately 85 acres (five percent) of the Plan Area and consists primarily of mine waste rock piles, road scars, and other areas devoid of vegetation and wildlife habitat value.

Conifer

The conifer community is dominated by engelmann spruce and subalpine fir with white fir common in some locations. Douglas fir is a dominant species at lower elevations near the Judge Portal. Overall, the spruce/fir association is the most common upper montane forest type in the Wasatch Mountains. On more biologically productive sites

(i.e., sites with deeper, more fertile soils and good water availability), the shrub layer contains snowberry while the forb/grass layer commonly consists of englemann aster, aspen bluebell, fireweed, sticky geranium, and Colorado columbine. In areas characterized by a dense forest canopy, the groundcover consists primarily of duff and downed wood, with very little herbaceous plant material present. Within the Plan Area, conifer stands tend to be located on north and west-facing slopes. A large contiguous conifer stand is located on the north-facing slope just south of the Ruby and Empire Express Lift bases. Wildlife species most commonly found in coniferous forest include mountain chickadee, dark-eyed junco, ruby-crowned kinglet, American robin, hermit thrush, yellow-rumped warbler, pine siskin, red squirrel, porcupine, snowshoe hare, southern red-backed vole, and elk. Conifer habitats comprise approximately 128 acres or eight percent of the Plan Area.

Conifer/Aspen

The conifer/aspen community consists of a combination of aspen and conifers, with the conifers comprising over 50 percent of the over-story. In the absence of fire, succession will favor the gradual replacement of aspen by subalpine fir. As a result, this community typically succeeds to the conifer community. The groundcover is similar to that of the aspen/tall forb community, but tends to be sparser as a result of the higher tree density. The conifer/aspen community occurs around the Northside Neighborhood and in various other locations (e.g., Centennial Draw) within Empire Canyon. Wildlife species most commonly found in the conifer/aspen habitat type include a combination of those listed in the conifer and aspen, aspen/tall forb sections of this plan. Conifer/aspen habitats occur on approximately 491 acres or 30 percent of the Plan Area.

Aspen/Tall Forb

The aspen/tall forb community is dominated by quaking aspen. Scattered subalpine fir, and occasional englemann spruce and white fir occur near transitional areas. Shrub cover includes mountain snowberry, mallow ninebark, and red and blue elderberries. Common herbaceous species in these communities include cow parsnip, which provides up to 100 percent groundcover in some places, western coneflower, Colorado columbine, Fendler meadowrue, sticky geranium, horsemint, and Jacob's ladder. Within the Plan Area, the aspen/tall forb vegetation type is most prevalent in upper Ontario Bowl, Prospect Ridge (including Pod A) and the east-facing slopes on the west side of Empire Canyon. American robin, house wren, mountain bluebird, warbling vireo, townsend's solitaire, least chipmunk, and elk frequent aspen stands. Aspen/tall forb habitats occupy approximately 439 acres or 27 percent of the Plan Area.

Mountain Shrub

The mountain shrub community occurs intermittently on dry, rocky slopes and ridgelines throughout the Plan Area. Dominant shrub species include snowberry, chokecherry, and mountain lover. Rock mountain ash, Gambel oak, mallow ninebark, Wood's rose, serviceberry, and sagebrush may be locally abundant. Common herbaceous species include a variety of native grasses, showy golden-eye, whorled buckwheat, and sticky geranium. Mammal species typically associated with mountain shrub habitat include the elk, mule deer, moose, and pika. Associated bird species include the American pipit, broad-tailed hummingbird, ruffed grouse, American robin, and white-crowned sparrow. Mountain shrub habitats comprise approximately 194 acres or 12 percent of the Plan Area.

Herbaceous

Within the Plan Area, the herbaceous cover type is generally comprised of two communities dominated by non-woody plant species: native herbaceous and seeded herbaceous. The native herbaceous community is further divided into three associations: tall forb, short forb, and graminoid. Figure 2 depicts the native and seeded herbaceous communities but does not differentiate between these three associations. The tall forb association occurs in open areas between aspen and conifer stands. This community appears to be relatively stable in the Wasatch Mountains and covers extensive areas. False hellebore, or skunk cabbage, is a common component within the wetter extremes of this community. Showy forbs including bluebells, glandular cinquefoil, lupine, Louisiana sagewort, Jacob's ladder, sticky geranium, scarlet paintbrush, fireweed, Engelmann aster, Colorado columbine, Fendler meadowrue, sulfur buckwheat, cow parsnip, duncecap larkspur, valerian, anise sweetroot, and numerous other wildflower species are common throughout.

The short forb association also occurs in open areas, but is generally found at higher elevations than the tall forb community described above. It is typically shorter in stature with sparser coverage. Some of the species that distinguish the short forb association from the taller type include scarlet gilia, stonecrop, mountain monardella, and lobeleaf groundsel. Other species that commonly occur on drier sites include yarrow, elkweed, whorled buckwheat, sulfur buckwheat, little sunflower, and various species of beardtongue. Graminoids may include slender wheat grass, western needle grass, mutton grass, spike fescue, and onion grass.

The graminoid association is similar to that described above and occurs where grasses and grass-like species are dominant and forbs form a relatively minor component of the overall species composition. Within this association, sedges may be locally dominant. An example of the sedge-dominated variant of this plant association may be found on a

northeast-facing hillslope in the southeast corner of the Plan Area. Overall, the native herbaceous habitat type covers approximately 137 acres or nine percent of the project area.

The seeded herbaceous community occurs where native vegetation types have been cleared to provide for open ski slopes. These areas are often dominated by introduced grass species including various cereal grains, timothy, smooth brome, and orchard grass. Forbs observed in seeded areas include yarrow, curly dock, an unidentified orange-flowered mustard, and varieties of California golden poppy. Various thistles and other undesirable plant species have become established along seeded ski trails and the sides of access roads. Seeded herbaceous habitats comprise approximately 181 acres or 11 percent of the Plan Area.

In the native herbaceous community type and, to a lesser extent, in the seeded type, commonly observed species include white-crowned sparrow, horned lark, mountain bluebird, American robin, American pipit, northern pocket gopher, montane vole, western jumping mouse, deer mouse, Uinta ground squirrel, elk, mule deer, and yellow-bellied marmot.

Willow/Sedge

Within the Flagstaff Mountain Plan Area, the willow/sedge community covers a small area (approximately 0.3 acre) around Lady Morgan Pond. Willows approximately 10 feet in height form a discontinuous ring around the pond. Interspersed between the willows and extending downslope into the pond itself are a variety of sedges likely including beaked sedge, water sedge, and others. In the arid west, wetland and riparian area habitats often support a greater diversity of species per unit area than other habitat types. In particular, these habitats may harbor a variety of birds including MacGillivray's, Wilson's, and yellow warblers, and a number of sparrows including the song sparrow and Lincoln's sparrow. In alpine areas and wet meadows, American pipits may be locally common. Also commonly present are moose, elk, mule deer, and a variety of amphibians and invertebrates.

Rock/Talus

Non-vegetated areas including rock outcrops, and talus and scree slopes dominate this cover type. High elevation rock outcrop areas are habitat for some sensitive plants described in the section below. Other low-growing plants adapted to these harsh environments may occur in the crevices of rocks and in shallow soils associated with higher elevations. While there are no boulder or talus slopes *per se* within the Plan Area, rock outcrops occur on the east-facing slopes below Flagstaff Mountain on the eastern portion of the Northside Neighborhood area. Rock/talus habitats typically support yellow-bellied marmot, least chipmunk, pika, and white-crowned sparrow. Reptiles often associated with rock/talus habitat include the gopher snake and

wandering garter snake. Rock/talus habitats comprise approximately 15 acres (less than one percent) of the Plan Area.

2.3 Threatened, Endangered, and Sensitive (TES) Species

Two federally listed threatened and endangered species, the bald eagle (threatened) and the Canada lynx (endangered), have potential to occur within the Flagstaff Mountain Plan Area. The following state listed wildlife species of concern, many of which are also considered Forest Service sensitive species, also have potential to occur in the Flagstaff Mountain Plan Area: the American marten, northern flying squirrel, Townsend's big-eared bat, three-toed woodpecker, northern goshawk, smooth green snake, and boreal toad. While not on the state list, the flammulated owl is a Forest Service sensitive species known to occur in the Plan Area. Brief descriptions of these TES wildlife species are presented below.

Bald Eagle

The Bald Eagle is federally listed as a threatened species under the Endangered Species Act of 1973, as amended. This species has been proposed for de-listing in 2000. Bald Eagles typically construct large, conspicuous stick nests in sizeable trees, or on cliffs adjacent to streams or lakes supporting fish populations, which are capable of serving as this species' primary prey base. Secondary food sources include small mammals and birds. Four known nesting pairs of Bald Eagles currently exist within the State of Utah. There are no records of this species nesting or roosting in the Flagstaff Mountain Plan Area and this behavior is unlikely given the relative lack of water. Bald Eagles are thus only likely to occur within the Plan Area on a transitory basis during migration.

Canada Lynx

The Canada lynx became federally listed as endangered as of April 2000. This species occurs within northern boreal forests in association with its primary prey species, the snowshoe hare. Early successional forest stands characterized by high densities of shrubs and seedlings are optimal for hares and, subsequently, important hunting grounds for lynx. Large, contiguous stands of mature forest are used by lynx for denning, providing cover for kittens, and as travel corridors. Given that the forest stands within the Plan Area are relatively small and/or highly fragmented and snowshoe hare are uncommon, Flagstaff Mountain is unlikely to support Canada lynx. Furthermore, the lack of any documented lynx sightings in Utah for over 17 years suggests that this species has been extirpated from the region.

American Marten

American marten primarily utilize mature coniferous forest habitats between 8,000 and 13,000 feet elevation. These carnivores are generally associated with 30 percent or more canopy cover. Coarse woody debris, especially in the form of large-diameter tree boles, is an important habitat component for marten, providing thermal protection, access to subnivean spaces, and escape cover. Although there are tracts of mature coniferous forest habitat within the Plan Area, the capability of this habitat to support marten is questionable due to its highly fragmented condition.

Flying Squirrel

In the Intermountain West, the northern flying squirrel is typically associated with mature coniferous forests and riparian woodlands. Nests occur either inside tree cavities or on limbs where they are built of twigs, bark, and/or roots. According to the Utah Division of Wildlife Resources' (UDWR) Sensitive Species List, the northern flying squirrel is well distributed throughout forested riparian habitats in the mountain ranges of central and eastern Utah. Despite the lack of forested riparian habitats within the Plan Area, a flying squirrel was observed in the Centennial Draw area on July 10, 2000. The presence of a flying squirrel in this area suggests that this species may be common in other mesic, mixed forest stands at Flagstaff Mountain.

Townsend's big-eared bat

The Townsend's big-eared bat utilizes a variety of vegetation types in rocky, broken landscapes up to about 9,500 feet elevation. Vegetation types used include western shrubland, piñon/juniper woodland, oak woodland, and open montane forest. This species is typically associated with caves and abandoned mines and buildings for use as day roosts and winter residences. During summer, individuals may use cracks within cliffs as day roosts. This species typically forages over water, along the margins of vegetation, and over sagebrush. Suitable summer roosts likely occur in and adjacent to the Plan Area in the form of abandoned mine buildings. Suitable winter hibernacula may be present within and adjacent to the Plan Area in various abandoned mine shafts and adits located in the area.

Three-toed woodpecker

The three-toed woodpecker is a year-round resident primarily associated with mature and old growth spruce/fir and mixed forest types up to about 9,000 feet elevation. Given that they attract large populations of wood-boring insects, forest stands with extensive damage due to disturbance such as fire, storm, and/or avalanche, provide an important food source for the three-toed woodpecker. Other food sources utilized by the three-toed woodpecker include berries and some cambium and inner bark. The Forest Service has documented the presence of three-toed woodpeckers at Brighton,

approximately three miles west of Flagstaff Mountain. While this species could occur at Flagstaff Mountain on a sporadic basis during insect outbreaks in larger, contiguous conifer stands, species-specific surveys conducted by SWCA in June 2000 did not detect three-toed woodpeckers within the Plan Area.

Northern goshawk

Goshawks typically breed in mature stands of aspen, lodgepole pine, spruce/fir, or mixed forests at elevations of between 7,500 and 11,500 feet. Nesting areas are typically 20-25 acres in size. In southwestern spruce/fir forests, stands containing nests tend to be greater than 150 years old with moderately high densities of trees (35 trees per acre of 20 inches dbh) and an overstory canopy cover of at least 70 percent. Nest sites are also typically located on either north-facing slopes with gradients less than 60 percent, or in drainages or canyon bottoms protected by such slopes. Goshawks require water within 0.25 mile of the nest site and a given nest may be reused on successive years. The goshawk's preferred prey includes the American robin, blue grouse, hairy woodpecker, northern flicker, golden-mantled ground squirrel, chipmunk, and red squirrel. Goshawks are found throughout the neighboring Wasatch-Cache National Forest, including one pair which nests south of Brighton Circle in Big Cottonwood Canyon. This pair is known to use areas near Clayton Peak, Hidden Canyon, and the Guardsman Pass Road (Salt Lake County portion) for foraging. A stick nest found in the Bonanza Flat area (approximately one mile from the Plan Area) during wildlife surveys conducted approximately six years ago (Bio-Resources 1993), indicates the potential for goshawk to occur in the immediate vicinity of Flagstaff Mountain.

Flammulated Owl

The flammulated owl is listed as a sensitive species by Region 4 of the U.S. Forest Service (including Utah) but it is not federally threatened or endangered and generally does not receive any special consideration outside of National Forest System lands. Nevertheless, given the potential for this species to be added to the Utah State sensitive species list and/or be proposed for federal listing in the future, the potential for it to be affected by development of Flagstaff Mountain is being considered here. The flammulated owl's apparent preference for mature ponderosa pine, montane conifer, or aspen forests above approximately 7,000 feet (in Utah), and its general avoidance of cut over areas, suggests that the species may be largely dependent on mature and old-growth forest. Flammulated owl surveys were conducted in the Plan Area on June 21 and 22 and July 10, 2000. A single flammulated owl was detected in an aspen stand.

Smooth Green Snake

The smooth green snake typically inhabits meadows, grassy marshes, and moist grassy fields along forest edges. Although this species is known to occur in the Uinta

Mountains of northeastern Utah, its distribution is unclear. While there is potential for this species to occur in the Plan Area in sites such as the meadow in Northside Neighborhood, and the area around Lady Morgan Pond, there are no records of occurrence for this species in the area. No smooth green snakes were observed during field surveys conducted during the summer of 2000.

Boreal Toad

The boreal toad inhabits areas near springs, streams, meadows, or woodlands ranging from 7,500 to 12,000 feet elevation. Beaver ponds with abundant riparian vegetation are considered preferred habitat. Although suitable breeding habitat is present at Lady Morgan Pond, there are no records of occurrence for this species within the Plan Area.

Surveys conducted for this species during the summer 2000 field season did not detect any boreal toads at Lady Morgan Pond.

2.4 Humans and Wildlife

2.4.1 Past Impacts

Several factors in human behavior and practice affected wildlife during the mining era. Most directly, there was a massive influx of people, vehicles, machinery, and associated noise. Most wildlife species, with the exception of those species, which have adapted to urban or semi-urban environments, deliberately avoid human contact. Thus, many animals moved away from the immediate area when miners moved in. The loud noise from mining explosions and machinery operations could be heard for quite a distance and undoubtedly frightened animals from the vicinity. In addition to noise disturbance, mining activities caused sedimentation of area streams. Increased turbidity and influx of heavy metals diminished water quality and impacted or even extirpated aquatic life in affected waters.

Deforestation was another direct result of mining activities and was a major source of habitat loss for cavity-nesting birds and small mammals, as well as a loss of adequate cover and associated understory for a variety of animals including deer, black bear, and others.

By the 1950's, the price of metals had dropped and the mining era came to a close. Miners left the mountains and the forest began to grow again. Along with this new growth, early successional species inhabited the mountain and surrounding areas.

2.4.2. Current Influences

Following the mining era, the alpine ski industry slowly started to become the primary developed land use in the area. Ski runs were cut through the young forest stands, lifts were installed, and resort establishments were built to offer amenities for vacationing

recreationists. Snowshoeing and cross-country skiing have become popular in the backcountry and snowmobiling is a popular winter pasttime. At Deer Valley Resort, facility operations began in the fall of 1981. Since then, this area has not only become a popular winter destination; summer recreationists such as hikers, mountain bikers, horseback riders, and wildlife and birding enthusiasts enjoy the area, as well. Each of these activities has added to the overall impact on wildlife in the area.

Habitat fragmentation and loss have resulted from cutting and grading roads, lift alignments, ski runs, and trails through forest stands. From an increase in noise to a decrease in habitat, the development of ski resorts and resort communities has pushed wildlife increasingly farther into the backcountry. As recreationists have expanded unauthorized trail systems (often by utilizing established game trails), certain forest-interior or otherwise sensitive wildlife species have been forced into more remote areas of the property or extirpated from the area altogether.

2.4.3. Future Influences

Each of the impacts described in the previous section will apply to new development within the Plan Area. However, given that the developed portion of Flagstaff Mountain Resort will be limited to 147 acres out of a total of approximately 1600 acres (nine percent of the Plan Area), development of the resort itself will not result in extensive habitat fragmentation. While habitat conversion occurring within the development pods will likely cause an increase in adaptable, open habitat and edge-tolerant species and a localized decrease in forest-interior species, with proper management, negative impacts can be partially mitigated and positive effects may result.

Many species of wildlife may become habituated to human activity if it is consistent and non-threatening. This means wildlife species would be less likely to alter their natural behavior in response to people. This could potentially become dangerous for both animals and wildlife watchers. For this reason, it is imperative that backcountry users remain on established trail systems.

In the future, snowmobiling will no longer be allowed as a backcountry recreational activity within the Plan Area. This change in management will eliminate a substantial source of impacts to winter resident wildlife such as voles and other subnivean (under the snow) small mammals.

3.0 SENSITIVE WILDLIFE AREAS

Sensitive wildlife areas have been designated because they include habitats that are uncommon and/or necessary to support certain species. These areas are identified in Figure 2.

3.1 Lady Morgan Area

3.1.1 Existing Condition

Lady Morgan Pond is the only natural pond within the Plan Area. This open water/emergent marsh complex and surrounding watershed is considered sensitive because of its high plant, animal, and habitat diversity, and its overall uniqueness within the Flagstaff Mountain Plan Area. The Lady Morgan subwatershed contains aspen, conifer, and mixed forest communities, as well as mountain shrub, willow/tall forb, herbaceous, wet meadow, emergent marsh, and open water habitats. This habitat diversity allows for a high level of species diversity in this area. During a general wildlife survey on July 7, 2000, a variety of deer, elk, and moose sign, including bedding areas, were observed in mountain shrub habitat to the north of the pond. This evidence of bedding and the abundant forest cover adjacent to water suggest that this area may be an important calving/fawning area in the spring.

3.1.2 Desired Future Condition

The desired future condition of Lady Morgan Pond is to maintain the natural successional trajectory of the ecosystem. Over the next 20 years the pond will likely progress into an emergent marsh complex dominated by reeds and sedges. The marsh will eventually turn into a seasonally flooded depressional wet meadow. This transition will limit the water-associated species, which previously inhabited the Lady Morgan Pond area. However, the new meadow will provide habitat for species such as the white-crowned sparrow, meadow vole, and American pipit. Big game will also likely continue to use the area, particularly in the spring when open water is still present.

Previous management prescriptions made for the Lady Morgan area included dredging the pond, constructing a wildlife viewing area to the east of the pond, and placing three to five wood duck nesting boxes in the vicinity. These recommendations are not consistent with the desired future condition of the area because they disrupt the natural successional dynamics of this system. In addition, periodic dredging of the pond would be costly, labor intensive, and require a Section 404 permit from the U.S. Army Corps of Engineers Utah Regulatory Office.

3.2 Centennial Draw

3.2.1 Existing Condition

Centennial Draw contains closed canopy habitat comprised of the aspen/tall forb community on south-facing slopes and mixed forest stands on north-facing slopes. In 1993, Bio-Resources identified a portion of this area as elk calving habitat, and several deer were observed at the same location by SWCA in 1999. Evidence of deer bedding was observed by SWCA in mountain shrub-dominated opening in the aspen canopy in the upper right fork of Centennial Draw on July 7, 2000. This area also contains prime habitat for forest-interior bird species including the hermit thrush, and ruby-crowned kinglet (in mixed and coniferous stands), and the warbling vireo (in aspen stands). Several narrow trails currently wind through the trees offering summertime hiking and mountain biking opportunities. At present, winter use consists only of occasional back-country ski access along the north ridge.

3.2.2 Desired Future Condition

To the extent practicable, the desired future condition for Centennial Draw is to maintain closed canopy forest habitats and preserve the integrity of the elk calving area.

3.3 Potential Wildlife Movement Corridors

Wildlife movement corridors are areas that tend to be used by a large number of deer and/or elk and moose in their seasonal altitudinal migrations. These corridors are typically found in saddles along prominent ridgelines. Based on this criterion, four potential wildlife movement corridors have been identified and are depicted on Figure 2. With the exception of the potential movement corridor located where Guardsman Pass road crosses the Wasatch/Summit County line, none of these corridors would be directly affected by development of Flagstaff Mountain Resort.

4.0 MANAGEMENT

4.1 Management Authority

Two groups will have management authority for wildlife within the Plan Area. Within the development pods, the appropriate Homeowners' Association will deal with wildlife management issues. Outside of the development pods, Deer Valley Resort will be responsible for implementing the management prescriptions detailed below.

4.2 General Management Prescriptions

Wildlife Education

Minimizing human impacts to wildlife at Flagstaff Mountain will require a variety of approaches centered around public education. A combination of education, signs, and enforcement is the best method of control. An educated public is best obtained through outreach activities and the distribution of appropriate information. During the spring, summer, and fall seasons FMP will sponsor weekly talks and/or field trips by qualified naturalists. The goal of these talks will be to garner interest and a sense of stewardship in Flagstaff Mountain's abundant wildlife.

In addition, a "Living with Wildlife" brochure will be produced and any person(s) wishing to rent equipment or rent or purchase property within the area will be required to sign a statement that they have read, understand, and will abide by the rules for living with wildlife at Flagstaff Mountain Resort. The goal of this literature will be to educate and provide guidelines to the public regarding interaction with wild animals. The guide will include information on wildlife species known to occur in the area, their relative abundance, animals they are likely to encounter while utilizing the trail system, proper interaction behavior, preventative instruction and contact information for problem wildlife, and safety tips. It will also include the natural history and behavior patterns of animals commonly encountered (e.g., a cow moose will fiercely defend her young against any apparent threat including a curious visitor who decides to approach the young for a better view or photograph). These brochures along with posters presented at trailhead kiosks will help to ensure that appropriate wildlife information is disseminated throughout the various user groups. Wildlife notices and information will also be provided on Flagstaff Mountain Resort's Intranet system. In addition to providing detailed information on wildlife habitats and species present within the Plan Area, the Intranet will contain a variety of links to other pertinent web sites such as the Utah Division of Wildlife Resources and the Wasatch-Cache National Forest.

Interpretive signs are another form of outreach and will be combined with regulatory signs to control access in sensitive areas such as Lady Morgan Pond. Most outdoor recreationists tend to obey directions presented along a trail system. However, there is a small segment of the population that will disregard the posted requests and proceed

into protected wildlife areas. For this reason, enforcement is necessary. Deer Valley Resort currently uses bike patrols to respond to backcountry emergencies and enforce proper trail use. These patrollers will take on the additional task of ensuring that recreationists obey restrictions associated with protected wildlife areas.

Habitat Fragmentation

Any type of development that divides a large, continuous area of habitat may cause fragmentation. To the extent feasible, large habitat patches will be left intact and be separated from heavy human use areas by a buffer zone characterized by less intensive human uses. Where unavoidable, the effects of habitat fragmentation can be ameliorated by clearing vegetation in the fall and winter (rather than during the breeding/nesting season) and by providing suitable movement corridors. Where conventional (cleared and graded) ski runs are constructed through dense forest stands, large forest "islands" will be left to provide cover for forest-interior species as they cross these openings. These islands will help to maintain habitat connectivity while still allowing for a quality skiing experience.

It should be noted that the primary cause of habitat fragmentation within the Plan Area is associated with the clearing of lift alignments and construction of ski runs. Residential development will be limited to approximately 84 acres in Pods A, B-1 and B-2 and 63 acres in Pod D. This will minimize fragmentation by keeping the highest level of human use in the most developed areas and keeping less intensively used areas largely intact. Recreational open space will provide a buffer between these concentrated use areas and protected areas such as Lady Morgan Pond.

Wildlife Plantings

The term wildlife plantings refers to plant species used for revegetation with the intent of attracting wildlife. While this practice may be quite successful in attracting wildlife species to developed areas, many negative impacts may result including nuisance animals, dangerous animals, health risks for animals, safety concerns for people and animals, displeasing appearance of animal droppings and footprints, and property damage. Because of these risks, planting preferred forage species in and around development pods will be minimized. Wildlife plantings will, however, be used to mitigate project-related habitat loss by enhancing habitat in previously unattractive areas and encouraging wildlife use in open space well away from the development pods.

Soft Edge

Another method that will be used to minimize the impacts to wildlife associated with urban development will entail creating a gradual transition from natural landscape to urban environment, thereby creating a "soft edge." This practice will include planting

and/or maintaining native vegetation cover around the immediate perimeter of the development pods. Using native vegetation in these areas will make the development less aversive to wildlife without actively luring them into the area where they may become a problem.

Vehicle Speed and Road Signs

For the safety of people and wildlife, roads built in existing habitat will be designed for a maximum vehicle speed of 25 mph or less. These roads will have wildlife-crossing signs posted at regular intervals throughout their length.

Protection of Wetlands

Wetlands are critical habitat because many species depend entirely upon them for survival, and many more species are frequent or occasional users. In September, 1993, the developer contracted with Natural Resources Consulting; Bio-Resources, Inc.; and Basin Hydrology to identify and delineate wetland areas within the Plan Area. Three wetland types were identified: forested riparian wetlands, scrub-shrub wetlands, and wet meadow wetlands. Forested riparian wetlands are located along the tributary that joins Empire Canyon from the east in the vicinity of the Judge Mine. The scrub-shrub wetlands occur in Centennial Draw and, to a limited extent, around Lady Morgan Pond.

The scrub-shrub wetlands in Centennial Draw are discontinuous along the drainage and consist of patches of hydrophytic shrubs over a groundcover of hydrophytic herbaceous vegetation. Wet meadow wetlands are extensive around Lady Morgan Pond and occur in two other areas at Flagstaff Mountain. One of these areas is located near the mouth of Centennial Draw and the other occurs at the base of the Anchor Mine overburden. Any ground-disturbing activities (e.g., the grading of ski runs) slated to occur in these areas may require a Section 404 permit from the U.S. Army Corps of Engineers (ACOE) Utah Regulatory Office. The 404 permit process is sufficient to ensure that wetland wildlife habitat values are maintained during and after development of Flagstaff Mountain Resort. FMP will address these issues directly with the ACOE on an as-needed basis.

In addition to the areas identified as jurisdictional wetlands, several stream channels within the Plan Area qualify as waters of the United States due to the presence of a defined bed and bank. These jurisdictional waters occur in both Ontario and Empire Canyons. In Empire Canyon, these stream channels are interrupted by the Anchor, Little Bell, and Daly West Mine overburden piles but are continuous above and below these features. Any development activities resulting in impacts to these channels will require a state stream alteration permit issued through the Utah Division of Water Rights.

Hunting Policies

Hunting activities will not be permitted within the confines of Flagstaff Mountain Resort. Discharge of firearms is prohibited within the city limits of Park City, which encompasses the entire resort property. No archery hunting will be allowed. Nuisance and/or dangerous animals will be dealt with according to established Park City Police Department procedure. Should overpopulation of deer or elk become an issue, state management authorities will determine the best method of control.

Dog Policies

Unleashed dogs will not be permitted in the Plan Area. Unleashed dogs have the potential to harass wildlife and Park City ordinances require that dogs be leashed within city limits. Enforcement of this dog policy will be the responsibility of Park City and the Homeowners' Associations within development pods and of Park City and Deer Valley Resort in the remainder of the Plan Area.

Protection of Calving Areas

Based on the results of wildlife surveys within the Plan Area, there are two areas with potential to shelter calving elk. These areas include Lady Morgan Pond and Centennial Draw. Refer to Section 4.2 for management of these sensitive wildlife areas.

Revegetation of Disturbed Areas

There are several major mine overburden areas on the Flagstaff Mountain property. These areas will be dealt with in accordance with the Mine/Soil Hazard Mitigation Plan. Where feasible and appropriate, a mixture of native seed will be used to establish and stabilize the organic layer and attract wildlife. Native trees and wildlife plantings will be utilized for landscaping purposes and, if necessary for aesthetics, native vegetation having low forage or cover value to deer and elk will be used for landscaping along roadsides.

Perimeter Fencing

Perimeter fencing around individual properties (e.g., single family residential lots and multi-family parcels) will not be permitted as it may impede the natural movement of wildlife in and out of the Plan Area.

Nuisance Wildlife Control

At the urban/wildland interface, there are often conflicts between wildlife and people. Consequently, there is a broad range of potential nuisance wildlife situations. For example, raccoons, skunks, and even black bears may proliferate in areas where

garbage or other human-generated food sources become readily available. Deer and elk may become problematic when residential areas are landscaped with preferred forage. Bats and rodents may colonize buildings and European starlings often develop nests in cavities accessible from the exterior of buildings.

One method of nuisance wildlife control, which will be employed by the resort, will be to maintain adequate garbage collection facilities and enforce the proper use of these facilities. Uncovered garbage tends to attract wildlife and, in the course of feeding, refuse may be strewn across the property creating a displeasing appearance and attracting additional wildlife. Garbage-fed animals tend to lose their fear of humans and may become dangerous. Exercising garbage control will greatly reduce the incidences of nuisance wildlife. Due to the wide variety of potential nuisance wildlife situations, it is impossible to develop a contingency plan for every type of occurrence. There are individual contractors who specialize in removing problem wildlife. These individuals are specialists and have a great deal of knowledge regarding nuisance wildlife and methods of control. Wildlife control contractors will be utilized when and where they are necessary.

Off-Road Vehicles

The public within the Flagstaff Mountain Plan Area expressly forbids off-road vehicles from use. These include, but are not limited to, dirt bikes, ATV's, snowmobiles (with the exception of Wasatch County landowners winter access), and off-road vehicles. Residents and landowners are also included in this ban. The only exceptions are the use of off-road vehicles for routine maintenance, public safety, and mountain operations activities.

4.3 Management of Sensitive Wildlife Areas

4.3.1 Lady Morgan Pond

Clearing trees for downhill ski runs or developing summer trails through the Lady Morgan Pond area is prohibited. Spring and summer access will not be permitted due to the sensitivity of breeding and calving animals. Interpretive signage will be placed at the perimeter of this area indicating its biological/habitat value and prohibiting access during these times. Non-mechanized fall and winter access (e.g., hiking, downhill and cross-country skiing, snowshoeing, etc.) will be permitted, but only along the established loop trail on the south end of the pond. Mountain bikes will be prohibited from entering this area. Pets will be allowed in the Lady Morgan area only during the fall and winter and leash laws will be strictly enforced during this time.

4.3.2 Centennial Draw

Centennial Draw has been proposed for development as a portion of a ski pod (Pod Z) by Deer Valley Resort. Cutting and grading of ski runs through this area during the development of Pod Z will fragment forest habitat and reduce thermal and hiding cover for deer and elk. In order to maintain the suitability of this site as a calving ground, the clearing and grading associated with the proposed ski run development will be minimized in the area delineated in Figure 2. The Development Agreement states that only two graded runs will be allowed in Pod Z. Forest thinning and other, limited vegetation removal may occur in the balance of Pod Z for skier safety and glade skiing. No more than two ski runs will be created in the delineated wildlife management area portion of this ski pod. In addition, Run 121 nearest the center of the drainage (north end of ski pod) will be a gladed rather than conventionally cleared run. In order to preserve hiding cover for calves, no ground disturbance or removal of the shrub layer will be permitted in this area. Large tree islands containing suitably dense forest and shrub cover to hide calves will be maintained following lift development. Native herbaceous ground cover will be maintained in the cleared run.

While habitat conversion due to ski run development could reduce the extent of suitable calving habitat in Centennial Draw, as long as hiding cover is preserved elk should still use the site. A more important consideration during the calving period is human (and domestic dog) intrusion and disturbance. Elk calving can begin as early as April and extend into July. This area will therefore be closed to recreationists and their pets from the time of snowmelt through the end of the calving season each year. Given that this is an important recreation area that is crossed by a number of popular trails, it will be opened as soon as possible after a qualified wildlife biologist has confirmed that elk are no longer calving in the area. It is anticipated that, on average, these trails will be suitable for opening by the July 4 holiday. The above measures will help to ensure that the area retains at least some suitable habitat for calving elk and forest-interior bird species.

4.3.3 Potential Wildlife Movement Corridors

It is imperative that existing wildlife movement corridors continue to function in this capacity. Accordingly, habitat modifications should be minimized, fencing prohibited, and recreationists should be directed away from these areas in the spring and fall migration periods. It is critical that game trails remain intact as wildlife movement corridors and recreationists utilize only established back-country trails designed specifically for their use. Adherence to the established trail system will be encouraged through education, signs, and enforcement.

4.4 Management of Wildlife in Development Pods

Initial Loss of Habitat

The initial loss of habitat associated with clearing, grading, and construction within the development pods has the potential to impact sensitive wildlife species that currently utilize these areas (e.g., flammulated owl in Pod A). In order to minimize such impacts, the clearing of construction sites will be conducted in the fall, winter, and early spring, outside of the wildlife breeding/nesting season. When it is not feasible to clear vegetation during this period, pre-clearing surveys will be conducted by a qualified wildlife biologist to ensure that there are no sensitive species within a given project site. If sensitive species are present, appropriate measures, such as maintaining nest trees and a suitable buffer around them, will be taken to avoid impacts.

Urban Wildlife Considerations

Some species of animals have adapted to urban environments. Typical examples of this are the house sparrow, pigeon, American robin, European starling, black-capped chickadee, Steller's jay, raccoon, mule deer, and coyote. Some of these animals are popular and desirable while others are not. Regardless of general popularity, all of these animals will eventually become part of the overall wildlife picture at Flagstaff Mountain Resort.

Backyard feeders can bring tremendous benefits to local bird populations if regularly cleaned and stocked. However, this responsibility should not be taken lightly. Unsanitary conditions may promote bacterial growth, which can lead to death in several species of common backyard birds. Another consideration is regular stocking of the feeder. Wild birds become dependent upon backyard feeders during winter and once a feeding station is established, it must continue to supply the necessary feed or the birds may die of starvation. Coyotes and raccoons are both omnivorous and will be found near garbage. In the wild, both species tend to avoid human contact but may become bold in urban settings if food is made consistently available (see Nuisance Wildlife Control above).

Mule deer and elk may graze in backyards and feed on ornamental plantings, often to the frustration of the landowner. However, these animals are generally popular as viewing species and most people are excited to have them near their homes. In fact, some people will be so excited about seeing these large animals that they will deliberately entice them with food. This is an unacceptable practice and will not be allowed on the property. Just as with birdfeeders, deer and elk may become dependent on an artificial food source that is likely to disappear arbitrarily and/or impact the health of dependent animals.

5.0 RELATED PLANNING DOCUMENTS

5.1 Flagstaff Mountain Resort Open Space Management Plan

The Open Space Management Plan identifies two general types of open space designations within the Plan Area: Recreational Open Space (ROS) and Protected Open Space (POS). ROS is further divided into Developed and Undeveloped Recreational Open Space (DROS and UROS, respectively). POS also include historic sites susceptible to damage and/or posing safety hazards to unsuspecting individuals. The Open Space Plan overlaps the Wildlife Management plan in its designation of the Lady Morgan sub-watershed as Sensitive Land and its designation of Centennial Draw as a special wildlife management area within DROS (Future Ski Pod Z).

5.2 Flagstaff Mountain Resort Trails Master Plan

The Trails Master Plan identifies existing and proposed hiking, biking, and equestrian trails within the Plan Area. It outlines trail management and use considerations and restrictions. The Trails Plan interfaces with this Wildlife Management Plan where trails pass adjacent to or through the Lady Morgan and Centennial Draw Sensitive Wildlife Areas.

APPENDIX A

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)

Appendix A

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)			
Scientific Name	Common Name	Habitat Associations*	Relative Abundance**
Mammals			
<i>Alces alces</i>	Moose	C, CA, A, W	C
<i>Canis latrans</i>	Coyote	E	U
<i>Cervus elaphus</i>	Elk	CA, MSO, W	C
<i>Erethizon dorsatum</i>	Porcupine	C, CA	C
<i>Eutamias minimus</i>	Least chipmunk	C, CA, MSO	C
<i>Lepus americanus</i>	Snowshoe hare	C, CA, MSO	U
<i>Lynx rufus</i>	Bobcat	CA	R
<i>Marmota flaviventris</i>	Yellow-bellied marmot	RT	U
<i>Microtus spp.</i>	Vole	C, CA, A, MSO, H, W	R
<i>Neotoma cinerea</i>	Bushytail woodrat	RT	U
<i>Odocoileus hemionus</i>	Mule deer	E	A
<i>Procyon lotor</i>	Raccoon	W	U
<i>Spermophilus armatus</i>	Uinta ground squirrel	MSO	C
<i>Tamiasciurus hudsonicus</i>	Red squirrel or chickaree	C, CA	A
<i>Ursus americanus</i>	Black bear	MSO	R
Birds			
<i>Accipiter cooperii</i>	Cooper's hawk	E	U
<i>Bonasa umbellus</i>	Ruffed grouse	CA	R
<i>Buteo jamaicensis</i>	Red-tailed hawk	E	C
<i>Carduelis pinus</i>	Pine siskin	C, CA, A, MSO	C

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)

Scientific Name	Common Name	Habitat Associations*	Relative Abundance**
<i>Carpodacus cassinii</i>	Cassin's finch	MSO	U
<i>Catharus guttatus</i>	Hermit thrush	C, CA, A	A
<i>Colaptes auratus</i>	Northern flicker	C, CA, A, MSO	A
<i>Contopus sordidulus</i>	Western wood peewee	CA, A	C
<i>Contopus borealis</i>	Olive-sided flycatcher	C, CA	U
<i>Cyanocitta stelleri</i>	Steller's jay	C, CA, MSO	C
<i>Dendroica coronata</i>	Yellow-rumped warbler	CA, A, MSO	C
<i>Empidonax oberholseri</i>	Dusky flycatcher	A	U
<i>Euphagus cyanocephalus</i>	Brewer's blackbird	MSO	R
<i>Junco hyemalis</i>	Dark-eyed junco	C, CA, A, MSO, W	A
<i>Melospiza melodia</i>	Song sparrow	W	R
<i>Myadestes townsendi</i>	Townsend's solitaire	A	R
<i>Nucifraga columbiana</i>	Clark's nutcracker	CA	R
<i>Oporornis tolmiei</i>	MacGillivray's warbler	CA, A, MSO	C
<i>Parus atricapillus</i>	Black-capped chickadee	A, MSO	U
<i>Parus gambeli</i>	Mountain chickadee	C, CA, A	A
<i>Passerina amoena</i>	Lazuli bunting	W	R
<i>Pheucticus melanocephalus</i>	Black-headed grosbeak	C, CA, A	C
<i>Pica pica</i>	Black-billed magpie	RT	C
<i>Pipilo chlorurus</i>	Green-tailed towhee	CA, A, MSO	C
<i>Piranga ludoviciana</i>	Western tanager	A, MSO	U

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)

Scientific Name	Common Name	Habitat Associations*	Relative Abundance**
<i>Selasphorus platycercus</i>	Broad-tailed hummingbird	CA, A, MSO, H	C
<i>Sitta canadensis</i>	Red-breasted nuthatch	C, CA, A	A
<i>Spizella passerina</i>	Chipping sparrow	C, CA, A, MSO, W	A
<i>Spizella breweri</i>	Brewer's sparrow	MSO	C
<i>Tachycineta thalassina</i>	Violet-green swallow	CA, A, MSO	U
<i>Tachycineta bicolor</i>	Tree swallow	CA	R
<i>Troglodytes aedon</i>	House wren	A, MSO	U
<i>Carduelis tristis</i>	American goldfinch	MSO	C
<i>Cathartes aura</i>	Turkey vulture	E	U
<i>Certhia americana</i>	Brown creeper	C	C
<i>Dendroica townsendi</i>	Townsend's warbler	C	R
<i>Picoides villosus</i>	Hairy woodpecker	C, CA, A	U
<i>Pinicola enucleator</i>	Pine grosbeak	C	U
<i>Regulus satrapa</i>	Golden-crowned kinglet	C	U
<i>Falco mexicanus</i>	Prairie falcon	MSO	R
<i>Actitis macularia</i>	Spotted sandpiper	W	R
<i>Sphyrapicus nuchalis</i>	Red-naped sapsucker	CA, A	U
<i>Sialia currucoides</i>	Mountain bluebird	MSO	U
<i>Vermivora celata</i>	Orange-crowned warbler	CA, A, MSO	C
<i>Molothrus ater</i>	Brown-headed cowbird	MSO	U
<i>Loxia curvirostra</i>	Red crossbill	CA	A
<i>Coccothraustes</i>	Evening grosbeak	C, CA	U

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)

Scientific Name	Common Name	Habitat Associations*	Relative Abundance**
<i>Turdus migratorius</i>	American robin	E	A
<i>Vireo gilvus</i>	Warbling vireo	CA, A	A

*Key to habitat types: C = conifer; CA = conifer/aspen; A = aspen, aspen/tall forb; MSO = mountain shrub, mountain shrub/oak; H = herbaceous; W = willow/tall forb, wetland pond/wet meadow; RT = rock/talus; and E = every habitat type.

**Relative Abundance: A = abundant, C = common; U = uncommon; and R = rare.

APPENDIX B

Figures

- Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit
County, Utah
 - Figure 2. Wildlife Habitats
 - Figure 3. Sensitive Wildlife Areas
-

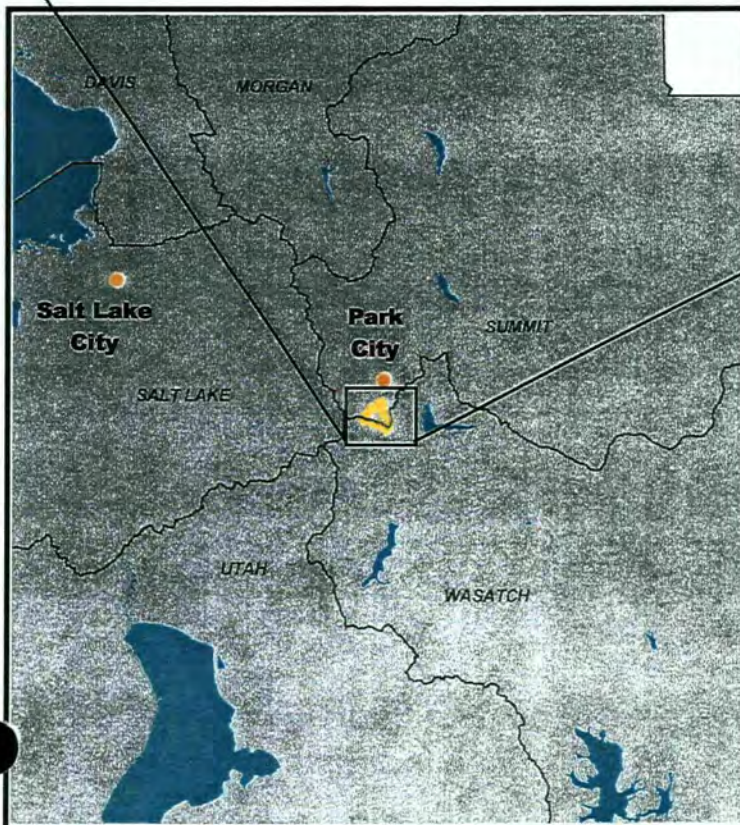
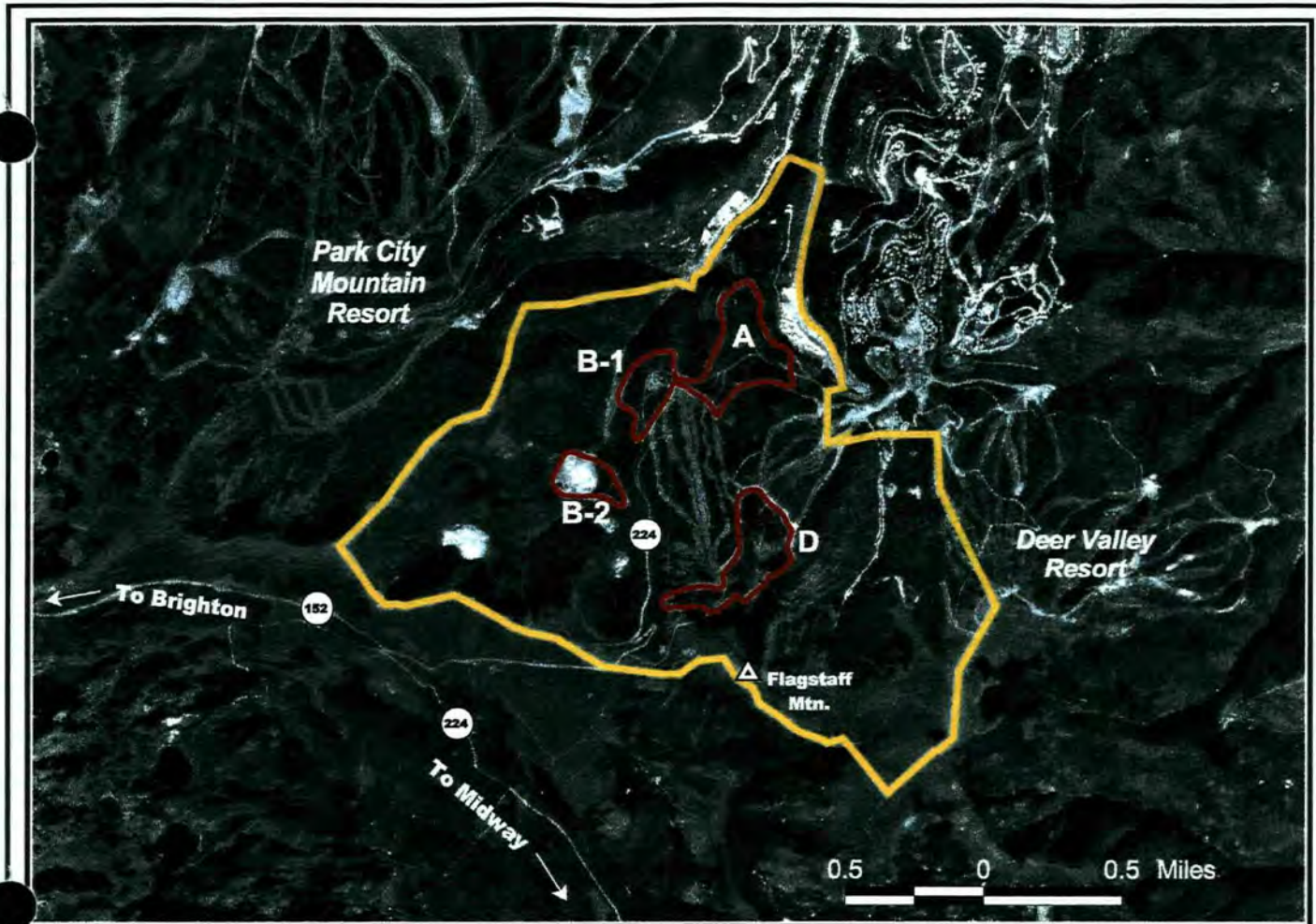
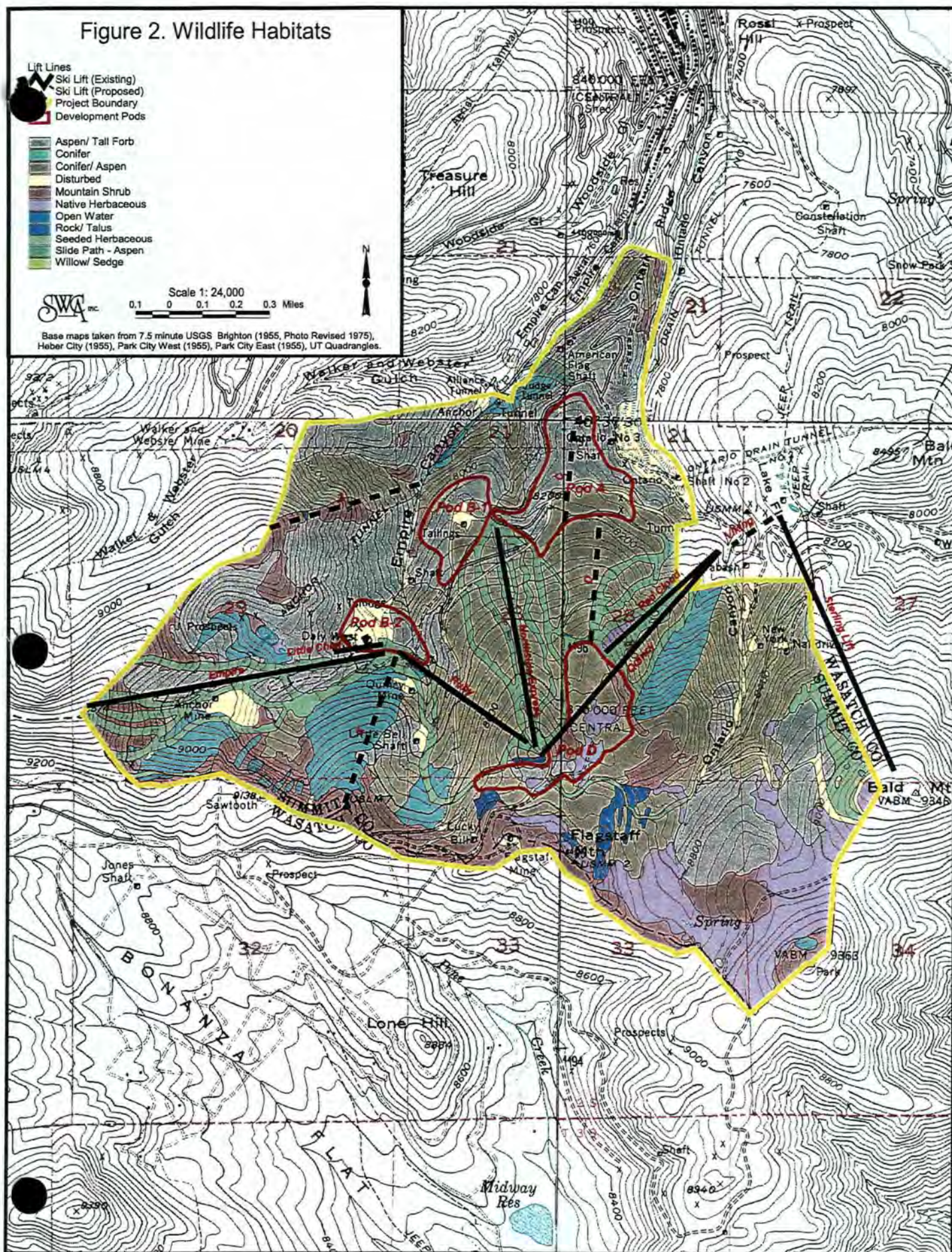


Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah.

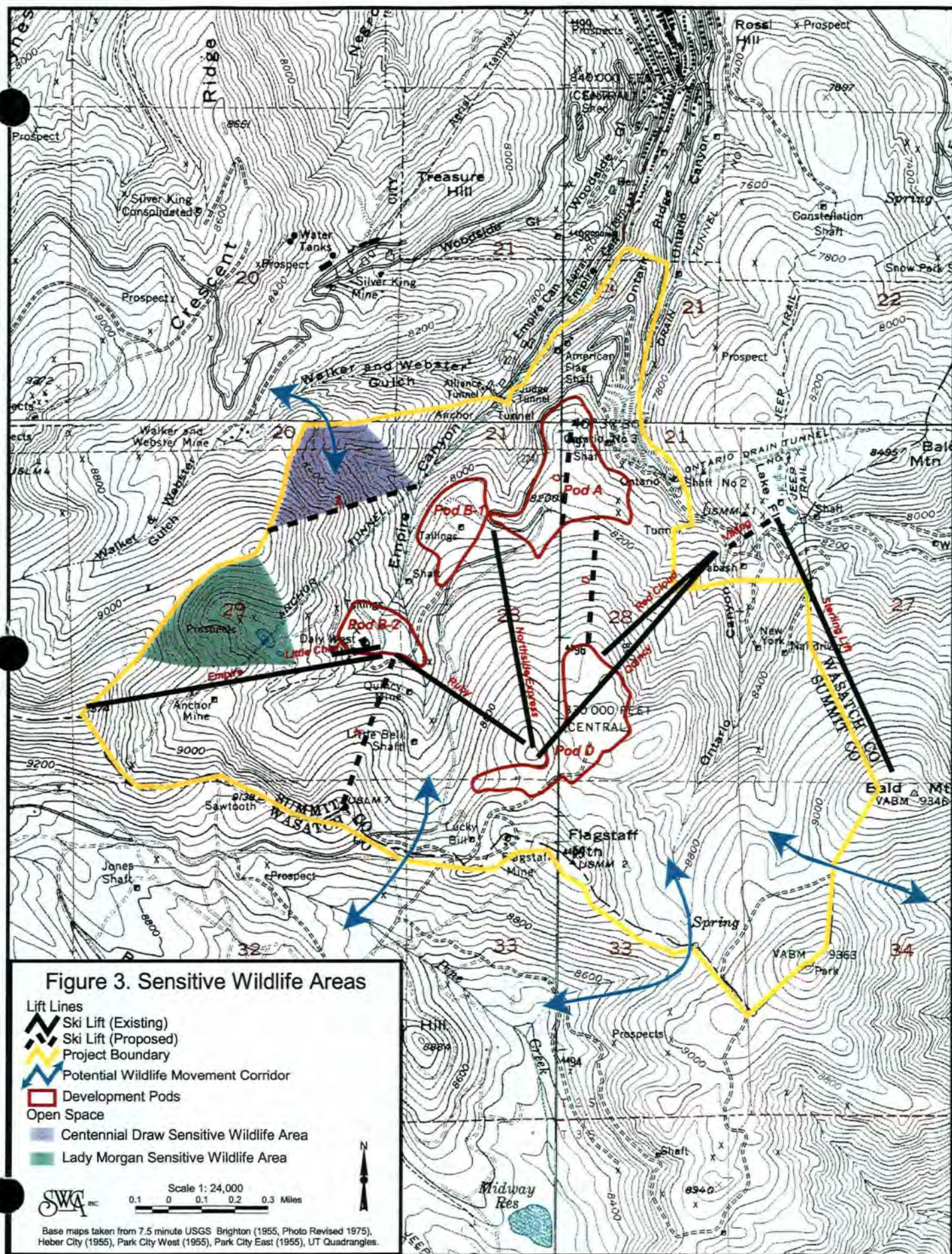
SWCA INC.



Figure 2. Wildlife Habitats



d:\saw valley\hdb_natural.apr\Figure 2. Wildlife Habitats layout (10-11-2000)



\\share\volley\dms_r\natural\ap\Figure 3. Flagstaff Wildlife layout (10-11-2000)



Planning Department

May 22, 2024

Deer Valley Resort
2250 Deer Valley Drive South
Park City, Utah 84060

CC: Hannah Tyler

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, PCA-S-81-A

Zoning District: Recreation Open Space and Sensitive Land Overlay

Application: Conditional Use Permit

Project Number: PL-23-05938

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: May 22, 2024

Project Summary: The Applicant proposes to install a new ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, a 375-square-foot operator house and 4.62 miles of new ski runs in the Recreation and Open Space Zoning District and Sensitive Land Overlay.

Action Taken

On May 22, 2024, the Planning Commission conducted a public hearing and approved the new ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, a 375-square-foot top terminal operator house, and 4.62 miles of new ski runs according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. The Site includes Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A and is within the Recreation and Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO).



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2. The new ski runs, ski lift with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, and 375-square-foot top terminal operator house are proposed to be constructed on Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A in the Upper Deer Valley neighborhood of the General Plan, the Recreation and Open Space Zoning District, and the Sensitive Land Overlay.
3. A Grant of Conservation Easement, Amendment to Grant of Conservation Easement (Ski Area), and Deed of Conservation Easement Agreement are recorded for these Parcels.
4. Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A are within the Flagstaff/Empire Pass Development Agreement.
5. Ski lifts included in the Flagstaff/Empire Pass Development Agreement Deer Valley Ski Area Master Plan require an Administrative Conditional Use Permit with Planning Director Final Action.
6. The proposed ski lift and ski runs are not in the Deer Valley Ski Area Master Plan and therefore require a Conditional Use Permit and Planning Commission Final Action pursuant to Land Management Code (LMC) § 15-2.7-2(C)(8).
7. The proposed lift storage building requires Planning Commission review of a Conditional Use Permit pursuant to LMC § 15-2.27-2(C)(14) for Ski-Related Accessory Buildings greater than 600 square feet proposed within the ROS Zoning District.
8. The Applicant proposes constructing approximately 4.62 miles of ski runs.
9. The Applicant proposes the ski lift and ski runs to increase beginner ski terrain at the resort.
10. On March 1, 2024, Planning staff issued a complete application notice to the Applicant for the Conditional Use Permit.
11. On April 15, 2024, the Planning Commission and City staff participated in a Site Visit to see the proposed project area. The Applicant provided a tour showing the proposed lift alignment and ski runs from three separate vantage points: West- Flagstaff Mountain, East- Bald Mountain, and the proposed bottom terminal and lift storage building.
12. The application as conditioned complies with LMC Chapter 15-2.7 ROS Zoning District as follows:
 - a. The proposed ski lift, ski runs, and lift storage Building Pad provide additional recreational opportunities for residents and visitors of Park City – especially for beginner skiers.
 - b. Setbacks



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- i. The ski lift, ski runs, lift storage Building Pad, and 375-square-foot operator house, are proposed to be constructed on metes-and-bounds Parcels leased by Deer Valley Resort.
 - ii. The ski lift bottom terminal and lift storage Building Pad are proposed to be constructed adjacent to Parcel PCA-S-79C, which is excluded from Deer Valley Resort's lease and is under separate ownership.
 - iii. The ski lift bottom terminal and lift storage Building Pad must meet at least a 25-foot Setback from Parcel PCA-S-79-C. The Applicant exceeds this requirement, and the proposed ski lift and terminal building are set back 90 feet from Parcel PCA-S-79-C.
 - iv. The top ski lift terminal and 375-square-foot operator house maintain a 61-foot Setback from the nearest property line.
- c. Vegetation Protection
- i. LMC § 15-2.7-6 requires the Applicant to protect Significant Vegetation during construction within the ROS Zoning District. Significant Vegetation includes large trees six inches in diameter or greater measured four and one-half feet above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet or more measured at the drip line.
- d. ROS Zoning District Height
- i. In the ROS Zoning District, no Structure may be erected to a height greater than twenty-eight feet from Existing Grade.
 - ii. The applicant proposes installing 10 ski lift towers.
 - iii. The ski lift towers range in height as follows:
 - Tower 1 – 19.54 feet (complies with ROS height).
 - Tower 2 – 33.01 feet (exceeds ROS height by 5.01 feet).
 - Tower 3 – 46.33 feet (exceeds ROS height by 18.33 feet).
 - Tower 4 – 52.87 feet (exceeds ROS height by 24.87 feet).
 - Tower 5 – 46.31 feet (exceeds ROS height by 18.31 feet).
 - Tower 6 – 49.59 feet (exceeds ROS height by 21.59 feet).
 - Tower 7 – 39.75 feet (exceeds ROS height by 11.75 feet).
 - Tower 8 – 46.31 feet (exceeds ROS height by 18.31 feet).



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feet).

- Tower 9 – 36.29 feet (exceeds ROS height by 8.29 feet).
Tower 10 – 29.72 feet (exceeds ROS height by 1.72 feet).
- iv. The bottom terminal reaches a height of approximately 22 feet from Existing Grade, and the top terminal reaches a height of approximately 24 feet from Existing Grade.
- v. LMC § 15-2.7-4(A)(4) states ski lifts within the ROS Zoning District may extend above the maximum Height subject to a visual analysis and administrative approval by the Planning Director.
- vi. On March 29, 2024, the Planning Director approved the proposed lift tower heights, pending Planning Commission approval of the top terminal and Lift Tower 10 within a Ridge Line Area.

13. The application as conditioned complies with LMC Chapter 15-2.21 SLO:

- a. LMC § 15-2.21-2(A) requires Applicants proposing construction within the SLO to submit a Sensitive Lands Analysis, including sensitive environmental and aesthetic Areas such as Steep Slopes, Ridge Line Areas, Crest of Hills, wetlands, Stream Corridors, Wildland interface, and wildland habitat Areas. The Applicant submitted a Sensitive Lands Analysis prepared by Alliance Engineering.
- b. Additionally, LMC § 15-2.21-3(A)(3) requires a Soils Investigation Report and Geotechnical Report. The Applicant submitted a Geotechnical Investigation prepared by AGECE Applied GeoTech, dated November 17, 2023.
- c. Sensitive Land Overlay Evaluation for Ski Area Construction and Expansion:
 - i. LMC § 15-2.21-7 establishes Sensitive Land Regulations for Ski Area Construction and Expansion within the SLO. LMC § 15-2.21-7(A) requires the following: "The Developer must submit a plan detailing the location, alignment, and scope of the undertaking. If the Planning Director determines that the project may have significant visual and environmental impacts, a consultation meeting will be scheduled. No Development shall occur until after the consultation meeting



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and any required approvals have been granted.”

- ii. Since submittal, the Applicant has modified the proposed ski lift to comply with the ROS Zoning District setbacks.
- d. Steep Slopes: The proposed ski lift does not cover a topographic Area at least twenty-five feet vertically upslope or downslope and fifty feet horizontally and is not within fifty feet of Very Steep Slopes. The average slope for the length of the ski lift and the proposed ski runs are between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.
- e. Ridge Line Area Protection:
 - i. The Applicant’s Sensitive Lands Analysis shows the proposed ski lift from the Vantage Points designated in LMC § 15-2.21-3(A)(6). The proposed ski lift is visible from one Vantage Point only. The top terminal of the ski lift will be visible from the Park Meadows Golf Course Clubhouse Vantage Point.
 - ii. The Applicant states: “The top terminal of Lift 7 will be situated on the ridge line that separates Wasatch and Summit Counties at an elevation of approximately 9285’. While sitting on a ridge line, this structure will only be visible from one of the Park City’s Designated Vantage Points (Vantage Point “G”: Park Meadows Golf Course Clubhouse) and will not be placed directly onto the peak. Given that the proposed Lift 7 will be a vital piece of infrastructure in the terrain expansion efforts to improve the recreational opportunities and experiences offered by Deer Valley Ski Resort, it’s [sic] construction shall be to great public benefit. Furthermore, there are numerous examples of existing ski area chairlifts in the Park City area that appear in greater prominence from the Designated Vantage Points than the proposed lift 7.”
 - iii. LMC § 15-2.21-7(B), Development Approvals for Ski Area Construction and Expansion within the SLO, requires the Applicant to mitigate impacts to the “Maximum Extent Feasible.” LMC § 15-15-1 defines “Maximum Extent Feasible” as the maximum mitigation where no prudent, practical and



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feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining "Maximum Extent Feasible."

- iv. From Vantage Points within Park City, there are ski lifts visible within Ridge Line Areas. The proposed ski lift will be minimally visible from the Park Meadows Golf Course Clubhouse Vantage Point, which is approximately four map miles north of the proposed ski lift. However, the Planning Commission may require a Condition of Approval establishing a minimum required distance from the Ridge Line Area.
- f. Wetlands and Stream Protection
 - i. According to the Applicant's Sensitive Lands Analysis, the Utah Department of Environmental Quality data does not identify any wetlands within the area proposed for the ski lift and ski runs. However, the Utah Department of Environmental Quality identifies an intermittent or ephemeral stream channel.
 - ii. On November 6, 2023, Daren Rasmussen, an Environmental Scientist – Dam Safety & Stream Alterations with the Utah Department of Natural Resources Division of Water Rights outlines the designated stream channel as a natural stream and therefore will not require special permitting for stream alteration.
 - iii. LMC § 15-2.21-6(F) establishes a minimum of fifty feet outward from the Ordinary High Water Mark in the SLO for streams
- g. Wildlife and Wildlife Habitat Protection
 - i. LMC § 15-2.21-8 establishes the intent of the Wildlife and Wildlife Habitat Protection to "promote, preserve, and enhance wildlife and wildlife habitat Areas in and around Park City, and to protect them from adverse effects and potentially irreversible impacts." The LMC explains further: "If the Development Site contains or is within five hundred feet (500') of a natural Area or habitat Area, and the wildlife and



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- habitat report show the existence of Sensitive or Specially Valued Species, the Development plans shall include provisions to ensure that any habitat contained in any such natural Area shall not be disturbed or diminished, and to the Maximum Extent Feasible, such habitat shall be enhanced.”
- ii. Technical Report #13 from the Flagstaff Development Agreement outlines that “there are no federally listed threatened or endangered species likely to make substantive use of the Plan Area.” The proposed ski lift is not located within a Sensitive Wildlife Area as designated on Appendix B of Technical Report #13.
 - iii. The Utah Division of Wildlife Resources has compiled a list of all Sensitive and Specially Valued Species in the State of Utah. The Applicant submitted analysis to show there are no Sensitive or Specially Valued species occupying or using on-Site and adjacent Areas where the proposed ski lift, ski runs, and associated facilities are proposed. Sensitive or Specially Valued Species includes Federally Threatened and Endangered Species; State of Utah Threatened and Endangered Species; State of Utah Species of Concern and animals and plants of special concern to the Park City Community as identified in the General Plan and in need of special protection.
 - iv. The Flagstaff Development Agreement Technical Report #13 “Wildlife Management Plan” describes the major habitat types that occur within the Plan Area and provides information on common wildlife species that have the potential to occur within these habitats. The goal of the Wildlife Management Plan is to preserve wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. There are no federally threatened or endangered species likely to occur in the Plan Area. The proposed Lift 7 is located near a potential wildlife movement corridor.
 - v. The Wildlife Management Plan explains “It should be noted that the primary cause of habitat fragmentation within the Plan Area is associated with the clearing of lift alignments



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and construction of ski runs. It is imperative that existing wildlife movement corridors continue to function in this capacity. Accordingly, habitat modifications should be minimized, fencing prohibited, and recreationists should be directed away from these areas in the spring and fall migration periods." Staff recommends Conditions of Approval to mitigate any potential wildlife corridor impacts.

- h. Preserve the Natural Character of the Sensitive Lands, Revegetate, and Establish Permanent Erosion Control Measures.
 - i. The Applicant included a vegetative cover evaluation in their Sensitive Land Analysis submittal.
 - ii. On March 14, 2024, the Forestry Board approved the removal of Significant Vegetation for the proposed ski lift, ski runs, terminal building and lift storage building, and 375-square-foot operator house with the following Condition of Approval: The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal to the proposed area of disturbance.
- 14. The application, as conditioned, complies with the Flagstaff Mountain Development Agreement Technical Reports
 - a. Several technical reports were prepared as part of the Flagstaff Development Agreement and are relevant to the development of the proposed Lift 7.
 - i. Technical Report #5 "Open Space Management Plan" details objectives, goals, and strategies for the Open Space areas that are not located within any of the designated development pods. The overall goal of the Open Space Management Plan is to ensure the preservation and maintenance of Flagstaff Mountain's open space for public enjoyment and the protection of ecological values. The proposed project area for Lift 7 is in an area designated as Recreational Open Space (ROS). The purpose of ROS is to establish and preserve districts for land uses requiring large areas of undeveloped open land; permit, preserve, and encourage recreational use of these lands; and preserve and enhance environmentally



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sensitive lands such as wetlands, steep slopes, ridge lines, meadows, stream corridors, and forests.

- ii. According to the Flagstaff Development Agreement, all land outside of the development pods was zoned as Recreation Open Space. Upon issuance of the first MPD or CUP for any portion of the Project, Deer Valley Resort executed a conservation easement for the benefit of the City and a third party conservation trust, to limit the use of Flagstaff Mountain to construction, development, and operation of ski lifts, ski runs, one skier day lodge, and other similar winter and summer recreational uses and services
- iii. The Open Space Management Plan classifies two separate types of ROS. Developed Recreational Open Space (DROS), and Undeveloped Recreational Open Space (UROS). The proposed Lift 7 project area is located within UROS. Undeveloped Recreational Open Space (UROS) may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Where the main purpose of DROS is to provide year-round public recreation opportunities, UROS serves a wider variety of functions. The general management objectives for UROS are to continue to allow human access and use while maintaining the scenic qualities and habitat values of these areas.
- iv. The Open Space Management Plan further clarifies the goals and objectives of ROS: "Much of the Plan Area consists of moderately steep, north-facing slopes that provide ideal opportunities for downhill skiing. Most of these areas have or will be developed by Deer Valley Resort for this purpose. As mentioned above, these areas are considered DROS. Areas containing steep, rocky, and/or heavily vegetated south- or west-facing slopes as well as areas lying beyond practical lift-served terrain are less well-suited for alpine skiing and more appropriate for other forms of recreation such as hiking, biking, or horseback riding. These areas are designated UROS. Other amenities associated with designated UROS



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include the preservation of wildlife habitat and the protection of scenic viewsheds.”

- v. “UROS forms the second largest type of open space within the Plan Area. While these areas may contain a variety of hiking, biking, and equestrian trails, these facilities do not dominate the character of the land. Native vegetation cover remains largely intact and forest stands do not exhibit the high level of fragmentation characteristic of DROS. Consequently, these areas tend to have greater visual appeal and higher quality wildlife habitats relative to DROS. While these areas will continue to experience summer trail construction and maintenance, the overall character of UROS within the Plan Area is unlikely to experience substantive change over time.”

- vi. Staff recommends a Condition of Approval which requires separate review and approval of an amendment to the Open Space Management Plan by the Planning Commission.

- b. Technical Report #8 “Trails Master Plan” outlines the goals and objectives of trails planning for the Flagstaff Mountain area. The goal of the Trails Master Plan is to establish guidelines to maintain and enhance public access and provide quality public recreation opportunities for hikers, mountain-bikers, and equestrians. Staff recommends Conditions of Approval to comply with the Trails Master Plan.
- c. Technical Report #12 “Drainage Study” outlines the methodology and criteria to be used to design the drainage structures and systems for the Flagstaff Mountain Area. Staff recommends a Condition of Approval for ski runs to comply with the Drainage Study technical report.
- d. Technical Report #15 “Construction Mitigation Plan” outlines specific measures to mitigate the impacts of infrastructure construction associated with the Resort.

15. The application as conditioned complies with LMC § 15-4-18

Passenger Tramways and Ski Base Facilities as follows:

- a. Ownership



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- i. The Applicant owns or controls the Liftway necessary to construct and operate the Passenger Tramway. For the purpose of this section, ownership or control is established if the Applicant can demonstrate that he has title to the Property being crossed by the Liftway, or an easement over that Property, or options to acquire the Property or an easement or a leasehold interest in the Property, or an option to acquire a leasehold, of at least fifteen (15) years duration.
 - ii. The Applicant (Deer Valley Resort Company, LLC) has an existing lease with the property owner (BLX LEASE 2 LLC) for 105 years, commencing on August 24, 2023 and expiring on August 23, 2128.
- b. Width
 - i. The Liftway shall extend a distance of at least ten feet (10') outward from the vertical plane established by the outermost surface of the Passenger Tramway, which generally is the outside edge of the chair or passenger compartment, on each side of the tramway's course excluding base and terminal Structures. Width is computed in this manner, rather than measuring from the center line of the Passenger Tramway or the cable in order to provide a minimum clearance of ten feet (10') on each side of the Liftway regardless of the configuration of the passenger-carrying elements.
 - ii. The Applicant has proposed a 15' foot clearance on either side of the lift and therefore complies with this requirement.
- c. Base or Terminal Facilities
 - i. The Passenger Tramway must be constructed without the installation of base or terminal facilities within the HR-1 or HRL zones. Mid-loading and unloading points are allowed in the HR-1 and HRL zones.
 - ii. The proposed ski lift, base terminals, lift storage building, and accessory structures are within the ROS Zoning District.
- d. Crossing of Public Roads
 - i. The Applicant must show that all components of the Passenger Tramway and any components of the Liftway, such as safety netting provide a minimum clearance of eighteen feet (18') over major roads and fourteen feet (14') over residential Streets. In addition, the Applicant must show compliance or the ability to comply with any safety or height restrictions, which might be imposed by any governmental agency having jurisdiction over public roads crossed by the Liftway.



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- ii. There is no required mitigation, the proposed ski lift will not cross any public roads or ROW.
- e. Utility Clearance
 - i. The Applicant must show all portions of the Passenger Tramway including any associated safety netting constructed with it provides a minimum clearance of ten feet (10') over any wires or utility line which it crosses, and that the Applicant has complied with or has the ability to comply with safety restrictions or regulations imposed by utilities having possession or control over wires that tramway crosses over.
 - ii. No required mitigation, the proposed ski lift, associated lift terminals, and ski runs will not cross over any existing utilities.
- f. Parking and Traffic Plans
 - i. The Applicant must present a parking, traffic, and transportation plan pertaining to the Passenger Tramway for review and approval by the Planning Commission. The plan must address at least the following considerations: auto, bus, and pedestrian traffic, which could be generated by the Passenger Tramway, the impacts of this traffic on the adjoining landowners and the neighborhood in general, parking demand created by the Passenger Tramway and how that parking would be provided.
 - ii. The traffic and parking plan may be included in the neighborhood impact analysis. The parking requirements and impacts of a Passenger Tramway will vary within the zones depending upon the location and the ability of the Applicant to make use of existing public and private parking facilities; therefore, no specific requirement has been set. The Applicant is expected to show workable means of dealing with the traffic generated by the Passenger Tramway construction and operation, including such regulations as resident parking permits, Off-Site traffic controls and facilities, or similar means for controlling traffic and minimizing Off-Site impacts on adjoining Properties.
 - iii. The Applicant has stated: "The proposed Ski Lift will circulate skiers on the new beginner ski runs. The new Ski Lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals



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- and the proposed Ski Lift infrastructure.”
- iv. While the Applicant states the new ski lift is intended for beginner skiers already at the resort, staff recommends Conditions of Approval regarding the overall parking and traffic mitigations required for the Snow Park Area. The Applicant has a pending Master Planned Development amendment application before the Planning Commission for the Snow Park parking lot development and parking and traffic evaluation will be key in the Planning Commission’s review of that project. Pending Final Action on the Snow Park project, staff recommends Conditions of Approval to address parking and traffic mitigation in the meantime.
 - v. The *Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit*, dated November 30, 2016, includes the following: 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.*
 - vi. This provision has been included in the Deer Valley approvals since 1993 when the Seventh Development Agreement was completed. Since 1993, Deer Valley constructed temporary parking for the 2002 Winter Olympics and after the Olympics, the resort converted the additional parking area into a snowmaking pond.
 - vii. Deer Valley provides parking within the Snow Park area in two ways: 1,340 on-site parking spaces in five lots, as approved by the Planning Commission; up to 142 parking spaces on Deer Valley Drive not to exceed 10% of the operating days (averaging 13 to 14 days per season), as approved by the City Council.
 - viii. Deer Valley exceeded parking overflow allowances during the 2018-2019 ski season. On August 14, 2019, the Planning Commission conducted a work session to discuss parking in the Snow Park area. The report includes the following: Surface parking lot capacity at that time provided approximately 1,250 spaces; during the 2018-2019 ski season there was considerable traffic and congestion; an average of 80 vehicles parked along Deer Valley Drive, creating conflicts with City buses and pedestrians.
 - ix. As part of an August 14, 2019 work session, the Planning Commission approved an expansion of parking lot 5 to create an additional 90 parking spaces and encouraged the applicant to



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collaborate with the City to mitigate additional impacts. In November of 2019, the Planning Director approved an Administrative Permit for the construction of the 90 parking space addition to lot 5.

- x. On December 19, 2019, the City Council discussed resort overflow parking on Deer Valley Drive in a work session and authorized a temporary parking program that allowed the resort up to 142 on-street parking spaces not to exceed 10% of the operating days.
- xi. The Applicant provides reports to the City outlining compliance. As of March 8, 2024, the Applicant's last report, Deer Valley has not exceeded overflow parking days this year.
- xii. To further mitigate traffic and parking impacts in the Snow Park area, on October 5, 2023, the Transit team presented a staff communication to City Council outlining winter transit service from Richardson Flat Park & Ride to Snow Park. On November 1, 2023, Deer Valley entered into an agreement with the City to pay \$150,000 toward the cost of running a direct bus route from Richardson Flat Park & Ride to Snow Park during the 2023-2024 winter season. Transit service was offered from December 10, 2023 through March 30, 2024 in 20-minute intervals from 6:00 AM through 6:00 PM.

g. Liftway Setback

- i. The minimum Setback between the outermost surface of Structure of the Liftway and any existing dwelling shall be ten feet (10'), in addition to the width of the Liftway itself. This Setback may be waived with the written consent of the Owner of the affected dwelling, which consent shall be in a form suitable for recording with the County Recorder.
- ii. There are no existing dwellings or Structures within the proposed Liftway. The nearest Structure is approximately 0.35 miles away from the bottom terminal and lift storage building. The nearest Structure is approximately 0.5 miles away from the top terminal.

h. State Regulation

- i. Any Passenger Tramway constructed under a Conditional Use permit is subject to safety regulation by the Passenger Tramway Safety Committee of the State Department of Transportation. The Applicant is expected to involve the State in the planning process to the extent necessary to inform the Commission of State requirements in order to avoid the imposition of inconsistent requirements by the State and the Planning Commission.



Planning Department

- ii. Condition of Approval 4 requires the Applicant to work with the Tramway Board for final approval consistent with the standard state review authority review process.
- i. Public Purpose Served
 - i. The Planning Commission must find that the construction and operation of the tramway serves the overall community interest by accomplishing or furthering community goals such as reducing traffic congestion and volume between the downtown Area and the base facilities of the ski resorts, mitigating the demand for, parking in the Historic District, and that adequate controls on noise, mechanical equipment, smoking and safety aspects of the tramway have been provided to mitigate the effects of the Passenger Tramway on adjoining Properties.
 - ii. According to the Applicant: "The initiative aligns seamlessly with the objectives outlined in the Park City General Plan (2014). Specifically, it contributes to Objective 10A, aimed at enhancing the competitiveness of Park City as a world-class, multi-season destination resort community through the expansion of year-round recreational events. Furthermore, it supports Objective 11A, emphasizing the importance of allowing primary resorts to evolve within the tourism industry, thus ensuring sustained relevance and attractiveness to visitors. Finally, as per Section K of the 12th Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016, access to Lift 7 remains accessible to all users of the resort, further underlining its inclusive and community-oriented nature. This underscores Deer Valley's commitment to providing enhanced recreational opportunities while maintaining alignment with established regulatory frameworks and long-term development objectives."
- j. Status of Land Within Liftway
 - i. Owners of Lots or other land, which is burdened by the easement for the Liftway are entitled to count the land within the Liftway for calculation of open space for improvement of that Property. Normal Setback and Side Yard requirements apply from the Lot Line or Property boundary.
 - ii. There are no other property owners who will be affected by the proposed Liftway.
- k. Structures Within Liftway
 - i. Structures may be constructed within the Liftway, subject to the terms of the easement agreement between the Lot Owner and the owner of the Liftway.



Planning Department

- ii. No Structures are proposed to be constructed within the Liftway.
- I. Preservation of Historic Structures
 - i. It is the policy of the City to protect and preserve Historic Structures within the City. The Applicant for the Passenger Tramway must provide a study, which catalogues any Structures within the Liftway easement and identifies their Historic value, and indicates whether the Structure will be removed to accommodate the tram.
 - ii. There are no Historic Structures or Historic Mine Sites within the proposed project area.
- 16. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E)
 - a. Size and Location of Site
 - i. The proposed ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, 375-square-foot operator house and 4.62 miles of new ski runs are located within the existing Deer Valley Resort ski area and will increase beginner ski terrain on the upper portion of the mountain. The proposed lift is similar in size and dimensions of the exiting lifts in the resort and is in an appropriate location on the mountain to connect to the future Deer Valley East Village expansion area. The proposed lift will help distribute skiers on the mountain.
 - b. Traffic
 - i. The City's adopted Traffic Impact Study Guidelines require a Traffic Impact Study when a land use generates 25 or more net new vehicle trips during the weekday AM or PM peak hour.
 - ii. The Applicant states: "The proposed ski lift will circulate skiers on the new beginner ski runs. The new ski lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals and the proposed Ski Lift infrastructure."
 - c. Utility Capacity
 - i. As part of the ski improvements, the Applicant proposes installing a snowmaking line and power line.



Planning Department

- ii. The proposed ski lift, associated lift terminals and storage building and ski runs do not cross existing utilities. The Development Review Committee reviewed the Application on December 5, 2023, and does not require additional Conditions of Approval.
- d. Emergency Vehicle Access
 - i. The Park City Fire District reviewed this Application on December 5, 2023, and confirmed the proposal conforms with their requirements.
- e. Parking
 - i. LMC § 15-3-6 "Parking Ratio Requirements For Specific Land Use Categories" does not outline any specific Off-Street Parking requirements for ski lifts.
 - ii. Parking for Deer Valley resort is regulated by the Twelfth Amended and Restated Large Scale Master Planned Development Permit. The Deer Valley MPD Permit states the following: "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. 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." The MPD permit continues: "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 construction additional parking in said area shall be reviewed by the Commission."
 - iii. The Applicant has stated: "The proposed Ski Lift will circulate skiers on the new beginner ski runs. The new Ski Lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals and the proposed Ski Lift infrastructure."
- f. Internal Vehicular and Pedestrian Circulation System
 - i. The proposed ski lift will help improve the circulation and distribution of beginner skiers throughout the resort. The proposed location of the lift located between Flagstaff Mountain and Bald Mountain gives beginner skiers additional area on the mountain to



Planning Department

ski. The additional 4.62 miles of ski run helps distribute the number of skiers on the mountain.

- g. Fencing, Screening, and Landscaping
 - i. The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal to the proposed area of disturbance.
- h. Building Mass, Bulk, and Orientation
 - i. The proposed ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, 375-square-foot operator house and 4.62 miles of new ski runs are appropriate in size and scale. The Structures comply with the ROS Zoning District Height and Setbacks. The Planning Director determined the ski lift towers may exceed ROS Zoning District Height pursuant to LMC § 15-2.7-4(A)(4).
- i. Useable Open Space
 - i. The proposed ski lift will increase the amount of recreational open space for beginner skiers at Deer Valley Resort.
- j. Signs and Lighting
 - i. The lights proposed for the ski lift are emergency lights and utility lighting that is consistent with current ski lift infrastructure.
 - ii. Condition of Approval 6 states that all Outdoor Lighting must be down-directed, fully shielded, with bulbs 3,000 degrees Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation
 - iii. No signs are proposed or approved as part of this CUP Application.
- k. Physical Design and Compatibility with Surrounding Structures
 - i. The proposed ski lift will be similar in design to the existing ski lifts in Deer Valley Resort. The proposed lift will be 0.56 miles long and the towers will range in height from 19 feet to 52 feet. The lift will be manufactured by Doppelmayr.
 - ii. The proposed materials for the ski lift will be constructed with materials similar to other standard ski lifts across the resort and painted with colors to match the existing Deer Valley ski lifts. The ski lift towers will be constructed of steel and painted green consistent with the existing Deer Valley lift towers. The bottom and



Planning Department

top terminals will be of the same aesthetic as the existing Deer Valley lift terminals.

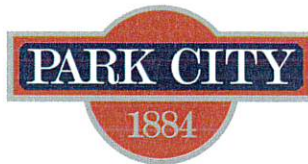
- I. Noise, Vibration, Steam, or Other Mechanical Factors
 - i. The proposed ski lift will be 70 to 80 decibels, typical for ski lifts. It will not be located near any existing residences (the proposed ski lift is located 0.35 miles away from the nearest residence), and it must comply with the City Noise Ordinance in Chapter 6-3.
 - ii. The ski lift bottom terminal and terminal building are proposed to be constructed adjacent to Parcel PCA-S-79C, which is excluded from Deer Valley Resort's lease and is under separate ownership. The ski lift bottom terminal must meet at least a 25-foot Setback from Parcel PCA-S-79-C. The Applicant exceeds this requirement and the proposed ski lift and terminal building are set back 90 feet from Parcel PCA-S-79-C.
- m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas
 - i. There is an existing service road through Ontario Canyon that will serve as access for the construction of the new lift. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift.
 - ii. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the construction dumpster. The construction site shall be cleaned prior to the end of each workday.
- n. Expected Ownership and Management
 - i. The parcels are owned by BLX Lease, LLC and BLX Lease 2, LLC and are being leased by Deer Valley Resort. BLX Lease has given written permission for the construction of the proposed ski lift. The Applicant (Deer Valley Resort Company, LLC) has an existing lease with the property owner (BLX LEASE 2 LLC) for 105 years, commencing on August 24, 2023 and expiring on August 23, 2128.
- o. Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site
 - i. See above sections for analysis of Steep Slopes. The Sustainability Department reviewed the proposal on March 6, 2024, and confirmed the project area is not within the Park City Soils Ordinance. The proposed ski lift does not cover a topographic Area at least twenty-five feet vertically upslope or



Planning Department

downslope and fifty feet horizontally and is not within fifty feet of Very Steep Slopes. The average slope for the length of the ski lift and the proposed ski runs are between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope

- p. Reviewed for consistency with the goals and objectives of the Park City General Plan
 - i. The project is proposed within the Upper Deer Valley Neighborhood of the General Plan, home to resort-oriented development, surrounded by open space.
 - ii. The proposed ski lift, ski runs, terminal building, and 375-square-foot operator house align with Goals 9, 10, and 11 outlined in the Park City General Plan. Goal 9 of the General Plan states: "Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors."
 - iii. Goal 10 of the General Plan is to "provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community." Objective 10A of the General Plan is to "remain competitive as a world-class, multi-season, destination resort community by increasing year-round recreation events and demand for resort support services, such as hotels and restaurants."
 - iv. Goal 11 of the General Plan is to "Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience." Objective 11A of the General Plan states the "vibrancy of Park City's resorts is essential to the success of resort support businesses. The City must provide flexibility to allow the primary resorts to evolve with the tourism industry, increase occupancy rates year round, and create more demand for the resort support industries throughout the City."
- 17. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 27, 2024.
- 18. Staff mailed courtesy notice to property owners within 300 feet on March 27, 2024.
- 19. The Park Record published courtesy notice on March 27, 2024.
- 20. On April 10, 2024, the Planning Commission reviewed the proposal, opened a public hearing, requested a site visit, and continued the public hearing to April



Planning Department

24, 2024.

21. On April 15, 2024, the Planning Commission and City staff participated in a site visit to see the proposed project area. The Applicant provided a tour to show the proposed lift alignment and ski runs from three separate vantage points: West-Flagstaff Mountain, East- Bald Mountain, and the proposed bottom terminal and lift storage building footprint.
22. On April 24, 2024, the Planning Commission reviewed the proposal, held a public hearing, requested additional information, and continued the public hearing to May 8, 2024.
23. On May 8, 2024, the Planning Commission opened a public hearing and continued the public hearing to May 22, 2024, to allow the Applicant time to gather additional information.

Conclusions of Law

1. The proposed ski lift, ski runs, and accessory structures comply with the Land Management Code requirements pursuant to Chapter 15-2.7 *Recreation and Open Space Zoning District*, Chapter 15-2.21 *Sensitive Land Overlay*, Section 15-4-18 *Passenger Tramways and Ski Base Facilities*, and Section 15-1-10, *Conditional Use Review Process*.
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.

Conditions of Approval

1. Final buildings plans and construction details shall reflect substantial compliance with the final plans dated March 19, 2024, submitted to the Planning Department and reviewed May 22, 2024, by the Planning Commission.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to 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 project is subject to safety regulation by the Passenger Ropeway Safety Committee of the Utah State Department of Transportation. The Applicant must work with the Safety Committee for final approval consistent with the standard state review authority review process prior to submitting a Building Permit.



Planning Department

4. The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal in square footage to the proposed areas of disturbance.
5. All Outdoor Lighting must be down-directed, fully shielded, with bulbs 3,000 degrees Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.
6. The operation of the ski lift must comply with the City Noise Ordinance found in Chapter 6-3.
7. The Applicant shall retain the minimum fifty-foot Setback for the natural stream.
8. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
9. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.
10. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the construction dumpster. The construction site shall be cleaned prior to the end of each workday.
11. Pending approval of the Snow Park Master Planned Development, the Applicant shall submit an annual report that provides an overview of overflow on-street parking to the Planning Commission no later than May 31. The Planning Commission retains authority to add Conditions of Approval if future traffic and parking mitigation is required.
12. The annual report and Planning Commission review shall continue until the Transportation Demand Management and Parking Management Plan are updated, reviewed, and approved by the Planning Commission through the Snow Park Master Planned Development amendment, or other Planning Commission approval. If Deer Valley fails to secure off-site parking and winter bus service prior to the 2024-2025 ski season and on an annual basis, Deer Valley shall obtain Planning Commission approval for an amendment their Parking Management Plan pursuant to Paragraph G of the Deer Valley Resort



Planning Department

Twelfth Amended and Restated Large Scale Master Planned Development Permit, dated November 30, 2016.

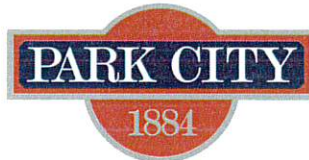
13. The Applicant must submit an application to amend Technical Report #5 Open Space Management Plan which shall include a substitution of the designated Undeveloped Recreation Open Space impacted by this application and adjustment of Developed Recreation Open Space Areas, with a minimum 111-acre replacement of the Undeveloped Recreation Open Space, and any proposed additional mitigation measures from the result of increased lift disturbance within Undeveloped Recreation Open Space. The Applicant shall submit the application to the Planning Department within three months of this Conditional Use Permit approval. Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of this Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission.
14. Any trails or portions of trails that must be closed as a result of development will be rerouted prior to their closure. Thus, trail continuity will be maintained during and after construction. Where and when feasible, temporary trail detours will be established to maintain trail continuity during closures.
15. The Applicant must submit a temporary trail alignment for all re-routed public trails to be reviewed and approved by the Trails and Open Space department prior to construction.
16. Silt fencing will be placed at the toe of fill slopes to control erosion during construction. Erosion control will consist of re-vegetating all exposed ski run surfaces including cut and fill slopes. Where appropriate, ditches will be placed to protect cut slopes. Lined channels may be used to convey runoff along ski runs and trails depending on design conditions. Erosion control blankets will be placed as necessary.
17. Fencing is prohibited and users of the project area must be directed away from the wildlife movement corridors during the spring and fall migration periods.
18. Construction must be organized and timed to minimize the disturbance of wildlife habitat areas.
19. To the Maximum Extent Feasible, the Applicant shall preserve any natural habitat Area connections. If natural Areas lie adjacent to the Development Site, but such natural Areas are not presently connected across the Development Site, then the Development plan shall, to the extent reasonably feasible, provide such connection. Such connections shall be designed and constructed to allow for the continuance of existing wildlife movement between natural Areas and to enhance the opportunity for the establishment of new connections for movement of wildlife.
20. If wildlife that may create conflicts for future occupants of the Development are known to exist in Areas adjacent to or on the Development Site, then the



Planning Department

Development plan must include provisions to minimize these conflicts to the extent reasonably feasible.

21. A nest clearance for all migratory birds shall be performed if land clearing is required during the nesting season.
22. Signage and warnings to hikers and bikers must be installed advising of moose activity. If adult cow moose with calves are utilizing the project area then a buffer zone around those animals should be blocked from human activity including closing trails and preventing hiking, biking and construction activity until the animals are no longer in the area.
23. Any areas where Mule Deer are giving birth to and raising fawns within the project area shall be blocked off to all human activity.
24. If Elk with calves are observed or if large herds of Elk are utilizing a particular part of the project area, then that area must be closed off to human activity such as hiking and biking and construction until those animals are no longer present.
25. The Applicant must conduct an additional site visit and habitat assessment with a wildlife consultant for further mitigation and management considerations to be refined following the snow melt. The Applicant and the wildlife consultant shall submit their findings and plans for review and approval by Planning staff prior to issuance of a Building Permit.
26. The Applicant must submit a modification application to amend Technical Report #13 Wildlife Management Plan which shall include updated Wildlife Data. The Applicant shall submit a modification application to the Planning Department within three months of this Conditional Use Permit approval. The modification must be reviewed and approved by the Planning Commission within six months of the date of Planning Commission approval of this Conditional Use Permit.
27. If the updated Wildlife Management Plan Technical Report #13 identifies any additional species necessitating protection, the report shall include additional recommendations consistent with Conditions of Approval #16-#25 for such species.
28. The Applicant must submit a Construction Mitigation Plan that complies with all applicable Park City Construction Mitigation Guidelines, at the time of Building Permit submittal.
29. The Building Pad shall not exceed 13,543 square feet and the Building Footprint shall not exceed 8,446 square feet, as demonstrated in the Concept Floor Plan dated February 28, 2024, and reviewed by the Planning Commission on May 22, 2024. The Applicant shall return to the Planning Commission for Conditional Use Permit review and approval for the ski related accessory building.



Planning Department

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

Sincerely,

A handwritten signature in black ink, appearing to be "Sarah Hall", written over a horizontal line.

Sarah Hall
Planning Commission Chair

CC: Virgil Lund, Project Planner

LIFT 7

Deer Valley Resort



SENSITIVE LAND OVERLAY ZONE – ORDINANCE PROVISIONS



PREPARED IN ACCORDANCE WITH PARK CITY LAND MANAGEMENT CODE

BY ZACHARY ALHAMRA

ALLIANCE-ENGR.COM

1. VISUAL ASSESSMENT (INCLUDE ITEM 5 – DESIGNATED VANTAGE POINTS)

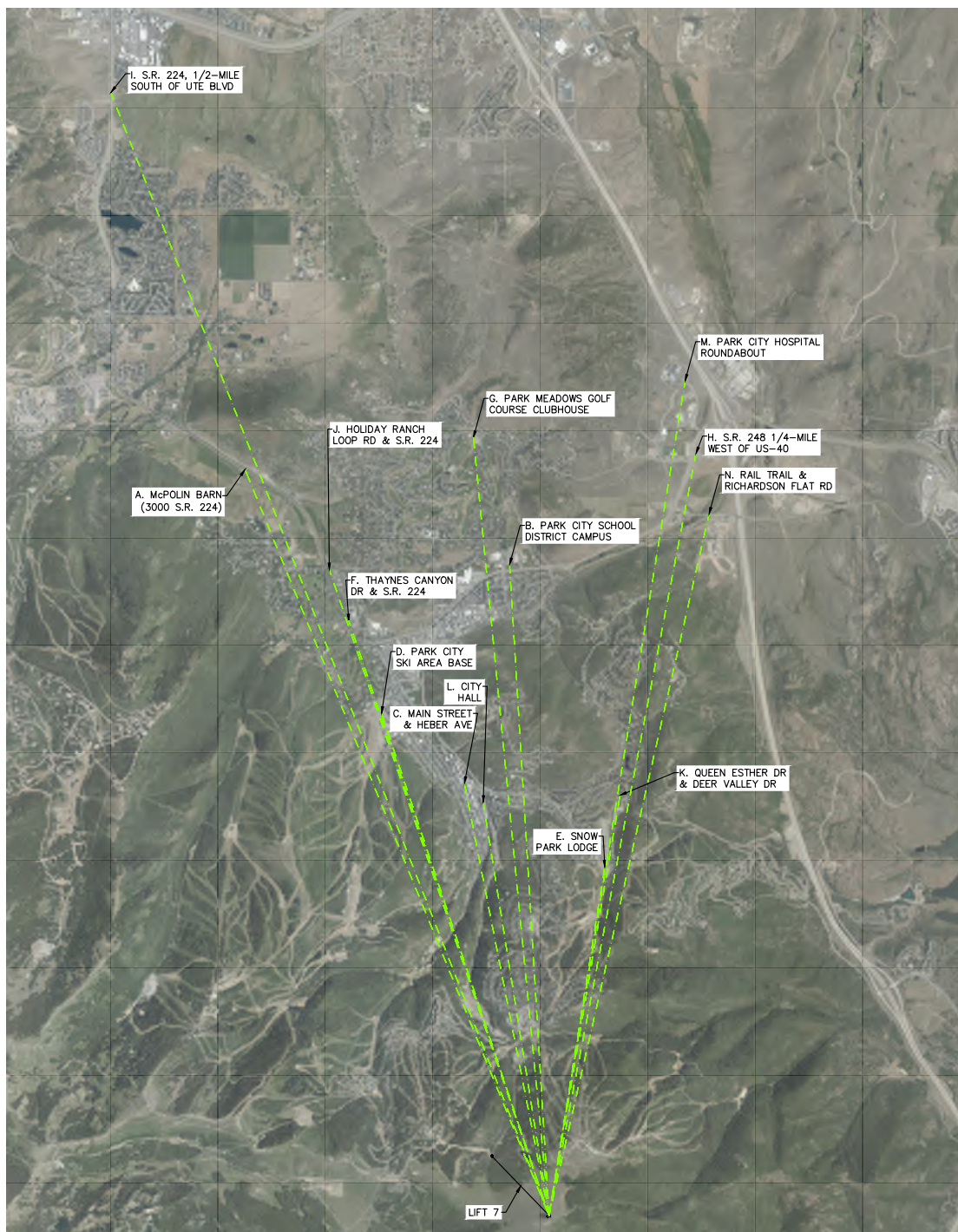


FIGURE 1: MAP OF DESIGNATED VANTAGE POINT

Vantage Point "A": McPolin Barn (3000 S.R. 224)



Vantage Point "B": Park City School District Campus



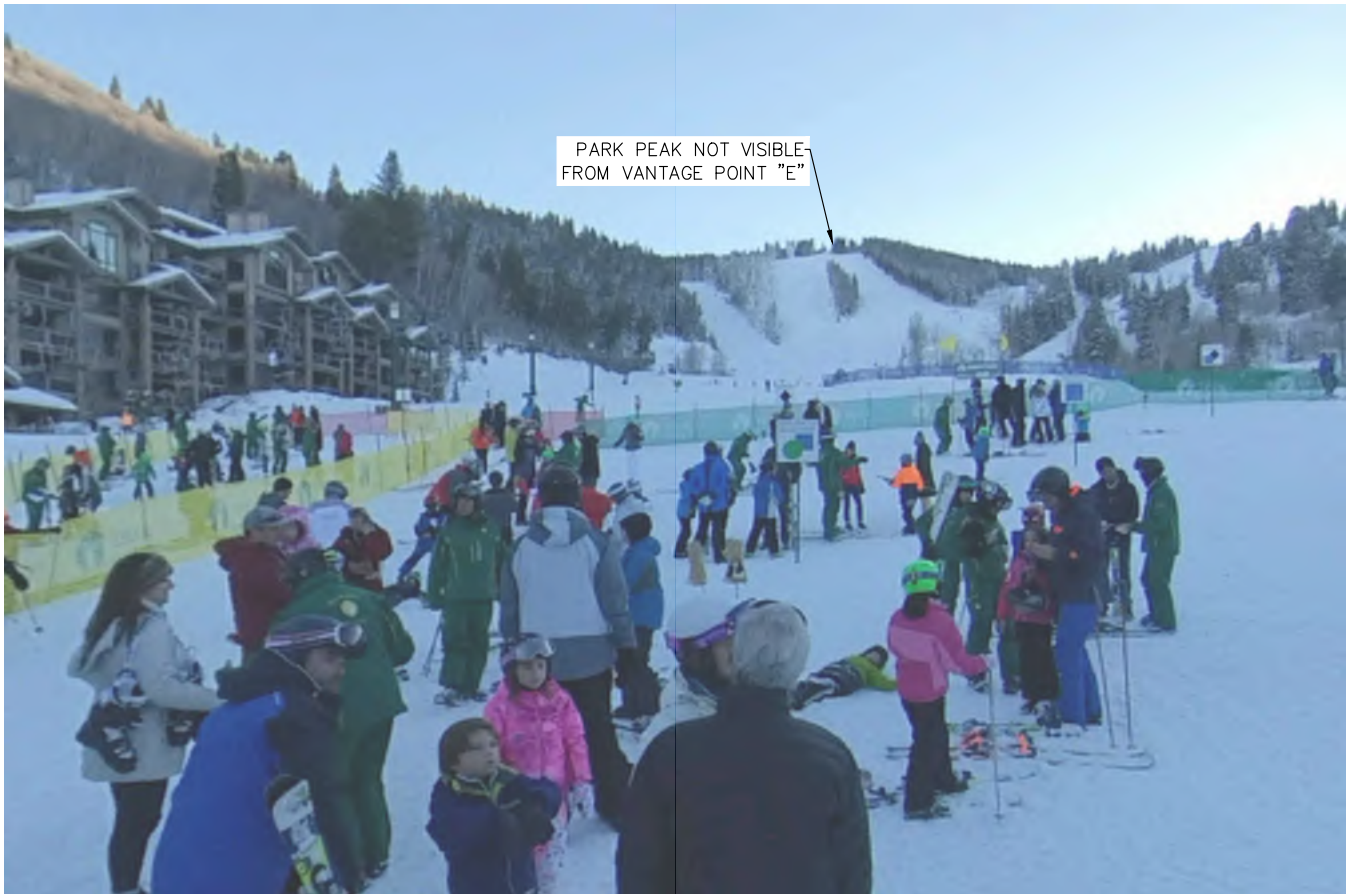
Vantage Point "C": Intersection of Main Street and Heber Avenue



Vantage Point "D": Park City Ski Area Base



Vantage Point "E": Snow Park Lodge



Vantage Point "F": Intersection of Thaynes Canyon Drive and S.R. 224/Park Avenue



Vantage Point "G": Park Meadows Golf Course Clubhouse



Vantage Point "H": S.R. 248 at the turn-out one quarter mile west from HWY 40



Vantage Point "T": S.R. 224, one-half mile south of the intersection with Ute Boulevard



Vantage Point "J": The intersection of S.R. 224 and Holiday Ranch Loop Road



Vantage Point "K": The intersection of Queen Esther Drive and Deer Valley Drive



Vantage Point "L": City Hall (445 Marsac Avenue)



Vantage Point "M": The roundabout at the Park City Hospital (900 Round Valley Drive)



Vantage Point "N": The intersection of the Rail Trail and Richardson Flat Road



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: January 22, 2025
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.

Recommendation

The Applicant requested the Planning Commission take Final Action by February 26, 2025 on the Snow Park Village Phase I Conditional Use Permit to construct:

- 1,971 parking spaces in a three-level partially underground public and private parking structure;
- An underground transit center; and
- Road, utility, and pedestrian and pathway improvements.

The Applicant submitted proposed Findings of Fact, Conclusions of Law, and Conditions of Approval (Exhibit A).

Staff recommends the Planning Commission:

(I) Review potential Conditions of Approval related to:

- Density, uses, traffic, and circulation.
- Transportation Demand Management.
- Improvements to circulation and transit.
- Conduit and infrastructure for future development.

(II) Open a public hearing.

(III) Provide input to the Applicant regarding any additional information required for Final Action.

(IV) Continue the public hearing to February 26, 2025, when the item is scheduled as requested by the Applicant for Final Action.

Project Background

Please visit [the Planning Department project website](#) for information on the 2021-2023 review.

2024-2025

- September 11, 2024 – Applicant presentation of updated plans ([Packet](#), 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 and Phasing Plan ([Packet](#), Item 5.F; [Minutes](#), p. 20).
- December 11, 2024 – Master Planned Development modifications ([Packet](#), Item 5.C; [Minutes](#), p. 34).
- January 22, 2025 – Conditions of Approval.
- February 26, 2025 – Potential Final Action or continuation to March 26, 2025.
- The Planning Commission may schedule additional public hearings as needed.

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 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 Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit](#) (Deer Valley MPD) (Exhibit B) 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, and meeting space uses. The Applicant submitted a Subdivision, Conditional Use Permit (CUP), and MPD modification 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 publicly accessible transit center, and road, utility, and pedestrian and pathway improvements.
- Phase II: vertical development.

The Applicant's plans, dated December 20, 2024, are attached as Exhibit C.

Analysis

The Applicant requests bifurcated approval of Snow Park Village to begin construction on the parking structure, underground transit center, and road, utility, and pedestrian and pathway improvements.

Staff recommends Conditions of Approval:

(A) Require evaluation of density, uses, and traffic as part of the Phase II Conditional Use Permit.

(B) Require updated Transportation Demand Management Plans as part of the Phase II Conditional Use Permit.

(C) Outline Phase I requirements related to enhanced circulation and transit.

(D) Ensure Phase I conduit and infrastructure supports future development.

The 2014 General Plan highlights the need for comprehensive solutions to address traffic in the Lower Deer Valley neighborhood. "Essential 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. Alternatives should be studied and implemented with a goal of connectivity between Deer Valley, Main Street, and the Swede Alley transit center. In addition, the use of park-and-ride facilities should be explored for employees on a regular basis and visitors during the busiest times of the season."¹

To help mitigate traffic impacts associated with Snow Park Village, [Ordinance No. 2023-56](#) vacated 2.62 acres of Deer Valley Drive to create a public-private partnership between the City and Deer Valley ([Resolution No. 24-2023](#)) for a regional off-site parking and transportation facility near S.R. 248. It also requires the Applicant to:

- Limit parking for Snow Park to 1,971 with a maximum of 1,360 day skier and up to 611 other parking spaces.
- Implement paid parking.
- Install a gondola between Snow Park and Silver Lake to service or connect to

¹ General Plan, [Neighborhoods 3](#), p. 240

another gondola servicing Deer Valley East.

- Improve Doe Pass Road and allow perpetual public access rights, including emergency, utility, and transportation easements.

The Applicant updated the Traffic Impact Study (2024 TIS) (Exhibit D) and application to reflect these requirements. Additionally, the Applicant's 2024 TIS proposes to maintain the road network north of the "Y-intersection" (Deer Valley Drive and Deer Valley Drive North) and to:

- Shift the transit center closer to the Snow Park Base.
- Construct an underground transit center to separate transit and passenger vehicle pick-up and drop-off using a one-way loop from Deer Valley Drive West, exiting on Deer Valley Drive East.
- Install a new roundabout at the Deer Valley Drive West and Doe Pass Road intersection.
- Install three-way stop signs at Deer Valley Drive East and Doe Pass Road.
- Install a new traffic signal at Deer Valley Drive West and Deer Valley Drive East intersection.
- Provide new left turn pockets at Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East.
- Construct a limited shared managed lane to enable express transit vehicle access to the new underground transit center.

The Applicant's 2024 TIS is based on the following uses:

- 100 Multi-Dwelling Units
- 120 hotel rooms
 - 8,000 square feet of food and beverage
 - 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

The 2024 TIS assumes the primary traffic generator will be the ski resort and the supporting land uses will be accessory to the resort. "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" (2024 TIS, p. 21).

The uses and square footages for vertical development are not yet finalized. As a result, staff recommends potential Conditions of Approval outlining future Phase II review.

(A) Require evaluation of density, uses, and traffic as part of the Phase II Conditional Use Permit.

The Deer Valley MPD establishes 209.75 Residential Unit Equivalents (419,500 square feet), 21,890 square feet of commercial and support space, and accessory uses for Snow Park Village. The Applicant proposes modifications to these uses and square footages, including a shift of Residential Unit Equivalents to commercial.² Additionally, [Resolution No. 24-2023](#) states the Applicant will request a modification to the Deer Valley MPD for 15,000 additional square feet at the Silver Lake Deer Valley maintenance facilities for resort operations, and up to 15,000 square feet of restaurant and commercial facilities to expand public or skier services at Silver Lake Lodge.

Because the Applicant has not yet submitted a Phase II CUP for vertical development, the proposed uses and square footages for Snow Park Village are assumed to be those in the Deer Valley MPD and 2024 TIS. The Applicant requests the Planning Commission take Final Action on their Phase I CUP based on this information.

The bifurcation of Snow Park Village establishes a path for the Applicant to begin construction on the parking structure, underground transit center, and road, utility, and pedestrian and pathway improvements. However, once in motion, the Phase I CUP approval sets the foundation and some limitations for vertical development, including vehicle, pedestrian, and bicyclist circulation, transit improvements, parking, and the platform on which the future village will be developed. The Phase I CUP also establishes baseline height for future buildings. As a result, the Applicant's request requires Conditions of Approval to ensure the Phase I CUP will accommodate a vibrant and successful future village while mitigating impacts of the development proposed as part of Phase II.

Regarding further evaluation of density, uses, and traffic as part of the Phase II CUP, the Applicant proposes Condition of Approval 2:

- n. The Phase 2 application will include updated TIS and TDM studies and reports should the programming for development on top of the parking structure vary materially from the assumptions included in the Phase 1 TIS and TDM.*

² One Residential Unit Equivalent is 2,000 square feet and one Commercial Unit Equivalent is 1,000 square feet (LMC [Section 15-6-8](#)). Any change may not increase the total density for Snow Park Village, and any approved shift should reduce overall square footage since commercial uses consume half the square footage per Unit Equivalent. [Ordinance No. 2023-56](#) vacating 2.62 acres of Deer Valley Drive Good Cause Finding (A)(2) states the vacation does not increase the Snow Park Village approved density expressed as Residential Unit Equivalents and commercial square footage permitted in the Snow Park Village through the Deer Valley MPD.

Staff recommends the Planning Commission consider an additional Condition:

- The Deer Valley MPD establishes 209.75 Residential Unit Equivalents (419,500 square feet), 21,890 square feet of commercial and support space, and accessory uses for Snow Park Village. The Applicant's 2024 TIS is based on:
 - 100 Multi-Dwelling Units
 - 120 hotel rooms
 - 8,000 square feet of food and beverage
 - 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

The Applicant's 2024 TIS excludes support commercial and accessory uses. At the time of the Phase II vertical development CUP submittal, if changes are proposed to the uses and square footages, the Applicant shall revise the 2024 TIS to capture the amended uses and demonstrate that intersections within the project area and 2024 TIS study area comply with City Engineering standards.

One Residential Unit Equivalent is 2,000 square feet and one Commercial Unit Equivalent is 1,000 square feet. Any change may not increase the total density for Snow Park Village, and any approved shift should reduce overall square footage since commercial uses consume half the square footage per Unit Equivalent.

The Applicant's 2024 TIS indicates at full buildout one on-site intersection will operate at a Level of Service (LOS) F:

- The middle driveway within the parking structure (P3) and Doe Pass Road.

Two off-site intersections will remain at a LOS F during peak periods:

- The Marsac roundabout.
- The intersection of Mellow Mountain Road and Deer Valley Drive.

Pursuant to LMC [Section 15-1-10\(D\)](#), the Planning Commission must conclude that:

1. The Application complies with all requirements of the LMC.
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.

The Planning Commission evaluates 16 criteria as part of the CUP review, including:

- Traffic considerations and capacity of the existing streets in the area.
- Internal vehicular circulation.

To help address internal circulation within the parking structure related to the middle driveway and Doe Pass Road, staff recommends the Applicant propose a Condition of Approval through staffing or other measures to improve LOS on peak traffic days.

Regarding the Marsac roundabout and the intersection of Mellow Mountain Road and Deer Valley Drive, staff recommends that pursuant to Section J of the DV MPD improvements to the roundabout continue to be explored as part of the Phase II CUP.

(B) Require updated Transportation Demand Management Plans as part of the Phase II Conditional Use Permit.

The Applicant proposes Condition of Approval 2:

- a. Parking within the Lot 1 parking structure shall be limited to 1,971 spaces.*
- b. Of the approved 1,971 parking spaces, only 1,360 parking spaces shall be designated for day skier and resort guest use.*
- c. The remaining up to 611 parking spaces of the approved 1,971 parking spaces shall be for uses described and to be designated and approved as part of the future Phase 2 application to the planning commission.*
- d. Paid parking shall be implemented for the use of the public day skier area of the parking structure.*
- e. Applicant shall reduce single occupancy trips and promote carpooling through its programming and operation of the parking structure and associated arrival and departure areas.*
- f. Applicant shall employ best available technology in the management of the parking structure, including adopting systems to advise skiers of parking status and opportunities for off-site parking.*
- g. Applicant will operate a paid system for its public day skier areas, the details of which will be established, determined, and administered by Applicant.*
- h. Applicant shall evaluate its parking program annually and shall actively consider available technologies to improve the function of the parking structure and to reduce traffic impacts in and out of the parking structure, including programs involving possible carpool and transit incentives, reservations, and user notifications.*
- i. Applicant shall implement employee parking plans to facilitate the arrival and departure of employees at times to minimize traffic impacts.*

- j. *Applicant shall coordinate with amenity and commercial operators to promote use of amenities and commercial areas to help distribute times for departures from the parking structure.*
- k. *Applicant shall make available, during peak times, off-site parking areas, including at Richardson Flat and a shared parking facility with the City being contemplated near State Road 248 and Highway 40.*
- l. *Applicant will work with the City to identify additional offsite parking opportunities along or connected to existing transit routes, as they may be updated by the City.*
- m. *Applicant will no longer utilize Deer Valley Drive East road areas for public parking as had been allowed by the 12th MPD.*

...

- w. *Applicant shall incentivize employee transit programs to facilitate public and private transit of employees to the Project.*
- x. *Applicant shall utilize the TDM plan and identify a staff member of Applicant to oversee the TDM program, as it may be updated in connection with the Phase 2 application.*
- y. *The staff member responsible for the TDM program shall be regularly available to city staff to present on efforts to accommodate arrival and departure traffic impacts in connect with winter holidays, competitions and other seasonal heavy traffic periods, together with plans within the Project to attract skiers to businesses and amenities that may delay peak departure times.*

Transportation Demand Management Plan

Staff, Wall Consultant Group (WCG) (the third-party consultant), and the Applicant continue to review the Transportation Demand Management Plan (Exhibit E) and Five-Year Transportation Demand Management Plan (Exhibit F) to prepare for discussion during the February 26 meeting. Staff recommends the Transportation Demand Management Plan and Five-Year Plan continue to be reviewed and updated as part of the Phase II CUP regardless of the change in uses and square footages.

Staff also recommends Conditions of Approval for ski club parking, the gondola, and Summit County Bike Share:

Day Skier and Ski Club Parking

To help mitigate traffic impacts associated with the Snow Park Village, [Ordinance No.](#)

[2023-56](#) limits day skier parking to no more than 1,360 spaces and parking for all other uses to no more than 611. The Applicant proposes 1,360 day skier parking spaces and 250 of the 611 remaining spaces for a private ski club use.

The Applicant plans to provide information differentiating day skier and ski club traffic and parking demand during peak times. Staff recommends the Applicant propose a Condition of Approval outlining how this will be addressed as part of the Phase II CUP. Considerations could include reductions in day skier parking or restrictions on ski club parking on defined peak days to remain within the maximum 1,360 day skier parking spaces.

Gondola Installation

In order to reduce day skier traffic into Park City, [Ordinance No. 2023-56](#) requires the Applicant to install a gondola between Snow Park and Silver Lake that services or connects to another gondola servicing the base facilities of Deer Valley East. The details have not yet been finalized.

The Applicant proposes Condition of Approval 2:

- t. Applicant shall include in its Phase 2 application details on the location and construction of the gondola to Silver Lake, and its location on the parking structure approved hereby.*

Staff recommends the gondola be completed with the vertical development, and not deferred, to obtain maximum community benefit:

- **The Applicant shall install a gondola connect Snow Park Village to Silver Lake that services or connects to another gondola servicing the base facilities of Deer Valley East. Details on the location of the bottom terminal and final route and construction phasing shall be included with the Phase II vertical development CUP. Completion of the gondola is anticipated before 2029. A Phase II CUP Condition of Approval will address timing of gondola completion and operations, along with issuance of certificates of occupancy for vertical development.**

Pedestrian and Bicycle Connectivity and Improvements.

The Applicant proposes Condition of Approval 3:

Applicant shall coordinate public pedestrian and bicycle use within the Project as follows:

- a. Applicant shall provide pedestrian and bicycle non-winter access through the plaza above the parking structure in a location to be identified in the Phase 2 application;*
- b. Public pedestrian and bicycle access shall be provided through a combination of five-foot sidewalks and 10- to 12-foot multi-use paths, as detailed in the Pedestrian Circulation & Mobility Plan; and*

- c. *Applicant shall provide bicycle repair tools and dedicated bicycle parking at key locations to be identified as part of vertical construction above the parking structure.*

Staff recommends Conditions related to current and future Summit County bike share stations:

Summit County Bike Share

- There is a Summit County bike share station at the Snow Park Lodge, and the Applicant commits to continue to coordinate with Summit County on the installation of a new and/or temporary relocation of the bike share station during project construction.
- The Applicant shall coordinate with Summit County prior to submitting a building permit to ensure adequate conduit for future bike share station installations for docking station capacity to be approved in coordination with the City and Summit County. Future bike share installations must be accessible to the public, proximate to public transit facilities, and accessible for bike share maintenance vehicles. The Applicant will be required to enter into a license agreement with Summit County regarding the location, operation, and maintenance of the bike share facilities.

(C) Outline Phase I requirements related to enhanced circulation and transit.

To help reduce day skier traffic into Park City, [Ordinance No. 2023-56](#) requires the Applicant to construct an enhanced transit facility. The Applicant proposes rights-of-way improvements, a shared managed lane around the Deer Valley Loop to prioritize transit access, an underground public transit center, Doe Pass Road bus bays, an end-of-line Public Transit Operator Lounge, and Deer Valley Drive transit stop improvements. High Valley Transit submitted a letter supporting these improvements (Exhibit G).

The Applicant proposes Condition of Approval 2:

- o. The City and Applicant will enter into an operations agreement for the transit hub.*
- p. Doe Pass Road shall be improved as depicted in Exhibit 5 to the 13th MPD and shall allow perpetual public access rights, including emergency, utility, and transportation easements as confirmed in the Snow Park Plat.*
- q. Applicant shall construct and cause to be operated a multimodal mobility hub on-site as depicted in the Snow Park Plat.*
- r. The Project shall include an enhanced public transit center to accommodate*

transit, resort/lodging vehicles, and drop off lanes, as further described in the 13th MPD.

- s. Applicant shall coordinate public transportation services and use of the multimodal mobility hub.*
- t. Applicant shall include in its Phase 2 application details on the location and construction of the gondola to Silver Lake, and its location on the parking structure approved hereby.*
- u. Applicant shall utilize traffic signals as outlined in the traffic management plans included with the Application, including implementation of transit signal preemption to improve transit travel times.*
- v. Applicant shall design and work with the City to implement, at Applicant's cost, dedicated bus-only lanes along the Deer Valley Drive East/West loop. These lanes will be shared mobility lanes which will be available for recreational uses when not limited to buses during the ski season.*

Staff recommends additional Conditions:

Right-of-Way Improvements

- The Applicant is responsible for obtaining permission for temporary and permanent encroachments that may be required for right-of-way improvements and pedestrian and bicyclist improvements prior to submitting a building permit for the Phase I CUP.

Shared Managed Lane

- The Applicant shall construct a shared managed lane along the Deer Valley Drive loop that complies with the plans reviewed by the Planning Commission on December 20, 2024. During the ski season, the City shall designate the shared managed lane for public transit and emergency vehicle use only. Outside of the ski season, the City may designate the shared managed lane for public transit and emergency vehicle use for special events, peak traffic days, etc. When not designated for public transit and emergency vehicles, the City may designate the lane for bicyclists. The Applicant shall work with the City to prepare a signage/stripping plan for the shared managed lane that will be consistent with required signage to indicate seasonal restrictions. The Applicant shall coordinate with City Police, Planning, Engineering, Transportation Planning, and Public Works and the Park City Fire District and High Valley Transit on shared managed lane use and safety, including signage, stripping, monitoring, and enforcement.

Enhanced Public Transit Center

- The Applicant shall construct a new underground public transit center that accommodates transit, shuttles, and passenger drop-off in substantial compliance with the plans reviewed by the Planning Commission on December

20, 2024. The public transit center design details at the building permit phase shall include a minimum interior height of at least 13 feet six inches to accommodate public transit buses, and sufficient interior lighting, ventilation, acoustic considerations, and safe passenger loading and unloading protected areas to address the general passenger and visitor experience. No certificate of occupancy for Phase II CUP vertical development will be issued until the underground transit center is complete. Charter Over-the-Road (OTR) Coach Buses are prohibited from entering the public transit center due to height clearance and the potential for travel delays and traffic congestion. Charter OTR Coach Buses must be directed to the westernmost bus bay on Doe Pass Road to load/unload passengers.

Doe Pass Road Bus Bays

- The Applicant shall construct four bus bays on Doe Pass Road in substantial compliance with the plans reviewed by the Planning Commission on December 20, 2024. The three eastern public transit bus bays shall be painted and striped BUS ONLY areas. The one westernmost bay shall be painted and striped PRIVATE CHARTER. The two easternmost transit bus bays on Doe Pass Road nearest to Deer Valley Drive East shall be designated for electric charging for public transit buses. The Applicant shall provide the required charging infrastructure and utilities to support two bus bay overhead pantograph electric chargers on Doe Pass Road that power two charging buses at one time. The Applicant shall coordinate with the City Engineering and Transportation Planning Departments on the specifications and footprint required for overhead pantograph chargers and associated bus charging infrastructure. The associated infrastructure shall be integrated into the final building permit designs, be easily accessible for maintenance, and comply with the screening and landscaping requirements of LMC Section 15-5-5.

End-of-Line Public Transit Operator Lounge

- The Applicant shall construct a public transit operator lounge in a location approved by City Transportation and Engineering Departments and High Valley Transit. The end-of-line transit operator lounge shall be on the same street level as the Doe Pass Road bus bays and provide transit operators line-of-sight to the bus bays, quick access from the bus bays to the lounge, and private restroom facilities.

Deer Valley Drive Transit Stop Improvements

- Prior to building permit submittal, the Applicant shall coordinate with the City Engineering and Transportation Departments regarding temporary improvements and relocations of transit stops within the project area during construction, and improvements to final transit bus stops upon completion of the Phase I CUP.

Public Transit Agreements

- The Applicant shall enter into an access and operations agreement for the enhanced public transit center, Doe Pass Road bus bays, Deer Valley loop

transit stop improvements, and end-of-line public transit operator lounge prior to recordation of the Snow Park Village Subdivision Plat. The agreement shall detail the roles and responsibilities between the City, High Valley Transit, and Deer Valley in terms of providing and paying for operations and maintenance, safety and security, and access.

(D) Ensure Phase I conduit and infrastructure supports future development.

To support effective transportation and transit service within the Deer Valley Drive loop, staff recommends a Condition of Approval:

Transit-Related Communications and Power Infrastructure

- The Applicant shall coordinate traffic light management with the City and UDOT.
- In coordination with the City Technology, Transportation, and Engineering Departments, the Applicant shall install Intelligent Transportation System (ITS) infrastructure to support future digital signage, monitoring, video feeds, and public wi-fi with operational technology vaults and/or access points.

To allow for telecommunications facilities and improvements within and serving the project, screened from public view, and least intrusive to viewsheds, staff recommends Conditions of Approval:

- The Applicant shall coordinate with the City on opportunities to install sufficient conduit to support future infrastructure:
 - i. Conduit and fiber for cellular infrastructure (to minimize future road cuts for development of 5G, to address public communications, and evolving infrastructure needs).
 - 1. Establish critical pathways for redundancy and growth.
 - 2. Minimize the need for tall macro-cell tower infrastructure with considerations for integrated installations that protect mountain aesthetics.
 - 3. Smart-city technologies to create a connected and forward-thinking community.
- The Applicant shall coordinate with the City regarding partnerships and agreements for shared system resources related to Common facilities, including:
 - i. Handholes
 - ii. Vaults
 - iii. Access Points
 - iv. Splice Enclosures.

Staff recommends finalizing the following at the February 26 meeting:

- The Construction Mitigation and Phasing Plan, including traffic management and off-site parking facilities during construction (please see the [November 13, 2024 Packet](#), Item 5.F for background and related draft Conditions of Approval.)

- Proposed amendments to the Deer Valley MPD (please see the [December 11, 2024 Packet](#), Item C for background and related draft Conditions of Approval.)
- The Applicant's sustainability plan.

Staff requests the Planning Commission identify any outstanding information required from the Applicant for Final Action on the Subdivision, CUP, and Modifications to the Deer Valley MPD. Please refer to the [December 11, 2024 Staff Report](#) to reference the 16 CUP criteria and proposed MPD Modifications.

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, and January 7, 2025. Staff published notice on the City's website and the Utah Public Notice website on August 24, 2024, September 28, 2024, October 12, 2024, October 30, 2024, November 22, 2024, and January 8, 2025. The *Park Record* published courtesy notice on August 24, 2024, September 28, 2024, October 12, 2024, October 30, 2024, November 27, 2024, and January 8, 2025.³

Public Input

Public input is attached as Exhibit H.

Exhibits

- A: Applicant's Draft Findings of Fact, Conclusions of Law, and Conditions of Approval
- B: Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit
- C: Snow Park Village Submission Package dated December 20, 2024
- D: 2024 Traffic Impact Study
- E: Applicant's Transportation Demand Management Plan
- F: Applicant's Five-Year Transportation Demand Management Plan
- G: High Valley Transit Letter of Support
- H: Public Input

³ LMC [§ 15-1-21](#)

Conditional Use Permit
File No. PL-21-04811

Findings of Fact

Background

1. Deer Valley Resort Company and Deer Valley Development Company (collectively the “Applicant”), are the owners of the private land within what is proposed to be Lot 1 of the subdivision plat named Snow Park Village, together with the Snow Park Village Parking plat (the “Snow Park Plat”).

2. The proposed Lot 1 is located in the Residential Development (RD) zoning district and subject to the Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016 (the “12th MPD”).

3. Consistent with the 12th MPD, Applicant submitted a complete application for a conditional use permit for a resort and development parking structure on the proposed Lot 1 (“CUP”), a modification to the 12th MPD with the proposed Deer Valley Resort Thirteenth Amended and Restated Large Scale Master Planned Development Permit (“13th MPD”), and the Snow Park Plat (collectively the “Application”) on April 9, 2021.

4. The first phase of the overall project proposed for Lot 1 is the construction of a parking structure described in the Application (the “Project”). The vertical development that is planned to be built on top of the parking structure and integrated into the existing resort on proposed Lot 1 will be the subject of a future phase two application (“Phase 2”) to be submitted after approval of this Application.

5. The planning commission is the land use authority for the CUP, Snow Park Plat and 13th MPD.

6. The Application complies with all requirements of the Land Management Code and is consistent with the Park City General Plan.

Vacation Ordinance

7. In connection with preparing the Application, Applicant petitioned the city council to vacate portions of Deer Valley Drive right-of-way in contemplation of including such land within the proposed Lot 1 for the Project.

8. After multiple work sessions, public meetings and public hearings, the city council approved Ordinance No. 2023-56 to vacate 2.62 acres of Deer Valley Drive and to have the same incorporated into the proposed Lot 1 (the “Vacation Ordinance”).

9. Consistent with Sections 1(A) and 4 of the Vacation Ordinance, Applicant amended the Application to reduce the number of parking spaces for the Project to 1,360 parking spaces for day skier use and 611 parking spaces for hotel, residential, dining, retail, entertainment, and commercial uses.

10. In approving the Vacation Ordinance, the city council found that the vacation of Deer Valley Drive to support the proposed development was consistent with the general plan for the Lower Deer Valley Neighborhood, maintaining a world-class resort experience, creating a village base area, and expanding winter and summer recreation amenities which are crucial to the economy and well-being of Park City and that will help create a vibrant and master-planned Snow Park base resort area in advance of the 2034 Winter Olympics.

11. Currently, the resort has six surface parking lots that, together with allowed street parking, equal approximately 1,700 vehicles on peak ski days during the ski season.

12. Applicant has amended its CUP to seek an over twenty 20% percent reduction in the total parking developed per the Land Management Code (LMC) to 1,971 parking spaces, consistent with the Vacation Ordinance, in a multi-level partially underground parking structure.

13. The primary ingress/egress for the Project is Deer Valley Drive. Alternative access is provided to the Project via Royal Street and emergency access is provided through all points of access plus Deer Crest Drive, Mellow Mountain Road, and Aerie Drive.

14. The proposed development addresses the general plan’s desire for proactive transportation solutions for Snow Park Village. To facilitate these principles, Applicant has included in the Application measures to mitigate traffic and implement a parking management plan, facilitate transit improvements, improve pedestrian and bicycle connectivity, and realign lifts and build a gondola.

15. To further lessen impacts, Applicant has submitted a Construction Mitigation and Phasing Plan which maintains temporary public access during construction and regulates permitted times for truck trips to minimize impacts from soil hauling resulting from excavation at the Project.

16. To address traffic concerns during construction, Applicant proposed a new temporary drop-off area during certain construction seasons to accommodate transit, shuttles, and tram drop-off until the transit facility is completed, projected to be in the summer of 2028.

17. On June 28, 2023, the planning commission reviewed the updated Traffic Impact Study revised by Applicant to meet the City's guidelines.

18. On October 2, 2024, Applicant submitted an updated Snow Park Village Traffic Impact Study prepared by Fehr and Peers.

19. The planning commission discussed and evaluated traffic considerations and capacity during the October 9, 2024, and October 30, 2024 public meetings.

20. The updated Snow Park Village Traffic Impact Study outlined the layout of the road network north of Y-intersection and analyzed the function of the transit hub shifted to an underground facility near Snow Park base for transit and passenger vehicle pick-up and drop off in a one-way loop from Deer Valley West, exiting on Deer Valley East.

21. The updated Snow Park Village Traffic Impact Study proposed to install a roundabout at the Deer Valley West and Doe Pass Road intersection and install three-way stop signs at Deer Valley Drive East and Doe Pass Road.

22. The updated Snow Park Village Traffic Impact Study proposes to install a traffic signal at Deer Valley Drive West and Deer Valley Drive East intersection to mitigate intersection delays and provide left turn pockets at Solamere Drive and Queen Esther Drive intersections on the Deer Valley Drive East.

23. The updated Snow Park Village Traffic Impact Study included a limited Shared Managed Lane ("SML") for express transit access to the underground transit hub.

24. The proposed SML included in the updated Snow Park Village Traffic Impact Study supports transit, emergency access, and the City's Transit First Policy.

25. Applicant proposes a five-year timeline to construct Snow Park Village while ski operations within the Snow Park Base area continue and submitted a construction mitigation plan, which complies with the LMC Section 15-6-4(I).

26. Pursuant to the MCPC Section 11-14-4, Applicant proposes typical construction hours from 7:00 AM to 4:30 PM Monday through Saturday and no construction during Christmas to New Year's week, during Sundance Film Festival, Presidents Day, or other federal holidays during the ski season.

27. Applicant proposes Richardson Flat to be one of the two offsite parking areas

which will serve as a first-come, first-serve basis in collaboration with the City, increasing frequency of the Deer Valley Express route from Richardson Flat to the Snow Park Base during construction.

28. Applicant is also working on and utilizing other off-site parking areas, outside Park City, including at the Jordanelle State Park.

29. As outlined in the Application, there is a required construction employee parking plan outlining offsite parking, including at Richardson Flat, on-site vehicle accommodation, construction phases, and equipment storage. The construction parking plan will prohibit parking outside approved areas and will detail plans to minimize parking demand through the use of shuttles for construction labor and identify additional parking resources outside the municipality.

30. Pursuant to MCPC Section 11-14-5(H), Applicant estimates the excavation of 467,000 cubic yards for the construction of Snow Park Village with 195,000 cubic yards in 2025, 224,000 cubic yards in 2026, and 48,000 cubic yards in 2027 and proposes hauling the excavation soil within the Snow Park ski area, and not outside of the ski area unless required by environmental requirements.

31. Consistent with the Vacation Ordinance, the 13th MPD includes mitigation measures related to the gondola and related to maintenance and restaurant/commercial uses.

32. On November 27, 2024, Applicant submitted Technical Memorandum prepared by Fehr & Peers, describing Changes to Trips Generated Between the 2022 and 2024 Traffic Impact Study (“November Traffic TM”).

33. The memo on November 27, 2024, includes outlining a decrease in residential/lodging uses, increase in commercial uses, reduction in event space, increased walk/bike/transit mode shift, parking reduction, and ski club addition.

34. On November 29, 2024, Applicant submitted a supplemental memo to the Transportation Demand Management Plan (TDM) to include a Five-Year Plan, outlining a 2030-2035 TDM goal to reduce single-occupancy vehicles from 48% to 30%.

35. City has commissioned a third-party independent review of Applicant’s traffic study and has found it to be satisfactory.

36. The Planning Commission has authority to act as the land use authority for this parking structure CUP. See LMC § 15-1-10.D.

37. Pursuant, to LMC § 15-1-10.D, the Planning Commission reviewed and

concluded that the proposed CUP complies with all LMC requirements, that additional details on the vertical construction will be submitted as part of the Phase 2 application, and the use of this parking structure on Lot 1 is compatible with the surrounding structures in use, scale, mass, and circulation, and the effects of any differences and been mitigated through careful planning.

Conclusions of Law

Based on the foregoing, and subject to the conditions listed below, the planning commission concludes that Deer Valley Snow Park, Phase 1 Parking Structure CUP meets the standards and requirements of the LMC, including the criteria for approving a conditional use per LMC § 15-1-10 and Utah Code Ann. §10-9A-507. The planning commission further concludes it is appropriate to issue the CUP subject to the below conditions, each of which will ensure compliance with the applicable criteria and mitigate any reasonably anticipated detrimental effects associated with the uses described in the CUP Application.

Conditions of Approval

1. Development of the Project shall comply with the Vacation Ordinance.
2. The approval of the CUP is conditioned upon:

Parking

- a. Parking within the Lot 1 parking structure shall be limited to 1,971 spaces.
- b. Of the approved 1,971 parking spaces, only 1,360 parking spaces shall be designated for day skier and resort guest use.
- c. The remaining up to 611 parking spaces of the approved 1,971 parking spaces shall be for uses described and to be designated and approved as part of the future Phase 2 application to the planning commission.
- d. Paid parking shall be implemented for the use of the public day skier area of the parking structure.
- e. Applicant shall reduce single occupancy trips and promote carpooling through its programming and operation of the parking structure and associated arrival and departure areas.
- f. Applicant shall employ best available technology in the management of the parking structure, including adopting systems to advise skiers of parking status and opportunities for off-site parking.

g. Applicant will operate a paid system for its public day skier areas, the details of which will be established, determined, and administered by Applicant.

h. Applicant shall evaluate its parking program annually and shall actively consider available technologies to improve the function of the parking structure and to reduce traffic impacts in and out of the parking structure, including programs involving possible carpool and transit incentives, reservations, and user notifications.

i. Applicant shall implement employee parking plans to facilitate the arrival and departure of employees at times to minimize traffic impacts.

j. Applicant shall coordinate with amenity and commercial operators to promote use of amenities and commercial areas to help distribute times for departures from the parking structure.

k. Applicant shall make available, during peak times, off-site parking areas, including at Richardson Flat and a shared parking facility with the City being contemplated near State Road 248 and Highway 40.

l. Applicant will work with the City to identify additional offsite parking opportunities along or connected to existing transit routes, as they may be updated by the City.

m. Applicant will no longer utilize Deer Valley Drive East road areas for public parking as had been allowed by the 12th MPD.

n. The Phase 2 application will include updated TIS and TDM studies and reports should the programming for development on top of the parking structure vary materially from the assumptions included in the Phase 1 TIS and TDM.

Access and Transit

o. The City and Applicant will enter into an operations agreement for the transit hub.

p. Doe Pass Road shall be improved as depicted in Exhibit 5 to the 13th MPD and shall allow perpetual public access rights, including emergency, utility, and transportation easements as confirmed in the Snow Park Plat.

q. Applicant shall construct and cause to be operated a multimodal mobility hub on-site as depicted in the Snow Park Plat.

r. The Project shall include an enhanced public transit center to accommodate transit, resort/lodging vehicles, and drop off lanes, as further described in the 13th MPD.

s. Applicant shall coordinate public transportation services and use of the multimodal mobility hub.

t. Applicant shall include in its Phase 2 application details on the location and construction of the gondola to Silver Lake, and its location on the parking structure approved hereby.

u. Applicant shall utilize traffic signals as outlined in the traffic management plans included with the Application, including implementation of transit signal preemption to improve transit travel times.

v. Applicant shall design and work with the City to implement, at Applicant's cost, dedicated bus-only lanes along the Deer Valley Drive East/West loop. These lanes will be shared mobility lanes which will be available for recreational uses when not limited to buses during the ski season.

w. Applicant shall incentivize employee transit programs to facilitate public and private transit of employees to the Project.

x. Applicant shall utilize the TDM plan and identify a staff member of Applicant to oversee the TDM program, as it may be updated in connection with the Phase 2 application.

y. The staff member responsible for the TDM program shall be regularly available to city staff to present on efforts to accommodate arrival and departure traffic impacts in connect with winter holidays, competitions and other seasonal heavy traffic periods, together with plans within the Project to attract skiers to businesses and amenities that may delay peak departure times.

Pedestrian and Bicycle Connectivity:

3. Applicant shall coordinate public pedestrian and bicycle use within the Project as follows:

- a. Applicant shall provide pedestrian and bicycle non-winter access through the plaza above the parking structure in a location to be identified in the Phase 2 application;
- b. Public pedestrian and bicycle access shall be provided through a combination of five-foot sidewalks and 10- to 12-foot multi-use paths, as detailed in the Pedestrian Circulation & Mobility Plan; and
- c. Applicant shall provide bicycle repair tools and dedicated bicycle parking at key locations to be identified as part of vertical construction above the parking structure.

Construction Mitigation

4. During the construction of the Project, Applicant shall comply with the following mitigation measures:

a. Applicant shall appoint a compliance representative who shall report to the Building Department daily, including information on construction hours and delivery times.

b. During the ski season, Applicant shall collaborate with the City to increase the frequency of the Deer Valley Express bus route from Richardson Flat to the Snow Park Base during construction and shall contribute financially (annually) in a manner commensurate with the amount of additional public transit necessary and as determined by the City's Transportation Director. Applicant shall also work with the City on enhancements to the operation and use of the Richardson Flat parking area.

c. During the 2025-2027 winters, or until the parking structure is complete, or whichever date is later, Applicant shall create and manage a parking system for all types of users at the Snow Park Base, including a reservation system designed and implemented by Applicant.

d. Prior to submitting a building permit application, Applicant shall submit a parking plan for employee and visitor parking, including construction parking, and shall analyze and detail any carpooling opportunities along with other alternatives to parking at the Snow Park Base area. The Building Official shall receive the plan, and may require answers to questions on the plan, prior to building permit approval.

e. Parking on Deer Valley Drive and public rights-of-way is prohibited (Doe Pass is not a public right of way for purposes of this condition). Applicant shall support the City's installation temporary signs prohibiting day skier parking in surrounding residential areas and support the City's monitoring of these areas.

f. Prior to submitting a building permit application, Applicant shall submit a construction employee parking plan that outlines the number of parking spaces at the Snow Park Base reserved for construction workers. The plan shall describe the number of anticipated construction workers in each construction phase, the number of construction vehicles accommodated on the construction site, and the plan to require construction employees to park offsite and adequate accommodations for construction employees and their equipment. The plan will also detail parking areas outside the municipality for construction labor and shuttle routes from outside of Park City locations for construction labor. The Building Official shall receive the plan, and may require answers to questions on the plan, prior to building permit approval.

g. Construction employee parking outside of the approved building permit limits of disturbance area or in a location not explicitly approved through the employee parking plan is prohibited.

h. Prior to submitting a building permit application, Applicant shall submit a plan showing large vehicle parking required at each phase of construction, as well as the allocated area for the large vehicle parking. The plan shall include information on general contractor responsibility to notify all large vehicles of the parking restrictions and requirements. The plan shall be approved by Chief Building Official prior to building permit.

i. Any onsite fuel tanks must have secondary containment approved by the Environmental Coordinator.

j. A construction compliance representative shall be appointed and shall report to the Building Department daily, including safety specifications for equipment.

k. Large vehicle parking is prohibited in areas open to the public.

l. Large vehicle parking is prohibited within rights-of-way.

m. The job site shall have the oversight of a full-time project supervisor who will be responsible for inspecting all trucks and drivers to ensure that only approved equipment and drivers will be operating construction vehicles/equipment. The job site supervisor will be in direct communication with City inspection and code enforcement staff to monitor the job.

n. Applicant shall submit a plan regarding construction materials and supplies, including the possibility of stockpiling materials on or near the site to reduce the number of delivery trips to the construction site. At least 72 hours prior to a large delivery or concrete pour, the contractor shall notify impacted properties along the trucking route to ensure awareness of the work. Flaggers must be stationed at any point where construction traffic will merge with day-to-day traffic.

o. Deliveries are prohibited outside of approved construction work hours unless otherwise approved by the Chief Building Official.

p. Prior to submitting a building permit application, Applicant shall submit to the Building Official a plan regarding the scope and phasing of utility, roadway, and parking structure construction and completion.

q. Applicant's construction mitigation plan shall include a recycling and waste management plan which targets diversion of 75% of the waste materials generated from all phases of construction, by weight, from the landfill. This includes structural wood, concrete, and asphalt.

r. Applicant shall submit a plan for the installation and maintenance of a truck wash on the construction site within the Limits of Disturbance to control dust and mud. The plan shall include the characteristics of the site, including gravel and drainage and must be approved by the Building Department prior to building permit submittal.

- s. Applicant shall provide a detailed plan for street sweeping.
- t. A construction compliance representative shall be appointed and shall report to the Building Department daily, including a decibel reading report when required by the Chief Building Official.
- u. Except for emergencies, requests for exceptions to the noise regulations in MCPC Section 6-3-8(G) should be made at least one working day in advance or they may be denied.
- v. At the time of building permit submittal, a geotechnical report, grading and drainage plans, and compaction and erosion control plans will be required. Applicant shall provide a noise management plan for trucks proposed to go uphill for excavation and hauling. A construction compliance representative shall be appointed and shall report to the Building Department daily, including reports of regular inspections for dump trucks and hauling equipment.
- w. Inspections of the hauling sites are required at the end of each construction season.
- x. A storm water management plan (SWPPP) shall be obtained and followed pursuant to the requirements of the state, including a concrete truck washout area and erosion control protections.
- y. The storm water management plan shall address installation of slit fences or straw bales within drainage channels, minimal soil disturbance within drainage areas, blown straw media within the drainage, detention basin, and retention ponds.
- z. Construction signage and area protection must be provided in multiple locations along the Limits of Disturbance fencing and shall include (1) the name, address, and phone number of the contractor, (2) the name, address, and phone number of the person responsible for the project, and (3) the phone number of party to call in case of emergency.
- aa. In the summer of 2025, Applicant shall provide transit priority through the construction area to maintain schedules.
- bb. In the summer of 2026, Applicant shall provide a location for transit turnaround, due to limited access to the Snow Park Base. A temporary transit turnaround and terminal shall be provided at one of the following locations: Deer Valley Drive East or West close to the Snow Park Base, in which a shuttle would be required to provide service along the unserved route, or Deer Valley Drive East at the designated parking lot in which trams would be required to provide service to the Snow Park Base as well as along Deer Valley Drive West. The Transit Director and Building Official shall determine and approve modifications of these locations, if warranted by operational

feedback.

cc. During the winter season, and during construction, and until the transit center opens, Applicant will provide tram services between the parking area and Snow Park during normal hours that remain open to the public, during the ski season.

dd. During the summer of 2027, Applicant shall prioritize transit through the construction area to maintain transit schedules.

ee. All portions of the Snow Park Lodge must be within 150 feet of a fire vehicle access road at all times.

ff. Access to the entrance to Royal Street must be maintained throughout the project.

gg. Access around Snow Park Lodge must be maintained through the summer of 2028.

hh. Temporary traffic lighting is acceptable during non-working hours and when traffic is at a minimum (i.e., not during events and concerts). During working hours and events, traffic control must be accomplished via flaggers or another plan must be in place that will give priority to emergency vehicles.

ii. The Park City Fire District will require emergency plans as part of the building permit review. Those plans must detail how access will be maintained for emergency vehicles.

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

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WHEREAS, Commission finds that it is in the best interest of Park City and its citizens that Permittee be granted the right to construct and develop the Project as a Master Planned Development in accordance with the Park City Land Management Code passed and adopted December 22, 1983, effective January 1, 1984 as the same has been amended by Ordinance to the date hereof (herein designated the "Code") and in accordance with the Large Scale Master Planned Development Permit as amended and restated hereby.

NOW THEREFORE, the Large Scale Master Planned Development Permit is hereby amended and restated to authorize and grant the right, and Permittee is hereby authorized and granted the right, to develop and construct the Project, subject to Planning Commission approval of any required Conditional Use Permits for site specific development and City Council approval and recordation of any required subdivision plats, as outlined and detailed in this: (A) Twelfth Amended and Restated Large Scale Master Planned Development Permit ("Permit") including the Exhibits hereto and those documents and items submitted by Permittee as aforesaid, as a Master Planned Development pursuant to the Master Planned Development provisions contained in the Code; and, (B) the Agreement dated July 12, 1978, between Park City, as "City", and Royal Street, as "Royal Street", as amended by an Amendment to Agreement dated May 29, 1978, a Second Amendment to Agreement dated April 3, 1980, a Third Amendment to Agreement dated August 21, 1980, as amended and restated in its entirety by a Fourth Amendment and Restatement of Agreement, a Fifth Amendment to Agreement dated May 17, 1984, and a Sixth Amendment to Agreement dated February 21, 1985, and all subsequent amendments, which are all incorporated herein by reference and which Agreement as so amended is herein referred to as the "Agreement", and as such Agreement may hereafter be further amended from time to time. Park City is hereinafter referred to in this Permit as "City".

A. **Densities.** For purposes of determining densities in the Project:

(1) Insofar as the following portions of the Project are concerned, the authorized densities shall be as follows:

<u>Parcel Designation</u>	<u>Authorized Dwelling Units</u>
Northwest Multi-Family (Fawn grove)	80
North Entrance Multi-Family (Pinnacle)	40
North Hillside Multi-Family (Pinnacle)	46
Southwest Multi-Family (Aspenwood)	30
Southwest Multi-Family (Courchevel)	13.5
Northwest Hillside Multi-Family (Daystar)	24
South Entrance Multi-Family (Stonebridge)	50
South Multi-Family (Lakeside)	60
West Multi-Family (Pine Inn and Trails End)	40
Total	383.5

For purposes of determining densities on the parcels designated in this Subparagraph (1), a single family home or an apartment containing two bedrooms or more constituted a dwelling

Unit, a one-bedroom apartment constituted one-half of a dwelling Unit, and a hotel room or lodge room constituted one-half of a dwelling Unit. The parcels in this subparagraph have all been developed as of the date hereof.

(2) Insofar as all portions of the Project other than the nine parcels containing 383.5 dwelling Units identified in Subparagraph A. (1) above are concerned, an apartment Unit containing one bedroom or more shall constitute a dwelling Unit and a hotel room or lodge room shall constitute one-half of a dwelling Unit.

(3) If approved in advance by Commission and Permittee, the owner of any development parcel in the Project shall have the right to have the densities permitted on said development parcel calculated in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) or in accordance with the Unit Equivalent formula contained in Section 10.12 of the Code, as said Unit Equivalent formula may from time to time be amended or modified. In the event of election of an owner to utilize said Unit Equivalent formula and approval thereof by Commission and Permittee, the maximum number of Unit Equivalents which may be contained in the structures built upon said development parcel shall not exceed the permitted number of dwelling Units to be constructed thereon determined in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) and the number of Unit Equivalents as constructed on said development parcel shall for all purposes hereof be deemed the number of units constructed thereon. Approval of use of the Unit Equivalent formula by Commission and Permittee shall not, and cannot, alter or release any private land use covenants between the owner and Deer Valley, or others, concerning development of the property or the density permitted thereon.

(4) Insofar as the following portions of the Project are concerned, the authorized densities, permitted on the development parcels are required to be calculated in accordance with the Unit Equivalent Formula contained in Section 10.12 of the Code as said Unit Equivalent formula may from time to time be amended or modified:

<u>Parcel Designation</u>	<u>Authorized Unit Equivalents</u>
Snow Park Village	209.75
Total	209.75

B. Unit Size. Except for units with relation to which the owner elected or elects to or is required to utilize the Unit Equivalent formula, there shall be no size limitation for Units constructed on any parcel provided that following construction the parcel proposed to be developed contains a minimum of 60% open space and otherwise complies with MPD and all applicable zoning regulations.

C. Development Parcel Designations. Development parcel designations, prescribed densities, parcel sizes, building height limitations (the height limitation for each parcel will be determined by reference to the Code in effect at time of application for approval of the development of the parcel) and the status of development of the parcels as of the date hereof are reflected on Exhibit 1. Permittee shall have the right to develop a total of 2,110 residential Units (exclusive of employee housing Units) within the Project. Permittee shall have the right to develop 209.75 Unit Equivalents within the Snow Park Village, subject to the conditions and

requirements of the Park City Design Guidelines, the Deer Valley Design Guidelines, and the following:

(1) **Conditional Use Review.** Prior to the sale by Permittee of the Snow Park Village, Permittee shall submit a site-specific plan with relation to such parcel to the Commission requesting approval for construction on the parcel. In addition, the Permittee shall request the establishment of building site conditions with relation to the parcel. Accordingly, Permittee or persons acting on its behalf shall file with the Community Development Department of City a completed application form supported by the information set forth in Section 15-6 of the Code, as the same may be amended from time to time. The procedure for the approval or disapproval of any site-specific plan shall be based upon the provisions of this Permit and the conditional use criteria of the Code in effect on the date of application. Components of the Project, other than land development parcels, are listed on Exhibits 2 and 3.

D. Subdivision of Development Parcels. Prior to the sale of any individual lots on any parcel listed on Exhibit 1 developed for residential use as a "subdivision" as defined by the City subdivision ordinance and state statute, the party electing to establish a subdivision on said parcel shall comply with all applicable provisions of the City subdivision ordinance in effect at the time of application. The procedure for the approval or disapproval of any subdivision application shall be based upon the procedure provided in the City subdivision ordinance in effect at the time of application.

Prior to the filing of a record of survey map and declaration of condominium to establish a condominium on any parcel listed on Exhibit 1, the party electing to establish a condominium shall comply with all applicable provisions of any City condominium ordinance in effect at the time of application. The procedure for the approval or disapproval of any condominium shall be based upon the Utah Code and any City condominium ordinance in effect at the time of application.

E. Applicability of Sensitive Area Overlay Zone. For projects within the Deer Valley Large Scale Master Planned Development, the density limitations of the Sensitive Area Overlay Zone do not apply because Master Planned Developments approved prior to the adoption of the Sensitive Area Overlay Zone are vested in terms of density. Site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation protection, and building design standards do apply.

F. Relationship to National Standards. The provisions of the Code and any other applicable zoning and development ordinances including national standards with respect to engineering or building requirements as adopted by City, in effect in City on the date hereof, shall govern the development within the Project, except as otherwise provided herein.

G. Off-Street Parking. Parking required with relation to each portion of the Project shall be based upon Code as in effect at the time application for a building permit for such portion of the Project as is filed with City. For purposes of calculating required parking, the Project shall be deemed to be zoned Residential Development District (RD) Master Planned Developments (MPD). Parking for each separate development parcel in the Project shall be determined in accordance with the Code at the time of application for Conditional Use approval. Any additional parking shall not encroach into zoned open space.

If the capacity of the surface parking lots in the Snow Park Community is exceeded on 10% or more of the days during any single ski season the need for constructing additional parking in said area shall be reviewed by the Commission.

H. Commercial Space, Support Commercial, and Meeting Space. Exhibit 2 hereto lists commercial and support space allotted to the Project. The General Snow Park Commercial category is restricted in utilization within the Project to the following parcels in the Snow Park area:

Pine Inn Multi-Family Parcel
Snow Park Lodge Multi-Family Parcel (Black Diamond Lodge)
Snow Park Village (Combination of Snow Park Hotel Parcel and
Snow Park Parking Area Parcel)
Snow Park Day Center Parcel

Utilization of portions of the General Snow Park Commercial category within any of the above listed parcels is subject to the specific approval of both Permittee and Commission.

In addition to the Exhibit 2 Commercial Space permitted in the Project, Support Commercial shall be permitted and used as defined in the Code, as amended, at the time of application.

I. Employee Housing. Permittee has been required to cause the development of 112 employee (affordable) housing units pursuant to prior editions of this Permit. Prior to the date of this Permit, Permittee has developed or caused to be developed units qualifying under the low and moderate income housing exception of the Code as follows:

<u>Project Location</u>	<u>Number of Qualifying Units</u>
A. Units in Deer Valley:	
Little Belle Manager Unit	1
Stag Lodge Manager Unit	1
Sterlingwood Manager Unit	1
Bald Eagle Caretaker Units	2
Mt. Cervin Manager Unit	1
Deer Valley Club Manager Unit	1
B. Units Other Than in Deer Valley:	
Parkside Apartments	42
Fireside Apartments / Condos	42
Washington Mill Apts.	8
Peace House	3
Aspen Villas / Silver Meadows (Participation)	9
Fawn grove Employee Unit	1
Total	112

Deer Valley shall be obligated to comply with all applicable ordinances of City relating to the creation and construction of employee housing, including ordinances that are adopted after the date of this Permit. Deer Valley will be given credit for the previously developed units

identified above when computing the employee housing obligation under applicable ordinances. The City acknowledges full satisfaction of Deer Valley's current obligation in the Employee Housing Agreement dated October 6, 1995 executed in conjunction with Deer Valley's contribution to the Silver Meadows project. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing employee / affordable housing units built by Deer Valley or persons acting on its behalf exceeds the number of units required by the new ordinance, credit shall be given against the ordinance imposed obligation, but in no event shall City be obligated to reimburse Deer Valley for any excess, or to permit the assignment of the excess to other parties with a similar employee housing requirement. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing units built by Deer Valley or those acting on its behalf falls short of the newly imposed ratio of employee units to conventional units, Deer Valley agrees to be bound by the provisions of the newly adopted ordinance; provided, however, that the new ordinance shall apply only to those Units on which site specific approval is granted after the adoption of the employee / affordable housing ordinance.

J. Technical Reports. Permittee shall submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by Commission as significant changes occur in those systems and as needed for specific project review as required by the Community Development Director and Public Works Director prior to density approval.

K. Public Use of Ski Facilities. Use of all ski facilities shall be open to the general public and shall not be restricted to owners of property located in Deer Valley or to members of any private club. Furthermore, all charges, fees and costs paid by the general public for the use of such facilities shall not exceed the charges, fees and costs paid by owners of property located in Deer Valley.

L. Trails .There are 4 types of trails in Deer Valley:

- (1) Bicycle paths located within street rights-of-way;
- (2) Pedestrian paths connecting parcels together within a community;
- (3) Connecting paths connecting communities together; and
- (4) Hiking trails to provide access to the mountain.

Bicycle paths shall be located within street rights-of-way dedicated to City and shall be operated and maintained by City as shown on the Deer Valley Trails Master Plan and the City Trails Master Plan.

Pedestrian paths shall be hard surfaced, a minimum of five feet wide, a maximum of six feet wide and built to public sidewalk specifications. These paths shall connect development parcels together and connect development parcels to commercial nodes. At the time of conditional use approval of a particular development parcel, the developer of said parcel shall provide a pedestrian path across said parcel connecting to the paths on the adjoining parcels. The location of these paths shall be determined by the parcel developer and by City staff with the Deer Valley Trails Master Plan used as a guide. The locations shall be modified as necessary to take into consideration topography and existing trails, and shall tie into the bus system which serves Deer Valley. These paths shall form a year-round system. Maintenance shall be the responsibility of the parcel owner. A 10 to 15 foot wide easement (easement size

shall be determined at the time of site specific conditional use approval) for each pedestrian path shall be dedicated to City and is required to be shown on the recorded plat for the applicable development parcel.

It is recognized by the parties that the property within the Deer Valley Resort is private property. Public access to ski runs is at the discretion of Permittee. Summer public access and non-destructive summer use which includes casual hiking on ski runs shall be allowed by Permittee subject to reasonable rules and regulations.

In the event that City in its sole discretion determines that City should hold any easements for hiking, City shall make a request that an easement be granted for any or all of the hiking trails that City desires to hold within or adjacent to ski runs shown on the Trails Master Plan. In the event that City obtains a formal agreement, City agrees to maintain such hiking trails, and Permittee will provide legal descriptions, signage and grant to City an easement (minimum of 10 feet to maximum of 15 feet wide) to maintain such hiking trails without hard surface and without winter maintenance. If City desires to upgrade the hiking trails beyond that which currently exists, City agrees to bear the cost of those improvements. The Trails Master Plan shall serve as a general guide in determining the final location of said hiking trails. In the event City obtains and holds formal easements for hiking trails, City shall indemnify and hold Permittee and its successors and assigns harmless from and against any loss, damage, injury or responsibility with relation to any such trail and any claims, demands or causes of action from any person resulting from injuries sustained while utilizing any hiking trails for which City has obtained and holds easements. Said public easement shall also be subject to such additional reasonable rules and regulations as Permittee deems appropriate to eliminate possible interference with the operation and maintenance of the ski resort, or in the interest of safety or security.

M. Open Space. With the exception of those parcels identified on Exhibit 1 and those areas and items listed on Exhibit 2 as "commercial and support space", all remaining property in the Project is hereby designated "landscaped open space" as that term is defined in the Code as presently in effect and shall remain substantially free from structures, roads and parking lots except as otherwise approved by City or permitted by the Code as presently in effect. The "landscaped open space" shall be maintained and operated by Permittee at Permittee's sole cost and expense.

N. Fire Considerations. All buildings or structures located within the Bald Eagle, Silver Lake, and North Silver Lake Communities shall be fire sprinkled in accordance with UBC 38-1-82.

O. Water Improvements .Permittee agrees that, as a condition of and concurrently with issuance to Permittee of a building permit for the construction of any buildings or structures comprising a portion of the Project, Permittee shall be obligated to agree in writing to construct and convey to City storage facilities, pumping facilities, and transmission lines, as agreed upon and approved by the Public Works Director and City Engineer at the time of issuance of said building permit, to the extent necessary to store and transmit culinary water, irrigation water, and water for fire flows to the buildings and structures covered by the building permit and to connect the same to the water system of City, and shall evidence to the satisfaction of City the ability of Permittee to comply with such agreements.

Permittee agrees that completion of the action required by this Section O with relation to any building or structure included in the Project shall be deemed a condition precedent to the

right to occupy and utilize the building or structure. Commission and Permittee agree that the general level of water facilities construction for the Project required by this Section O has been heretofore accomplished by Permittee.

The existing agreement relating to water rights and water facilities for Deer Valley development entered into November 17, 1988 between Permittee as "DVRC", Royal Street as "Royal Street", and City as "Park City" and the Deer Valley Water Facilities Improvement Agreement dated March 31, 1994 between City, Royal Street and Permittee (as "DVRC") and the Amendment to the 1994 Deer Valley Water Facilities Improvement Agreement dated May 12, 2006 between City as "Park City", Royal Street and Permittee (as "DVRC") are made a part of this Permit by reference.

P. Sewer Considerations .Although City has no responsibility for sewer approvals; the Snyderville Basin Sewer Improvement District has indicated the following with respect to sewerage in Deer Valley: Projected flow calculations are based on average wastewater flow from residential units and make no distinction regarding size. In other words, the Sewer District does not follow the "unit equivalent" concept as does City.

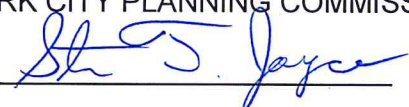
The Sewer District has previously reviewed both the Upper and Lower Deer Valley sewer systems and made the following comments: Upper System (American Flag / Silver Lake Community) - There are two sections of sewer within the American Flag Subdivision that limit upstream, new growth to approximately 325 additional residential units. There are several sections with only slightly greater capacity. This concern or limitation was eliminated by construction of a new sewer trunk line from Royal Street through the Westview Parcel in 1988. Lower System (Solamere, Queen Esther, Fawn grove) - A portion of the trunk sewer serving this area was replaced in 1985 to provide greater capacity for Hanover and Park Con projects as well as Deer Valley's. These three developers executed an agreement with the District which identified their anticipated development and the percentage of the cost they would fund to "reserve" capacity in the sewer system. Of the present sewer capacity of approximately 1385 units, Deer Valley has approximately 200 units available for future development. However, there are downstream sections of sewer that have less capacity than the new Deer Valley North Road sewer. This problem will be pursued with the developers as necessary.

Q. Separability. If any provision or provisions of this Permit shall be held or deemed to be, or shall, in fact, be illegal, inoperative, or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent, whatsoever.

R. Term of Permit. The term of this Permit is governed by the Twenty-Ninth Edition of the Land Management Code of Park City as revised as of April 1, 1993.

Approved this 30th day of November, 2016.

PARK CITY PLANNING COMMISSION

By 

Planning Commission Chair

**DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS**

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
DEER VALLEY COMMUNITY					
Stonebridge & Boulder Creek Multi-Family	50	54	1	28	10.23
Aspenwood Multi-Family	30	30		28	9.21
Pine Inn & Trails End Multi-Family	40	45	1	35	8.52
In The Trees (South Multi-Family) Multi-Family	14	14		28-45	2.87
Black Diamond Lodge (Snow Park Lodge Multi-Family)	29	27		28-75	5.70
Courcheval Multi-Family	13.5	27	1	35	1.82
Daystar Multi-Family	24	24		28	9.84
Fawngrove Multi-Family	50	50		28	12.05
Chateaux Fawngrove Multi-Family	10.5	11	2	28	Incl
Bristlecone Multi-Family	20	20		28	Incl
Lakeside Multi-Family	60	60		28	6.49
Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks)	274	274		28	237.81
Pinnacle Multi-Family	86	86		28	36.80
Comstock Lodge (East Bench Multi-Family)	10.5	21	1	35	3.50
Red Stag Lodge	8.5	11	1	35	Incl
Powder Run Multi-Family	25	33	1	35	3.20
Wildflower (Deer Valley North Lot 1 Multi-Family)	11	14	1	28	1.04
Glenfiddich (Deer Valley North Lot 2 Multi-Family)	12	12		28	1.45
Chapparal (Deer Valley North Lot 3 Multi-Family)	15	20	1	28	1.44
Northeast Multi-Family:					12.65
Lodges @ Deer Valley	73.25	85	3	28-35	
Silver Baron Lodge	42.75	50	12	28-35	
Snow Park Village (Snow Park Hotel & Parking Sites)	209.75	0	4	28-45	14.93
Total Deer Valley Community	1108.75				
AMERICAN FLAG COMMUNITY					
American Flag Single Family	93	93		28	83.04
LaMaconnerie Multi-Family	15	15		28	6.19
Total American Flag Community	108				
NORTH SILVER LAKE COMMUNITY					
Westview Single Family	15	1		28	40.69
Evergreen Single Family	36	36		28	27.60
NSL Homesite Parcel #1	1	1		35	1.90
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**

DECEMBER 20, 2024 - REV 05

Exhibit 1	Project Location
Exhibit 2	Existing Conditions / Adjacent Parcels
Exhibit 3A-3B	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, REV 05
Exhibit 8	Drop-off Circulation Plan_REV 02, REV 03, REV 05
Exhibit 9	Site Circulation & Mobility Plan_REV 02, REV 03, REV 05
Exhibit 10A-10C	Pedestrian Circulation & Mobility Plan_REV 02, REV 03, REV 05
Exhibit 10D	Pedestrian Vertical Circulation & Garage_REV 02, REV 03, REV 05
Exhibit 11	Emergency Vehicle Circulation_REV 02, REV 03, REV 05
Exhibit 12A	Development Data Summary_Rev 02, REV 03, REV 04
Exhibit 12B	Development Data Summary_Rev 02, REV 03, REV 05
Exhibit 13A-13D	Parking Garage, Transit Center, Ski School & Floor Plans_REV 02, REV 03, REV 05
Exhibit 14	Transit Center Drop-Off Plans_REV 02, REV 03
Exhibit 15	Civil Transit Drop-Off Plans_REV 02, REV 03, REV 05
Exhibit 16	Garage Exterior Material Palette Concept, REV 03, REV 04, REV 05
Exhibit 17	Garage Roof & Parapet Height Plan, REV 03, REV 05
Exhibit 18	Site/Building Sections - Key Plan, REV 03
Exhibit 19	Site/Building Sections & Height Compliance, REV 03
Exhibit 20A-20J	Site/Building Elevation_REV 02, REV 03, REV 05
Exhibit 21	1955 USGS Topography
Exhibit 22	Natural Grade Approval
Exhibit 23A-B	Open Space Plan & Snow Storage_REV 02, REV 03, REV 05
Exhibit 24	Civil Site Plan - Plat & Right of Way_REV 02, REV 03, REV 05

Exhibit 25	Civil Site Plan - Roads_REV 02, REV 03, REV 05
Exhibit 26	Civil Site Plan - P3_REV 01, REV 05
Exhibit 27	Civil Site Plan - P2_REV 02, REV 03, REV 05
Exhibit 28	Civil Site Plan - P1_REV 02, REV 03, REV 05
Exhibit 29A-29G	Civil Site Plan - Neighborhood and Access - Road Design_REV 02, REV 03, REV 05
Exhibit 30	Civil Site Plan - Wayfinding_REV 02, REV 03, REV 05
Exhibit 31	Civil Site Plan - Utilities_REV 02, REV 03, REV 05
Exhibit 32	Civil Site Plan - Grading Plan_REV 02, REV 03, REV 05
Exhibit 33	Civil Site Plan - Overall Site Key Plan_REV 02, REV 03, REV 05
Exhibit 34	Civil Site Plan - Trails End Plan and Profile, REV 05
Exhibit 35	Civil Site Plan - Deer Valley West - Plan and Profile 1_REV 02, REV 03, REV 05
Exhibit 36	Civil Site Plan - Deer Valley West - Plan and Profile 2_REV 02, REV 03, REV 05
Exhibit 37	Civil Site Plan - Deer Valley West - Plan and Profile 3_REV 02, REV 03, REV 05
Exhibit 38	Civil Site Plan - Doe Pass Drive - Plan and Profile_REV 02, REV 03, REV 05
Exhibit 39	Civil Site Plan - Deer Valley East - Plan and Profile 1_REV 02, REV 03, REV 05
Exhibit 40	Civil Site Plan - Deer Valley East - Plan and Profile 2_REV 02, REV 03, REV 05
Exhibit 41	Civil Site Plan - Deer Valley East - Plan and Profile 3_REV 02, REV 03, REV 05





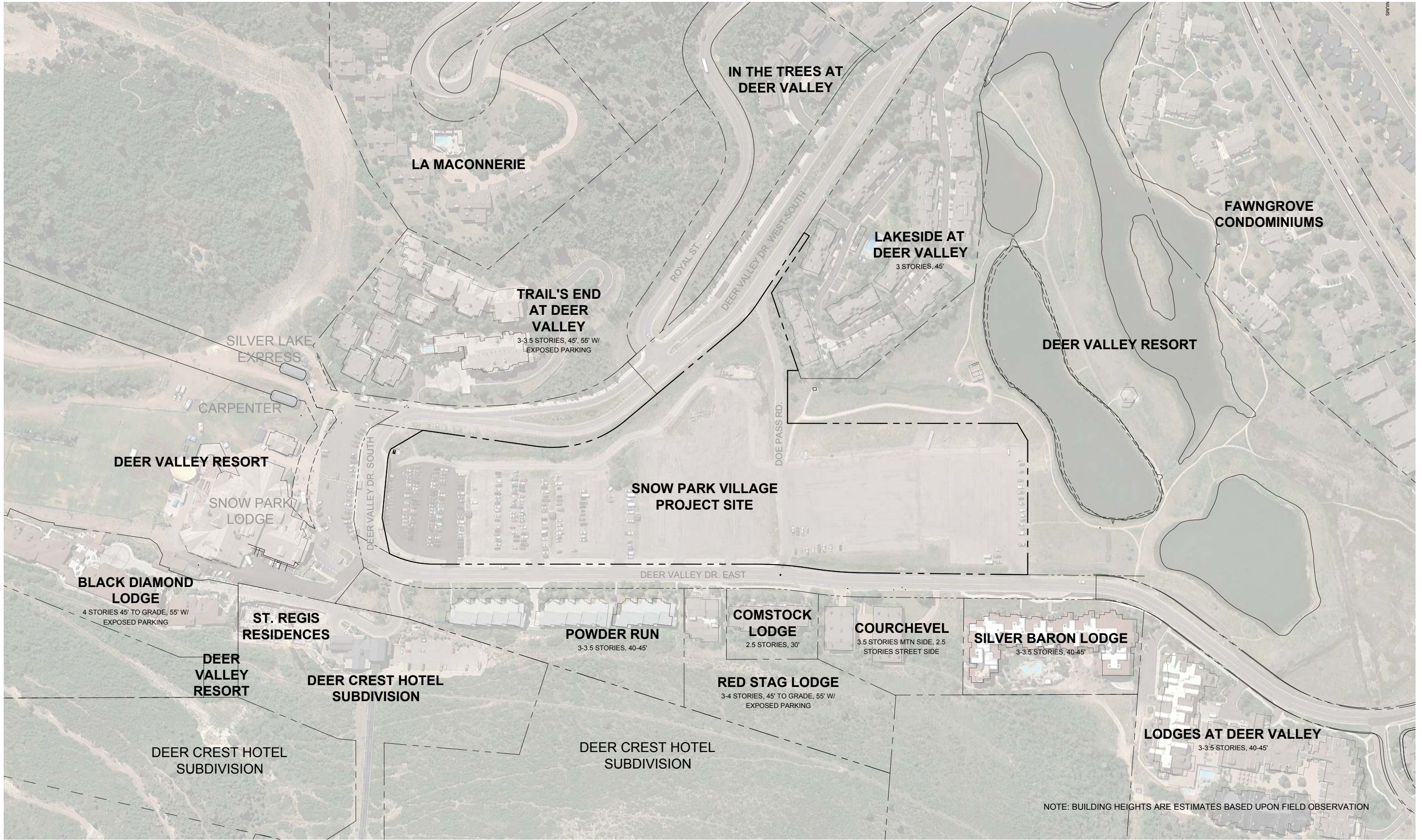


Exhibit 3A: ALTA / ACSM Land Title Survey

SURVEYOR'S CERTIFICATE

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
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 52°33'44" 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.

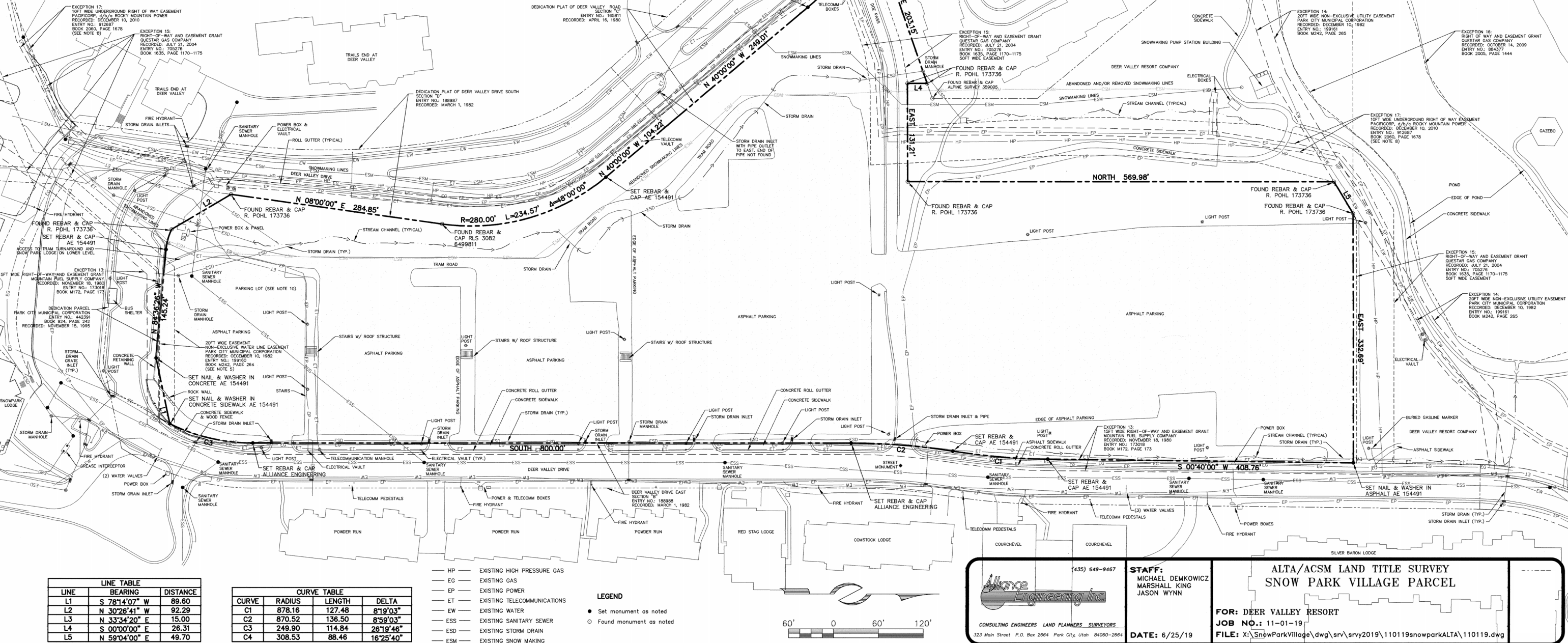
Part of Summit County Tax Serial Numbers: PC-745, PC-900-3 and PC-900-4

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 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 recent 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"

- 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

Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664
(435) 649-9467

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\sr\rvy2019\110119snowparkALTA\110119.dwg

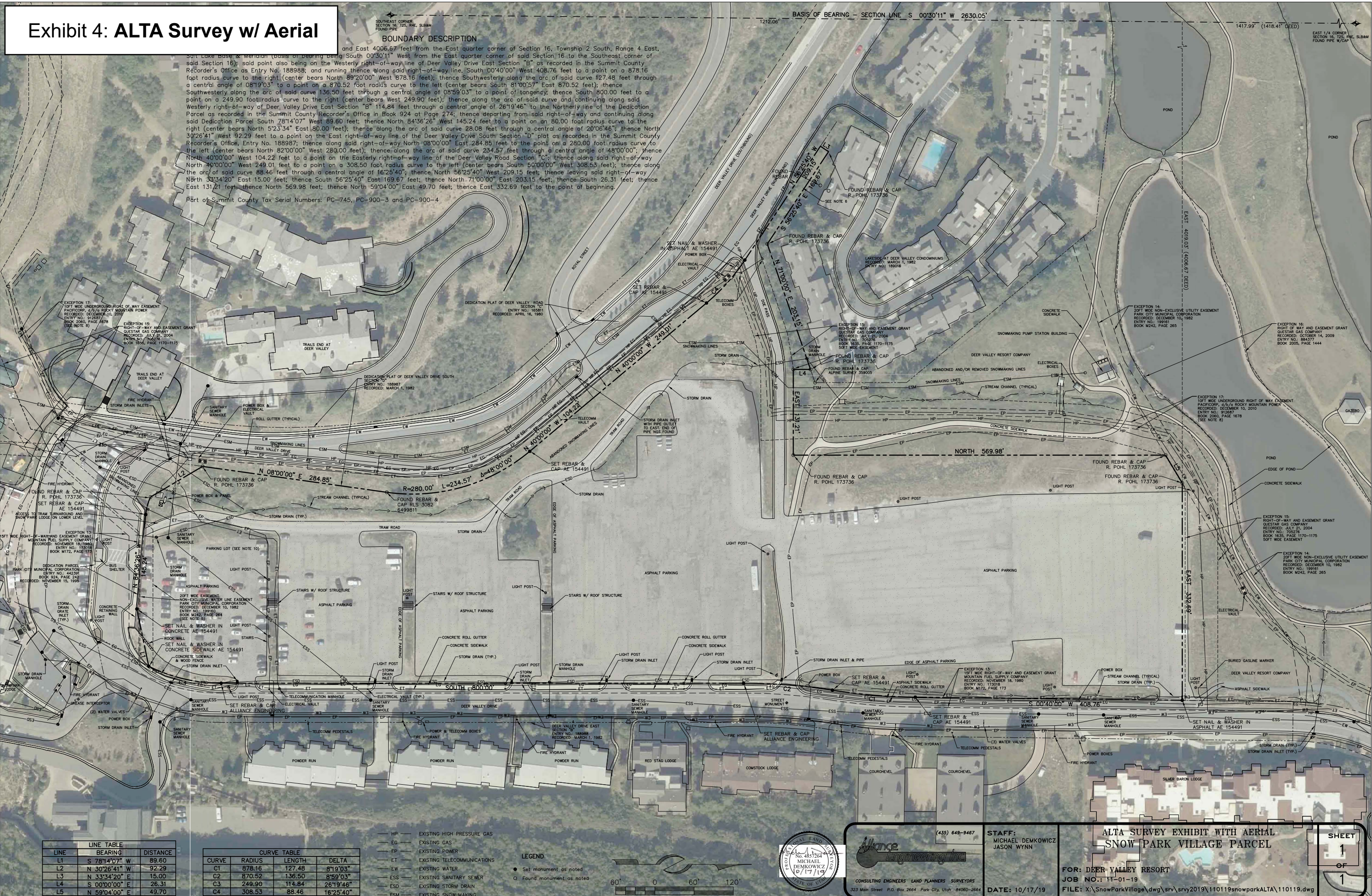
Exhibit 4: ALTA Survey w/ Aerial

SOUTHEAST CORNER SECTION 16, T2S, R12E, S18AM FOUND PIPE

BOUNDARY DESCRIPTION

and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, South 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 52°33'34" 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" plot 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



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— EG — EXISTING GAS
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— ET — EXISTING TELECOMMUNICATIONS
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— ESS — EXISTING SANITARY SEWER
— ESD — EXISTING STORM DRAIN
— ESM — EXISTING SNOW MAKING
- Set monument as noted
○ Found monument as noted



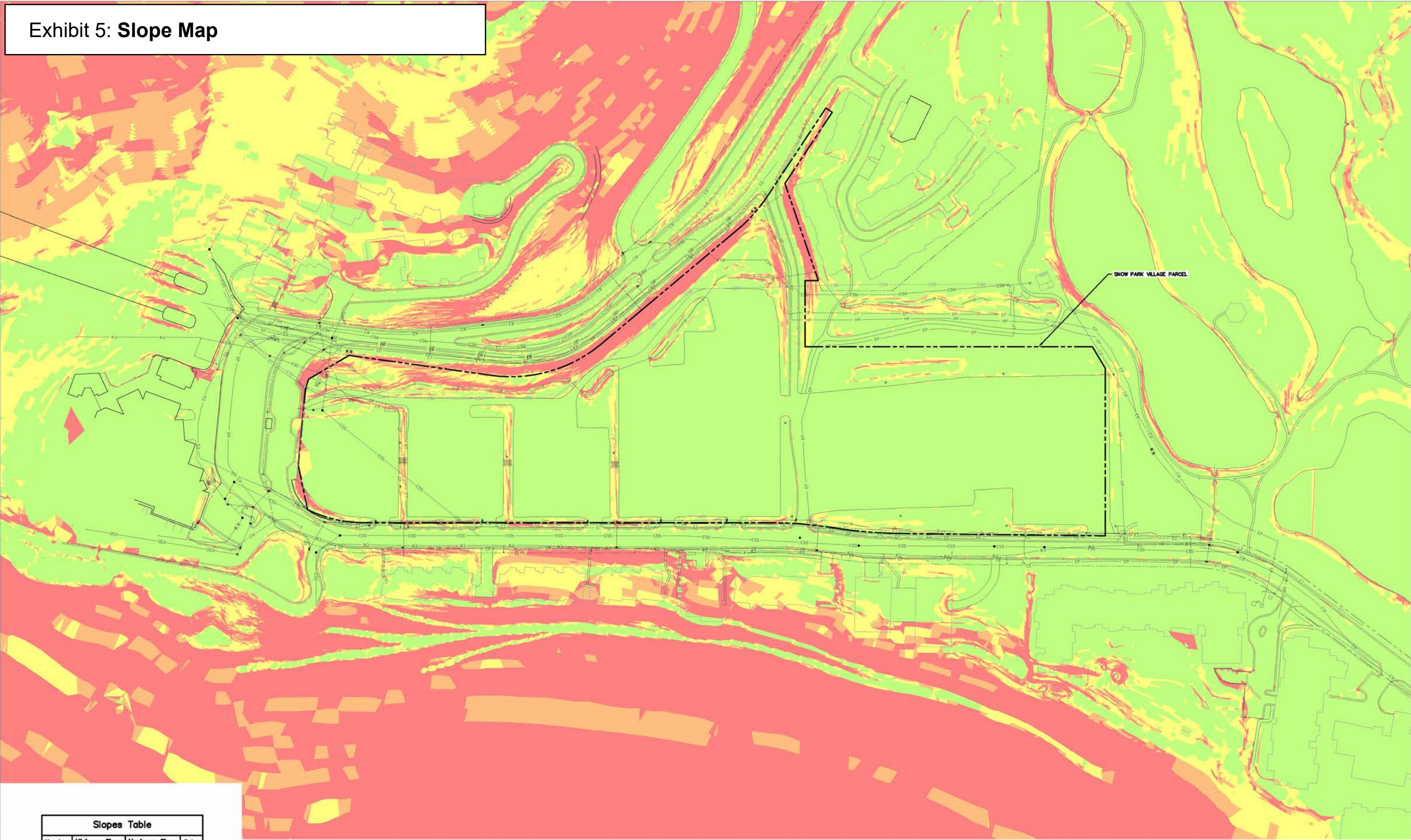
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

(435) 649-9467
STAFF:
MICHAEL DEMKOWICZ
JASON WYNN
DATE: 10/17/19

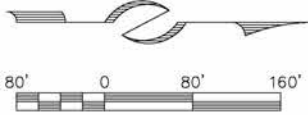
ALTA SURVEY EXHIBIT WITH AERIAL
SNOW PARK VILLAGE PARCEL
FOR: DEER VALLEY RESORT
JOB NO.: 11-01-19
FILE: X:\SnowParkVillage\dwg\sr\srvy2019\110119snowparkALTA\110119.dwg

SHEET
1
OF
1

Exhibit 5: Slope Map



Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	0%	15%	Green
2	15%	30%	Yellow
3	30%	40%	Orange
4	40%	Vertical	Red





(435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

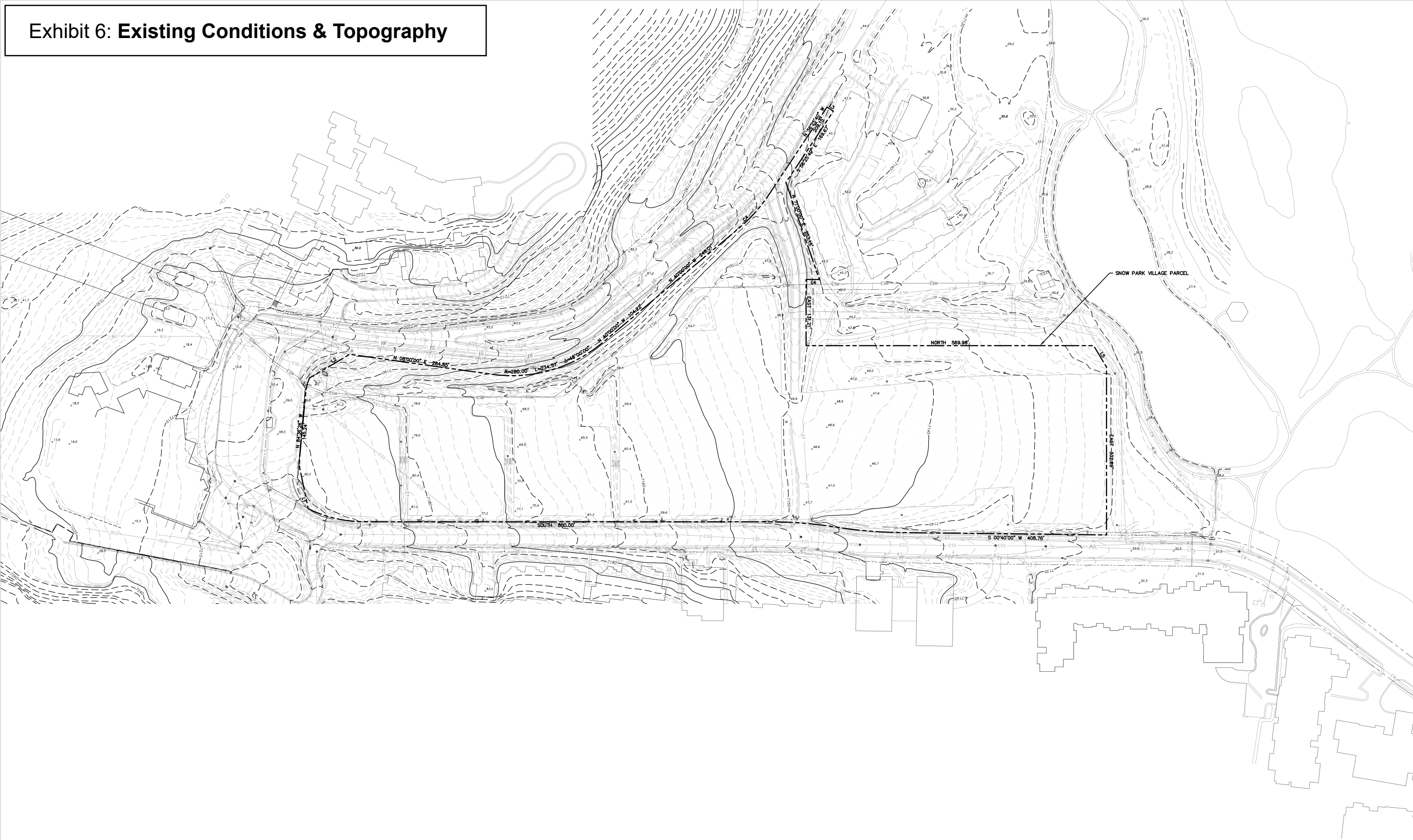
STAFF:
MICHAEL DEMKOWICZ
STEVE MILLER

DATE: 10/18/19

DEER VALLEY SNOW PARK
SLOPE MAP
2007 AERIAL 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:

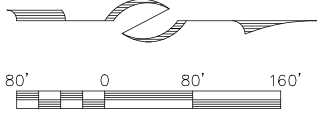
- 2007 AERIAL CONTOURS
- 2007 SPOT ELEVATION



DEER VALLEY

skylab

Snow Park Village



 (435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: MICHAEL DEMKOWICZ STEVE MILLER	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	

DATE: 10/18/19

PARKING STRUCTURE COP APPLICATION EXHIBITS

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

TRANSIT 2 WAY

TRANSIT 1 WAY

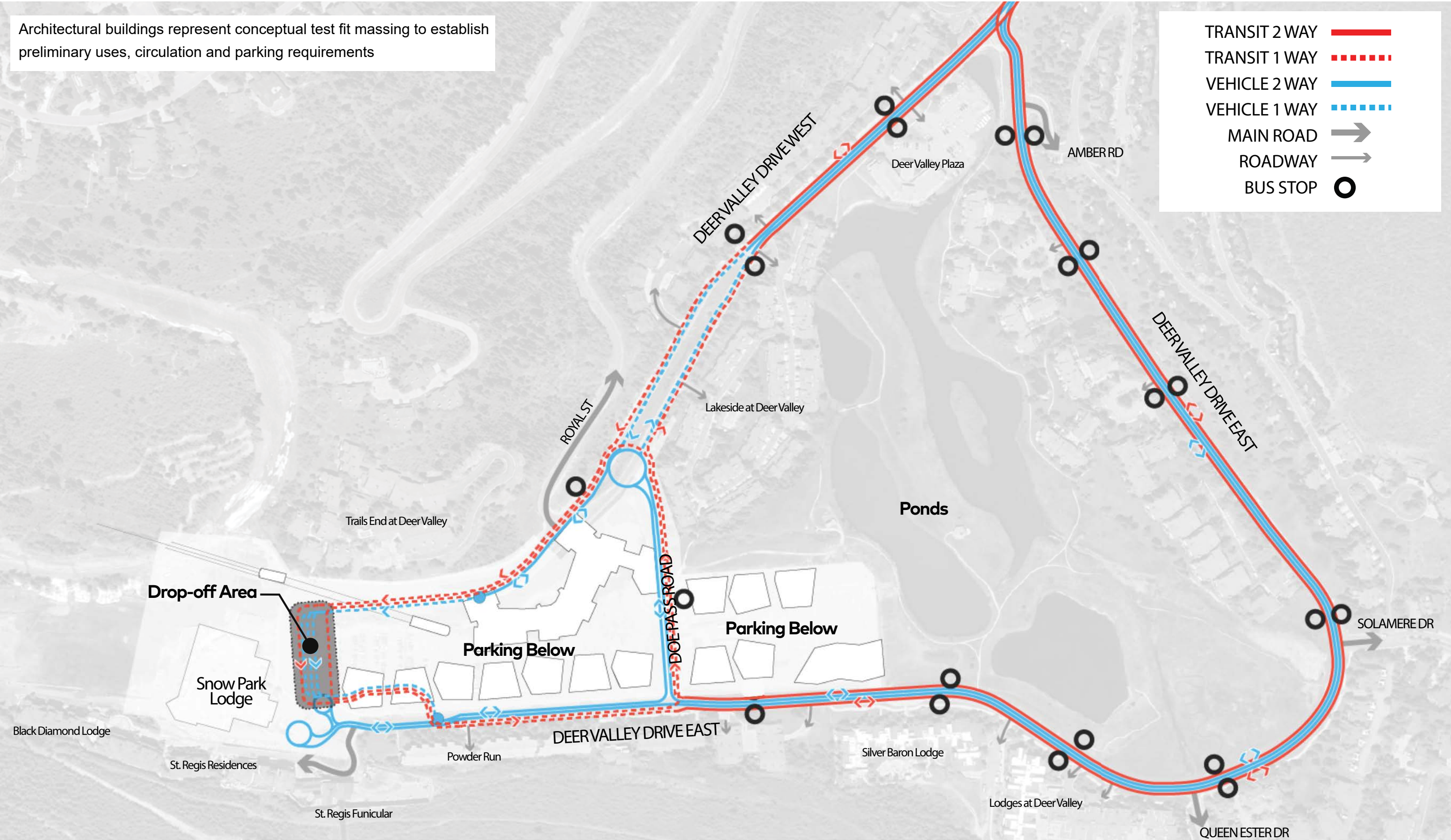
VEHICLE 2 WAY

VEHICLE 1 WAY

MAIN ROAD

ROADWAY

BUS STOP



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

TRANSIT 2 WAY

TRANSIT 1 WAY

VEHICLE 2 WAY

VEHICLE 1 WAY

MAIN ROAD

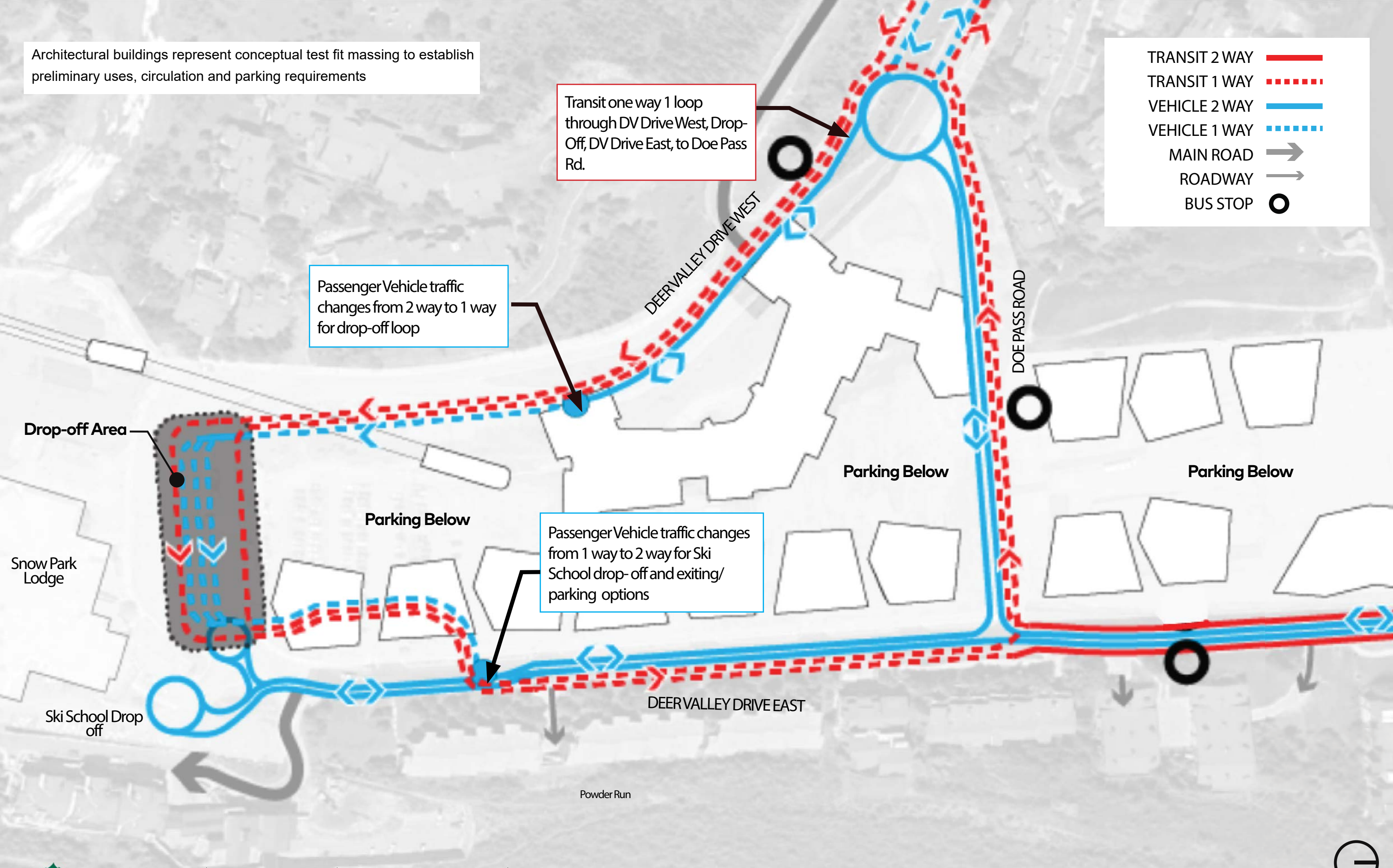
ROADWAY

BUS STOP

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

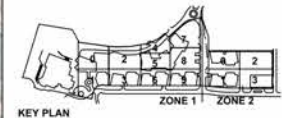
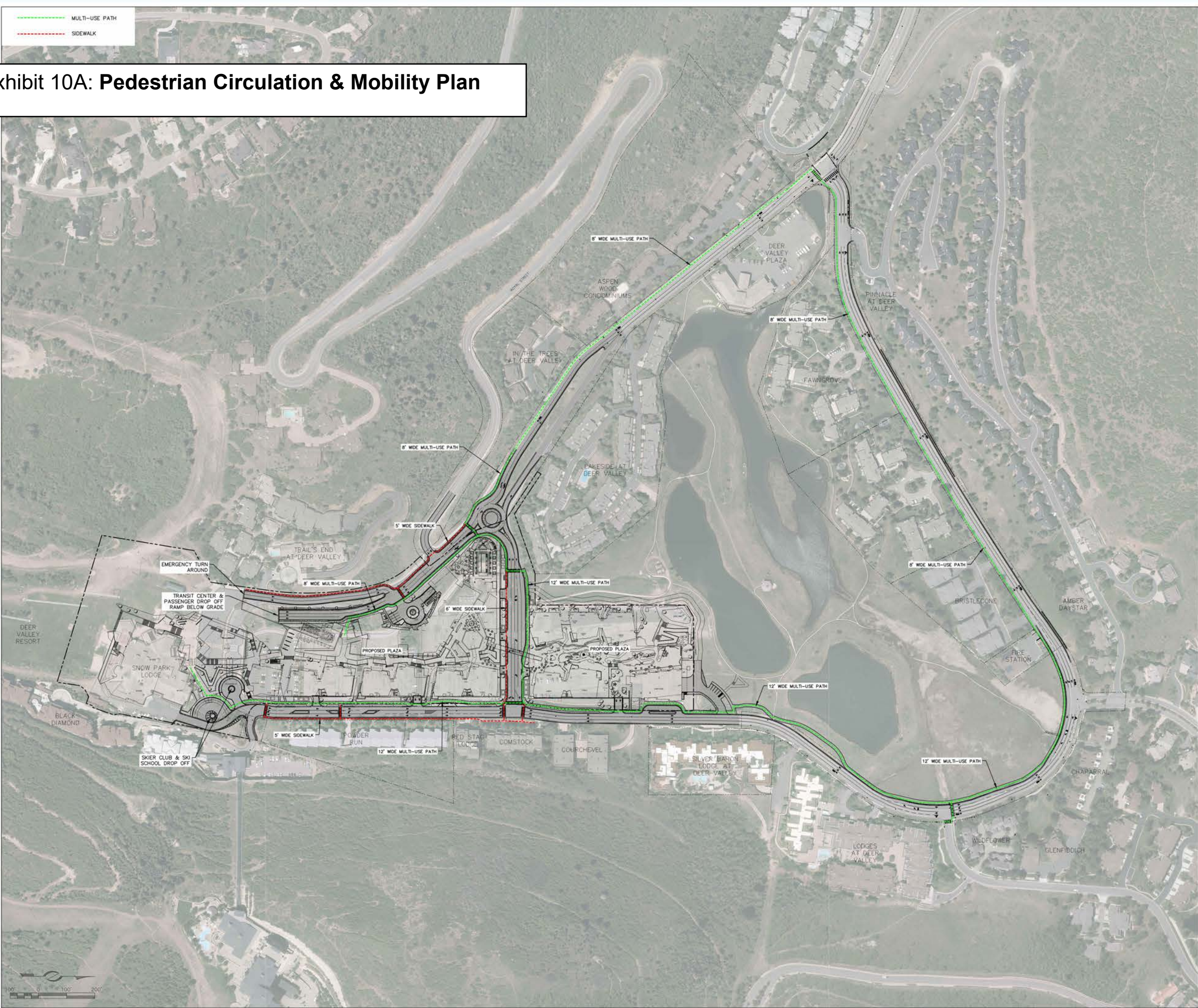


Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



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



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gbdarchitects.com

DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2200 Deer Valley Drive S.
Park City UT 84060

PROJECT #
23045

DATE
DECEMBER 19, 2024

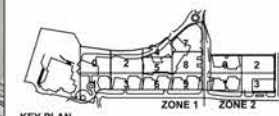
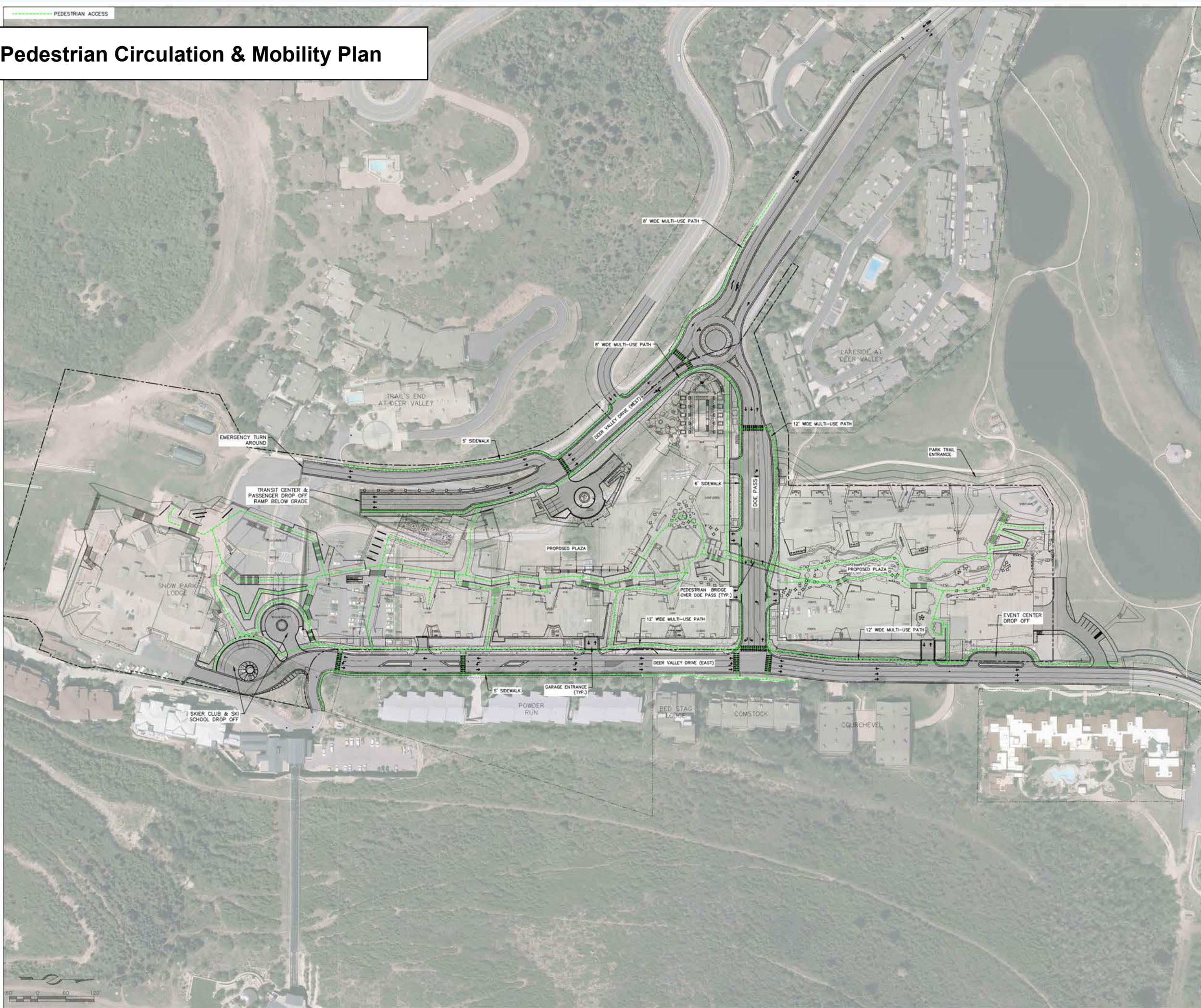
ISSUANCE
CUP SUBMISSION

REVISION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

NOT FOR
CONSTRUCTION

Exhibit 10B: Pedestrian Circulation & Mobility Plan



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PARK CITY, UT 84098 | 435-649-9467

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2200 Deer Valley Drive S.
Park City UT 84090

PROJECT #
23045

DATE
DECEMBER 19, 2024

ISSUANCE
COP SUBMISSION

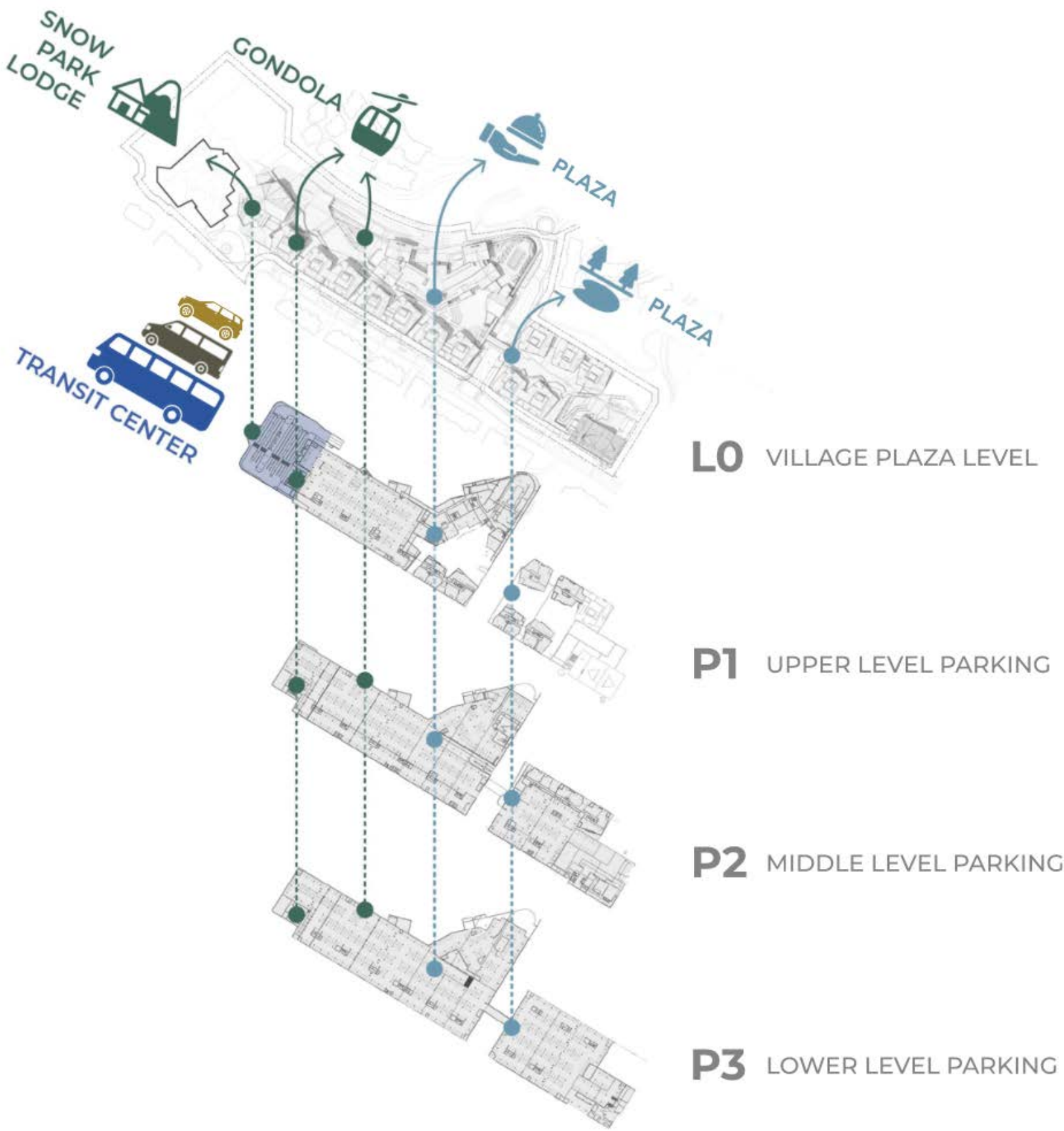
REVISION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

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



Diagram use: to represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



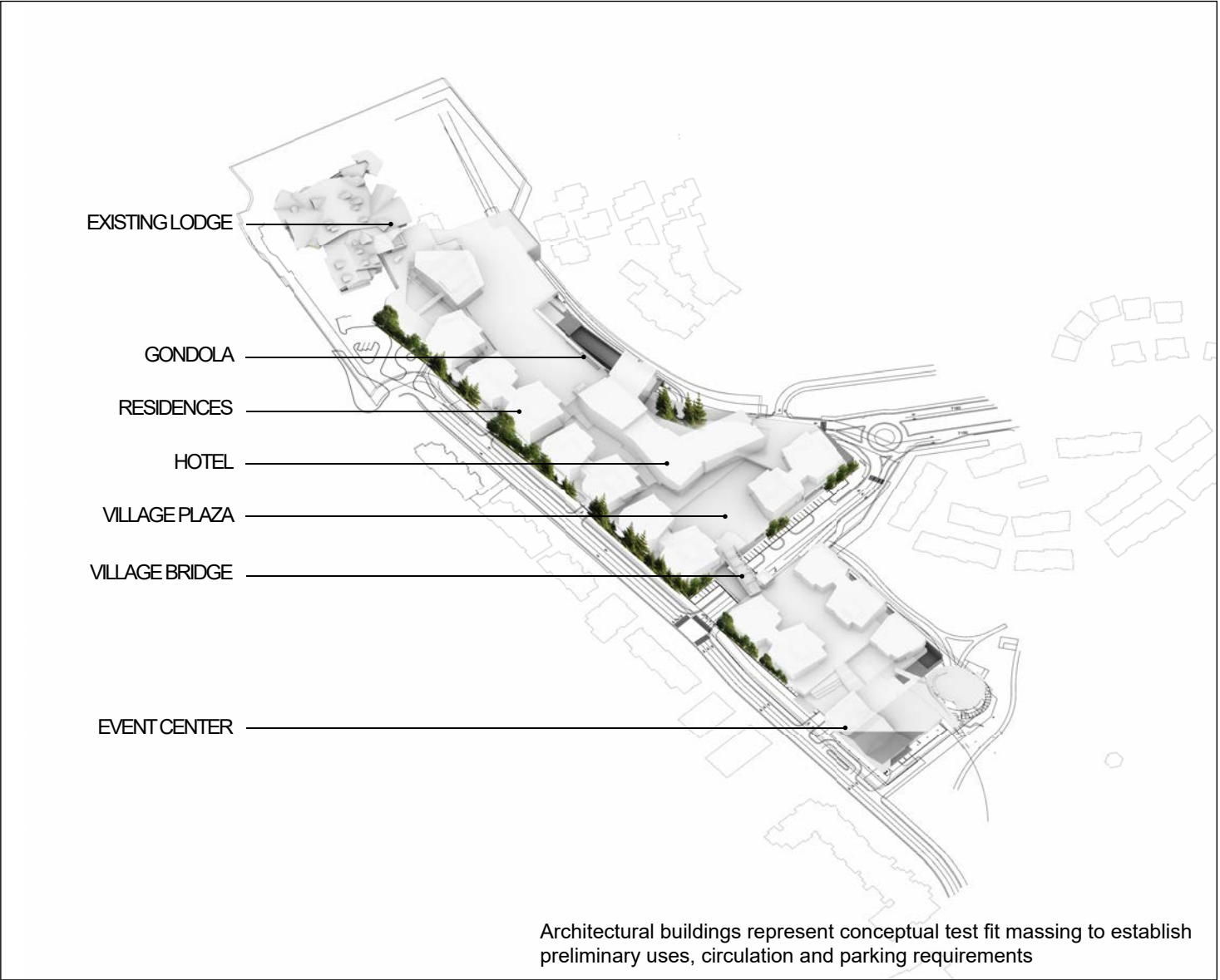
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



DEVELOPMENT NUMBERS

		Gross Sq. Ft.	Net Sq. Ft.	Support/ Accessory Sq. Ft.	Commercial	Per LMC § 15-6-8
12th Amendment					21,890	209.75
Condo/Residential						
	Units Square Footage (84 units)	243,658	224,167			112.08 (1)
	Residential Accessory SF	47,708		47,708		
Hotel						
	Units Square Footage (115 units)	89,971	81,729			40.86 (2)
	Meeting Space	9,583	8,333	4,086 (3)		.16 (4)
	Residential Accessory SF	102,339		102,339		
Event						
	Commercial Square Footage	23,261	21,146		21,146	
	Event Commercial Support	1,216		1,057		
Retail/Resturant/Other Commercial						
	Square Footage	48,023	43,657		744	42.91 (6)
	Retail/Resturant/Other Commercial Support (7)					
	Transit Center (Resort Accessory)	26,148		23,771		
Total		591,907	379,032	178,962	21,890	196.01 (8)

(1)	224,167/2,000 = 112.08
(2)	81,729/2,000 = 40.86
(3)	5% * 81,729 = 4,086.45
(4)	Meeting Space = 5% * 81,729 = 4,086.45
	Unused Support Commercial = 5% * 81,729 = 4,086.45
	4,086.45 + 4,086.45 = 8,172.9
	8,333 - 8,172.9 = 160.1/1,000 = .16
(5)	5% * 21,146 = 1,057.3
(6)	43,657-744 = 42,913/1,000 = 42.91
(7)	Applied to meeting space per LMC § 15-6-8.b
(8)	10 UE's to be adjust during Phase II Review



Conceptual Axon

DEVELOPMENT NUMBERS

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	

Requirements 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							
						243	total = EV ready + EV Charger

SQUARE FOOTAGE NUMBERS

Transit Hub:	60,652	GSF
Parking Garage:	917,173	GSF
Loading Docks:	15,758	GSF

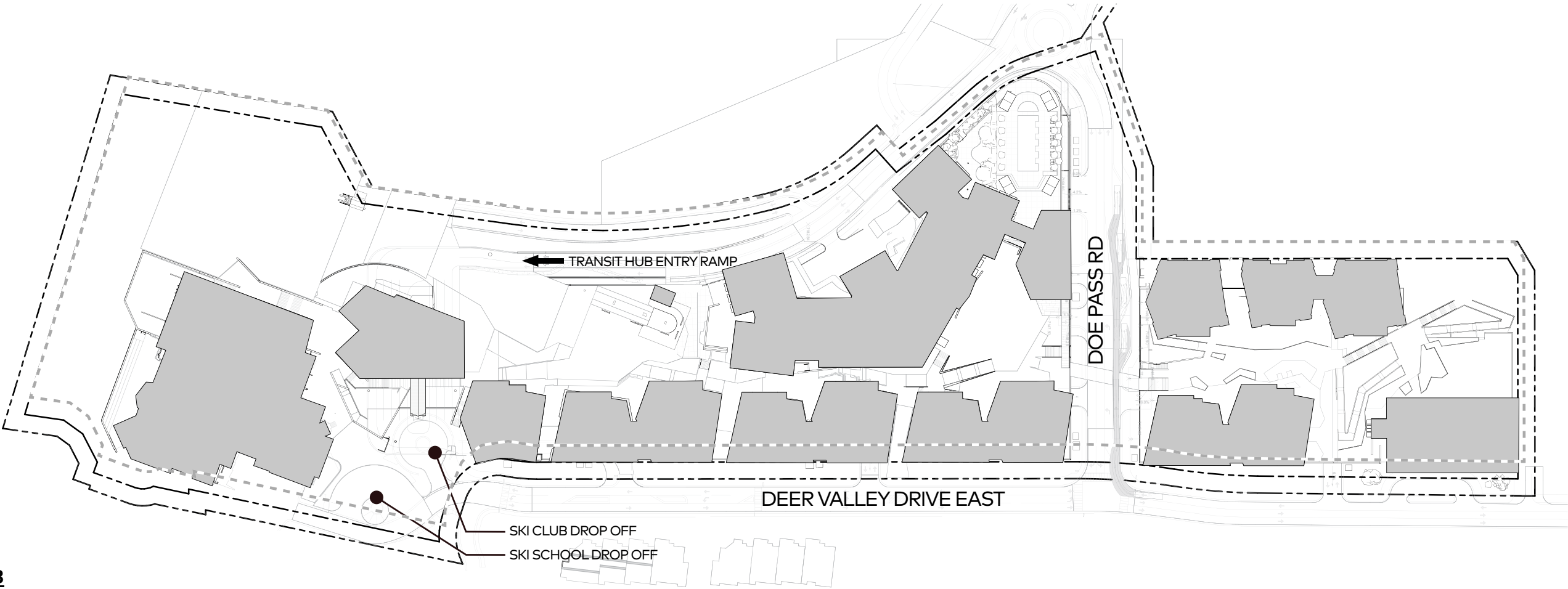
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

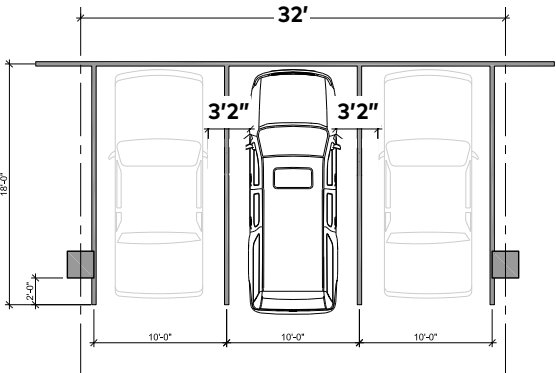
- PROPERTY LINE
- SETBACK LINE



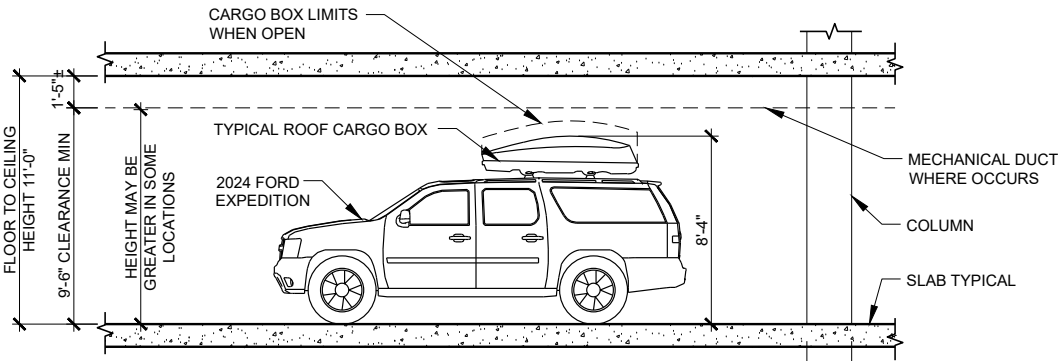
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS
WITHIN TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

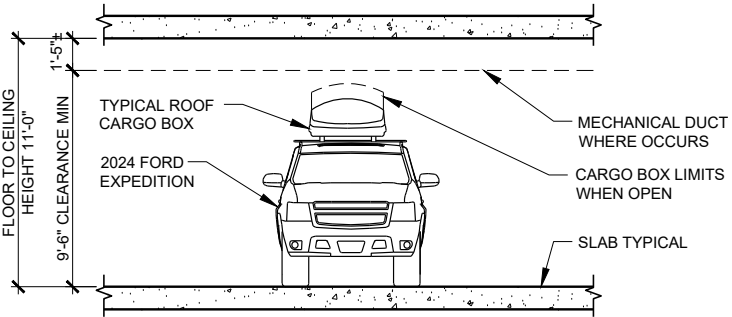
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

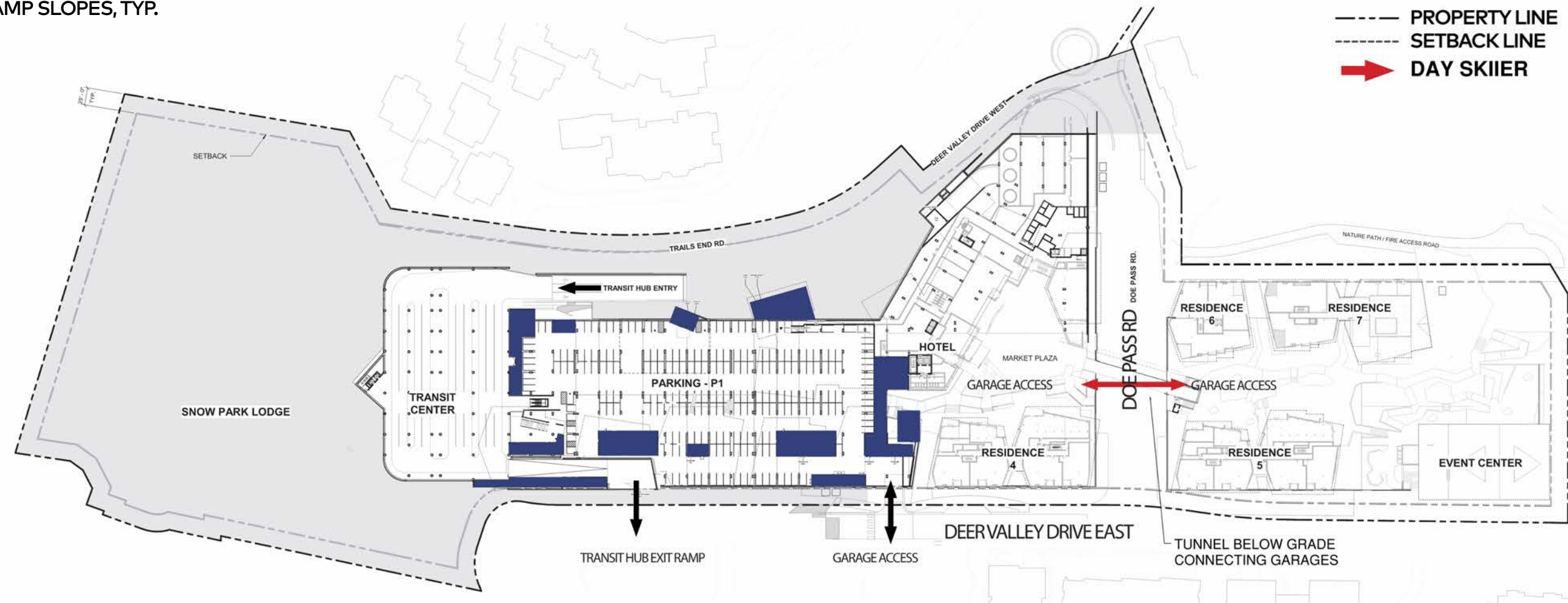
SITE PLAN



REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY
AND EXIT RAMP SLOPES, TYP.

LEGEND

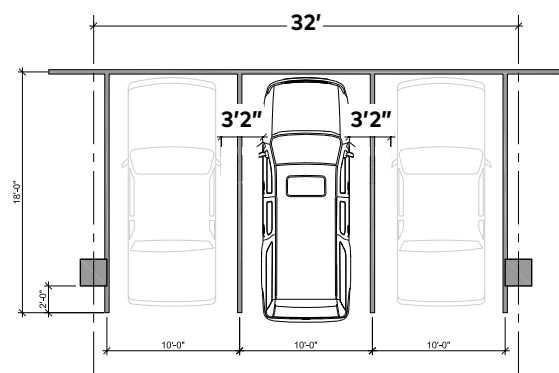
-  RESIDENTIAL/ RESORT ACCESSORY
 PROPERTY LINE
 SETBACK LINE
 DAY SKIIER



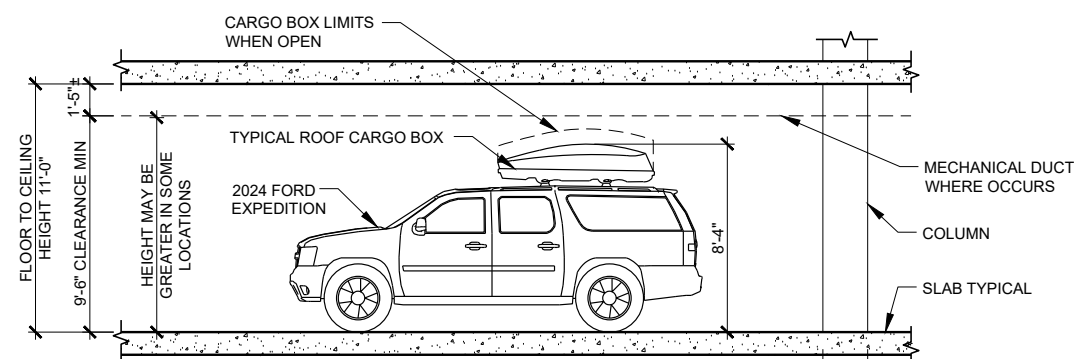
TRANSIT HUB

**MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS
WITHIN TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"**

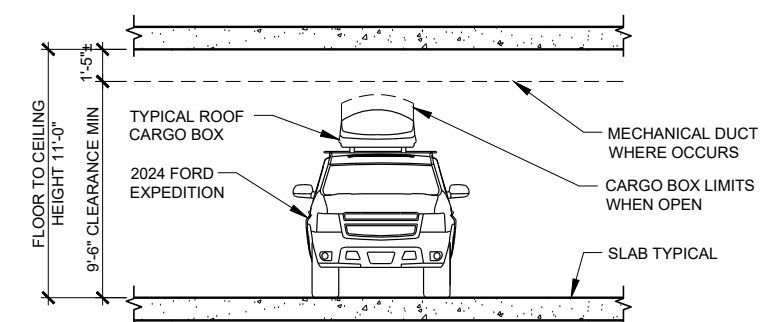
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP

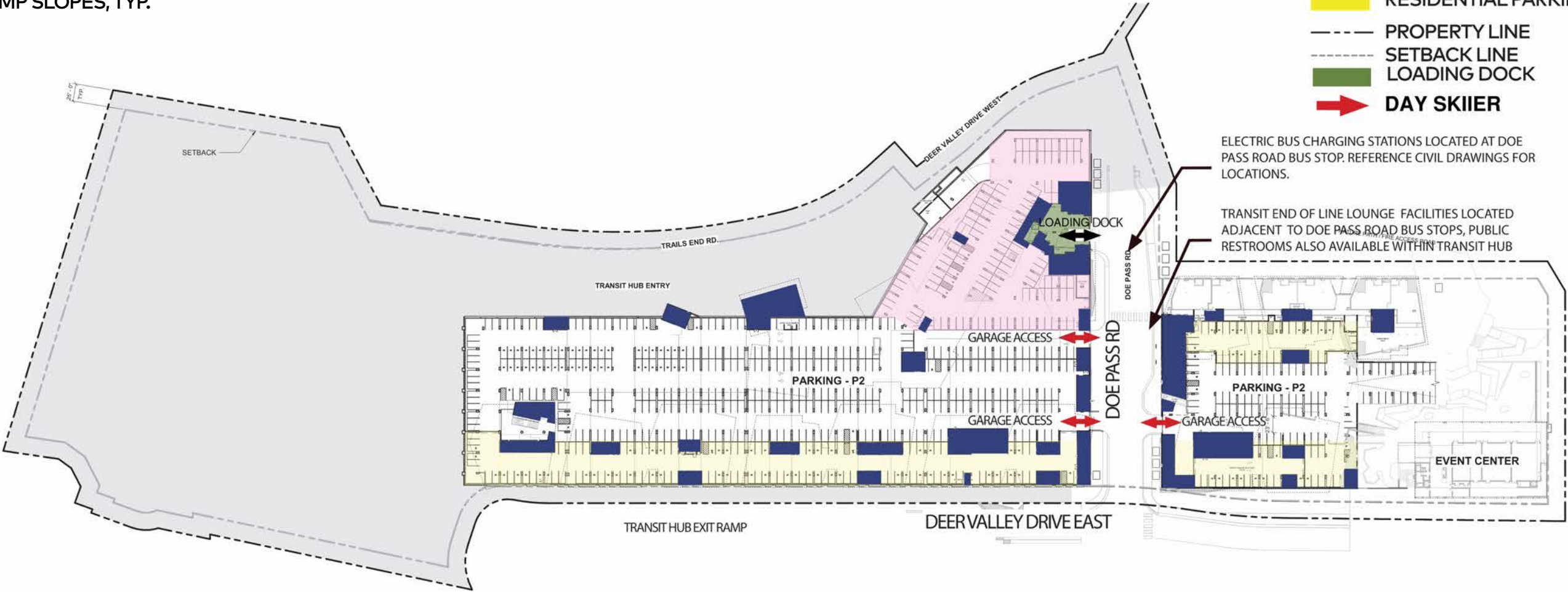


PARKING STALL SECTION TYP

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
- HOTEL PARKING
- RESIDENTIAL PARKING
- PROPERTY LINE
- SETBACK LINE
- LOADING DOCK
- DAY SKIIER

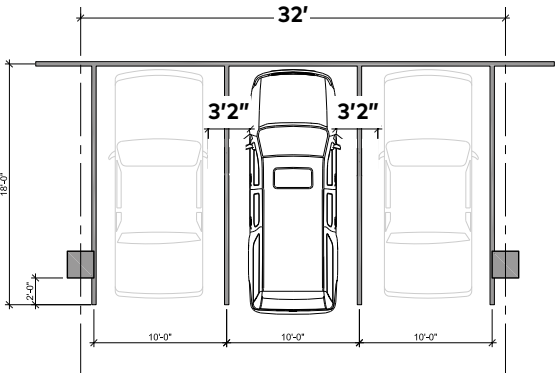
ELECTRIC BUS CHARGING STATIONS LOCATED AT DOE PASS ROAD BUS STOP. REFERENCE CIVIL DRAWINGS FOR LOCATIONS.

TRANSIT END OF LINE LOUNGE FACILITIES LOCATED ADJACENT TO DOE PASS ROAD BUS STOPS, PUBLIC RESTROOMS ALSO AVAILABLE WITHIN TRANSIT HUB

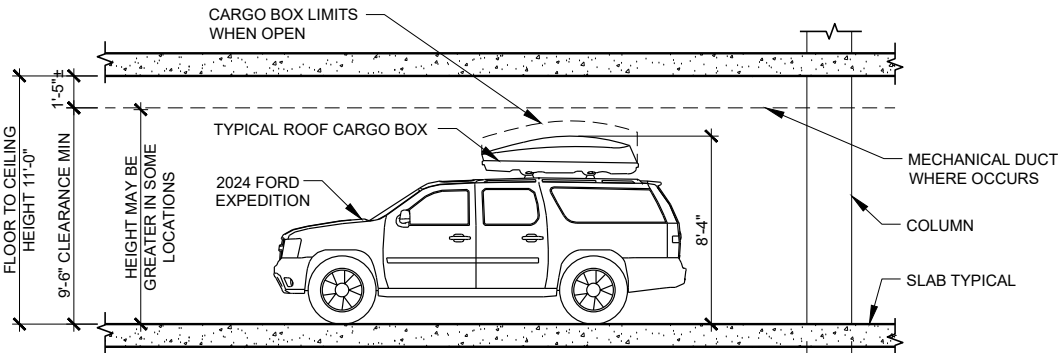
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHIN TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

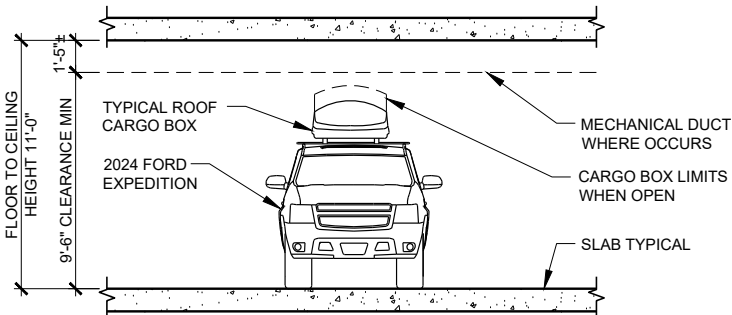
PARKING GARAGE



PARKING STALL PLAN TYP

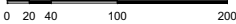


PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

PARKING PLAN_LEVEL_P2 - 7147.5'



REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY
AND EXIT RAMP SLOPES, TYP.

LEGEND

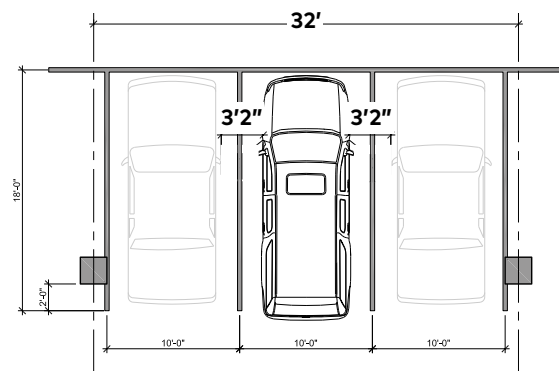
-  RESIDENTIAL/ RESORT ACCESSORY
 PROPERTY LINE
 SETBACK LINE
 LOADING DOCK
 DAY SKIIER



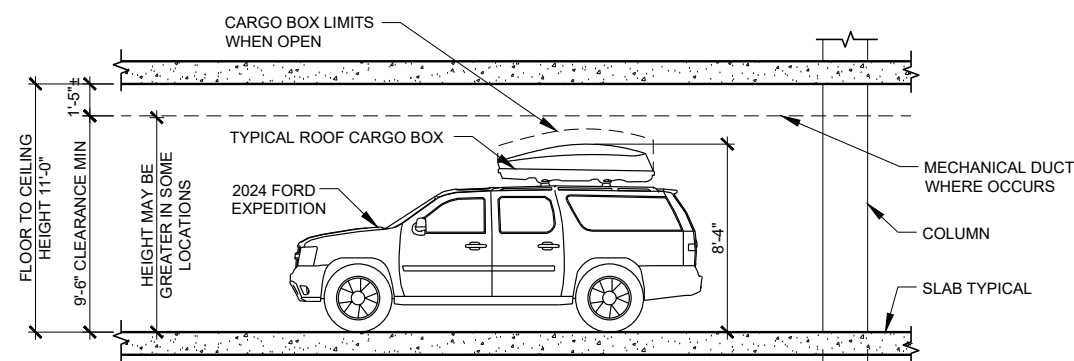
TRANSIT HUB

**MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS
WITHIN TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"**

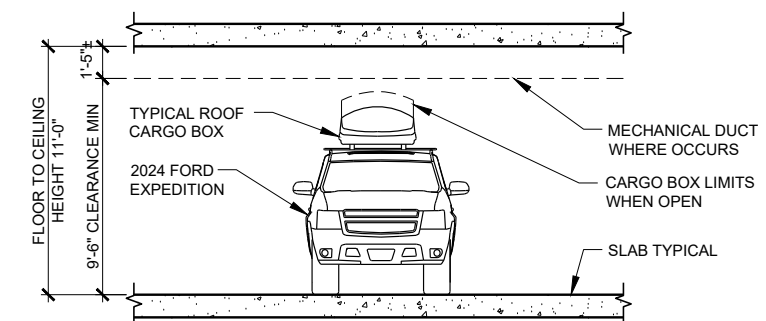
PARKING GARAGE



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 TRAN-
SIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.
AND EXHIBIT 15 FOR TURNING DIAGRAMS

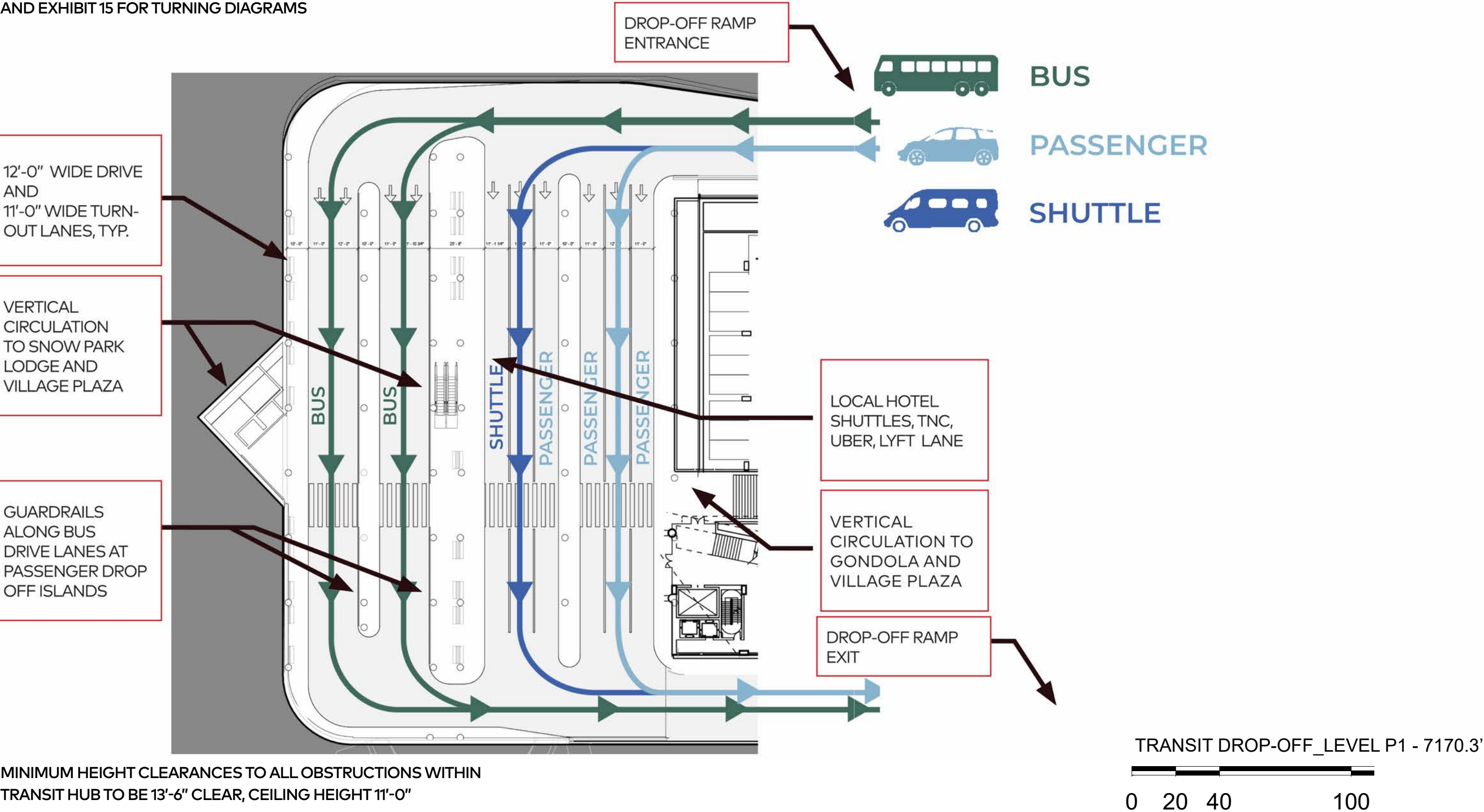
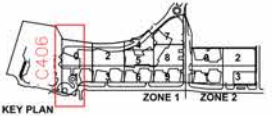
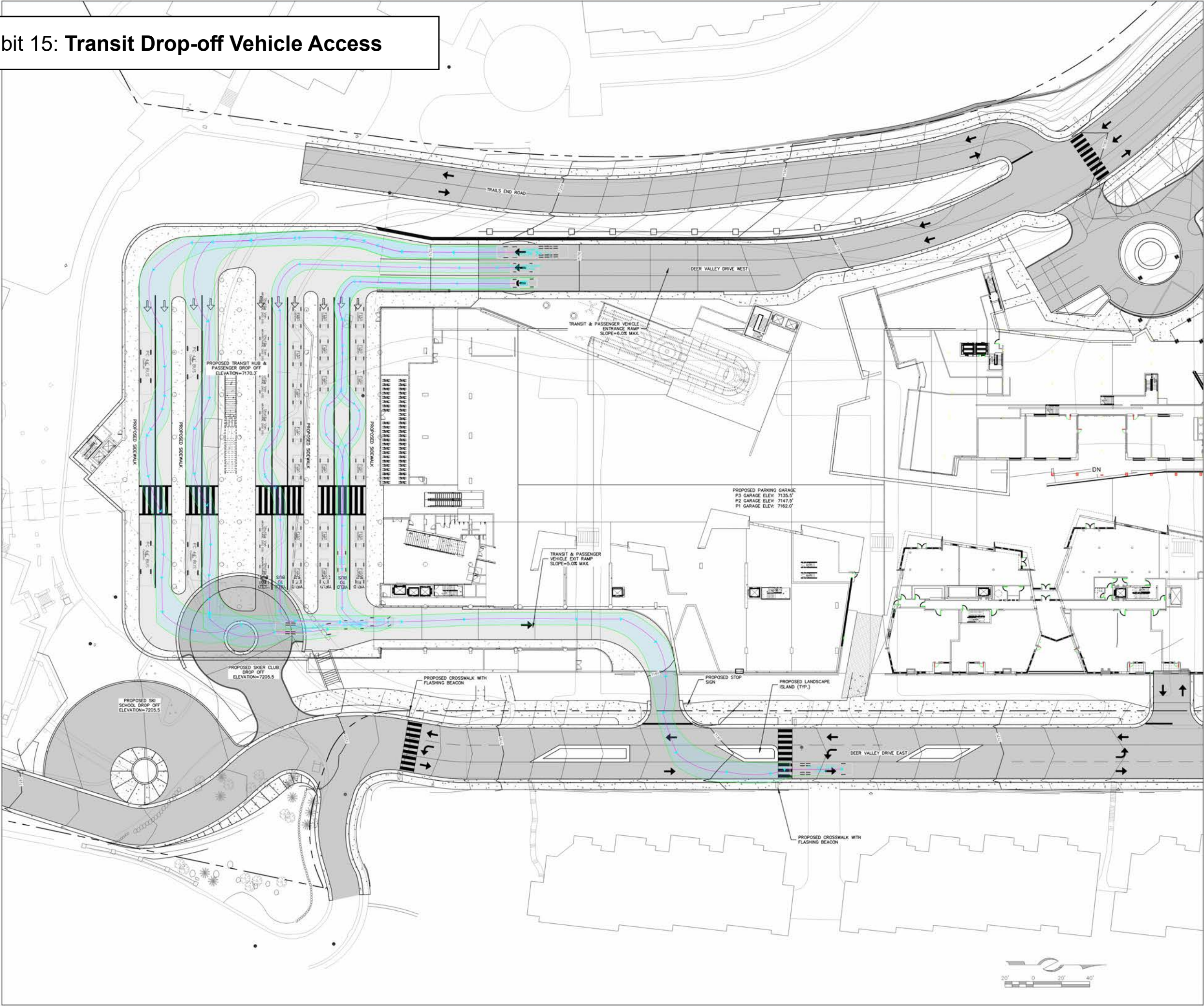


Exhibit 15: Transit Drop-off Vehicle Access



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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2201 Deer Valley Drive S
Park City UT 84099

PROJECT #
23045

DATE
DECEMBER 20, 2024

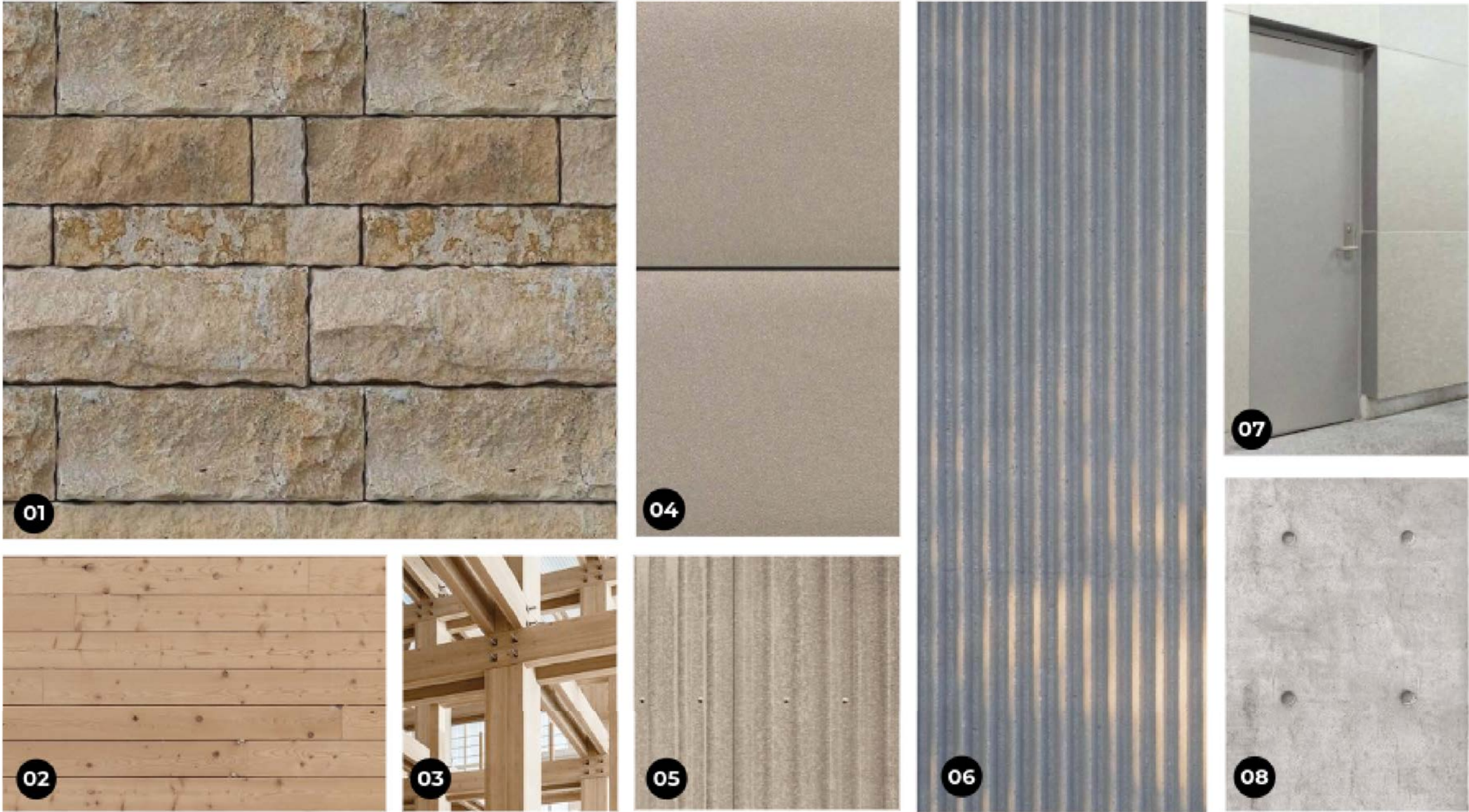
ISSUANCE
100% CD - MASS EXHIBITING SET

REVISION	

SHEET
TRANSIT HUB AUTO TURN

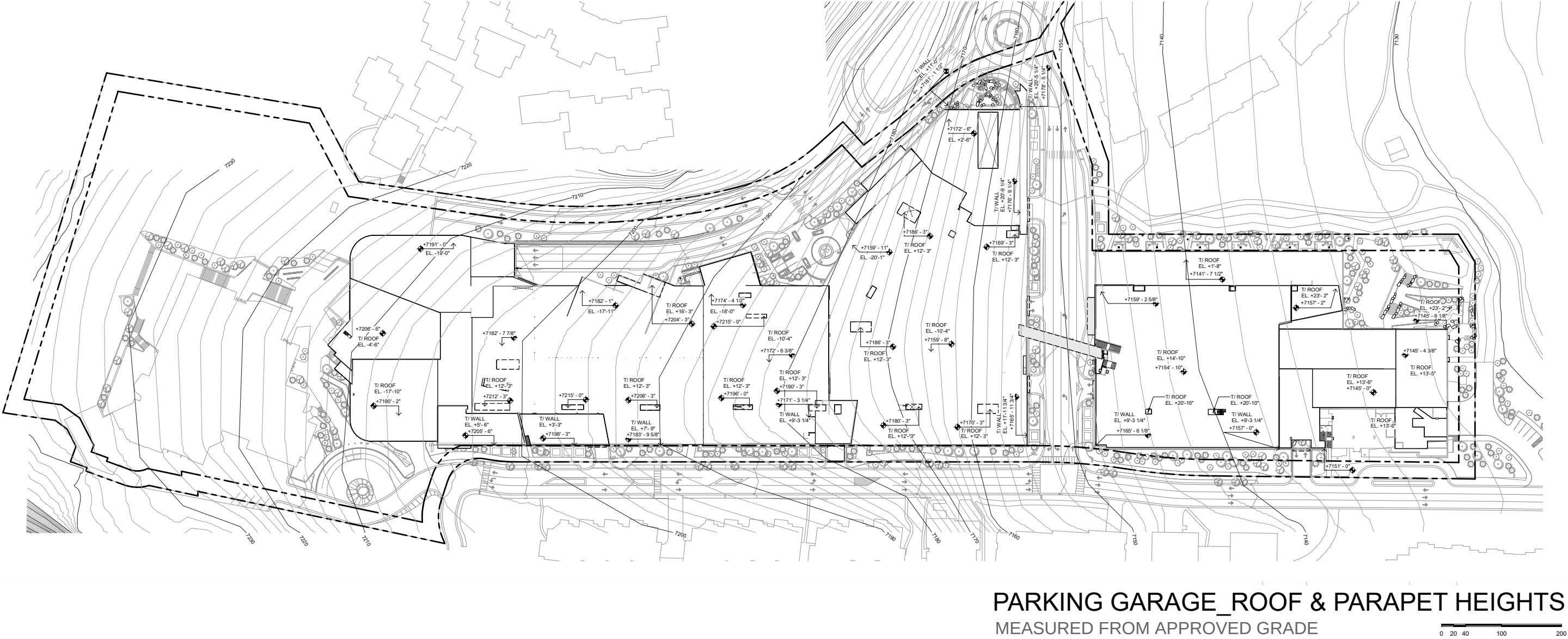
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

- 01_STONE CLADDING
- 02_TIMBER DECKING
- 03_TIMBER STRUCTURE
- 04_METAL PANEL
- 05_CORRUGATED METAL
- 06_CORRUGATED FORMED CONCRETE
- 07_METAL DOOR
- 08_SMOOTH PANEL-FORMED CONCRETE



*TEXTURES + COLORS NOT FINAL

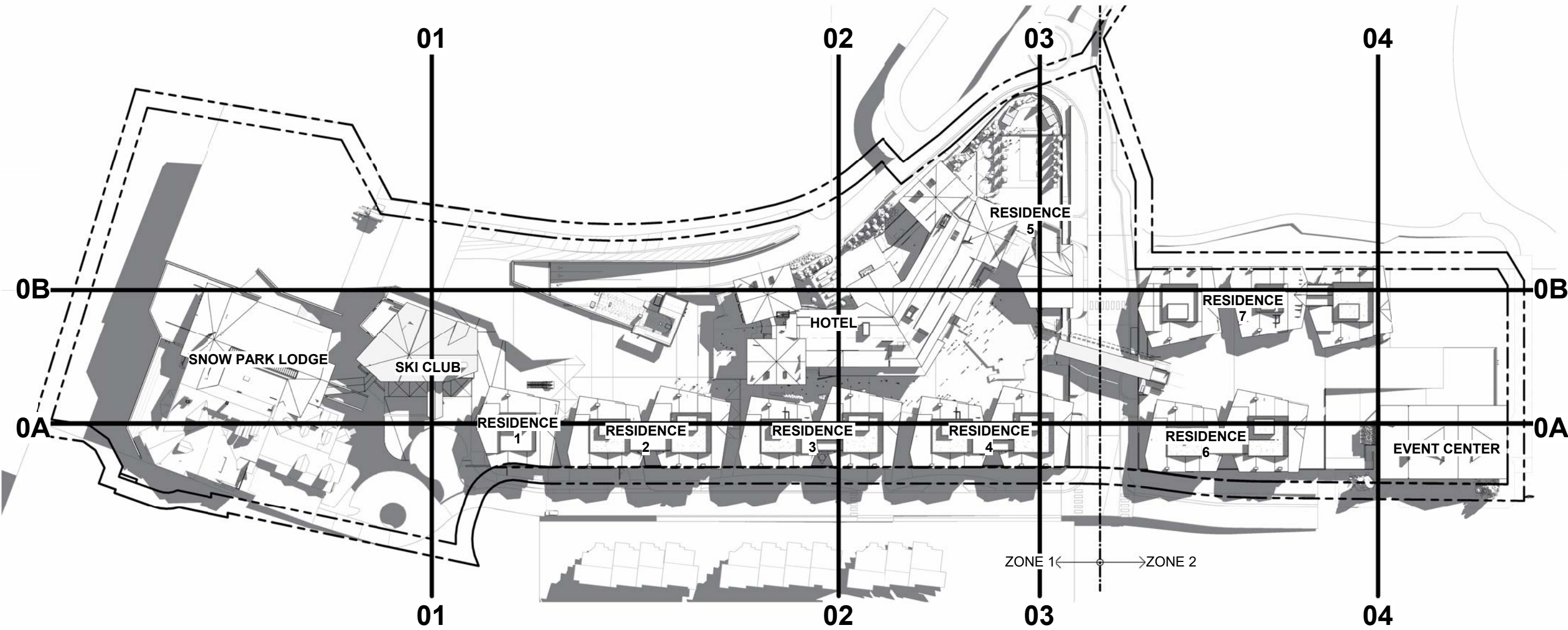
Exhibit 17: Parking Garage_Roof & Parapet Heights



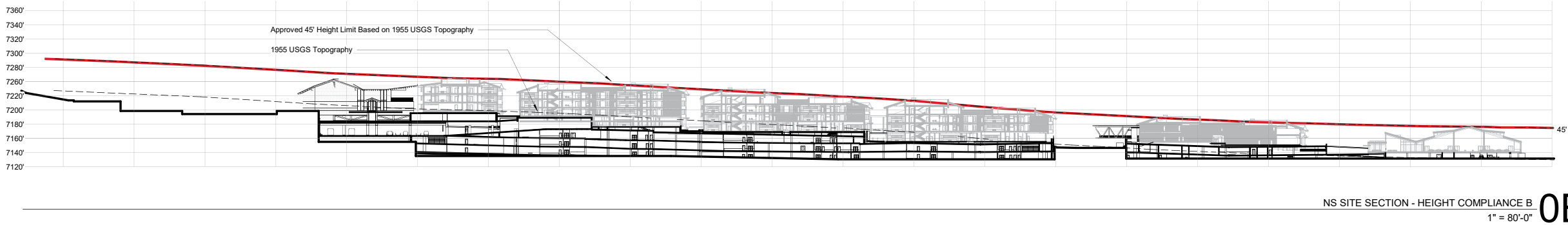
GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

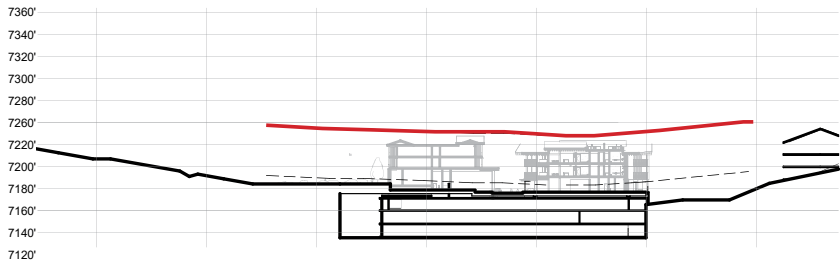
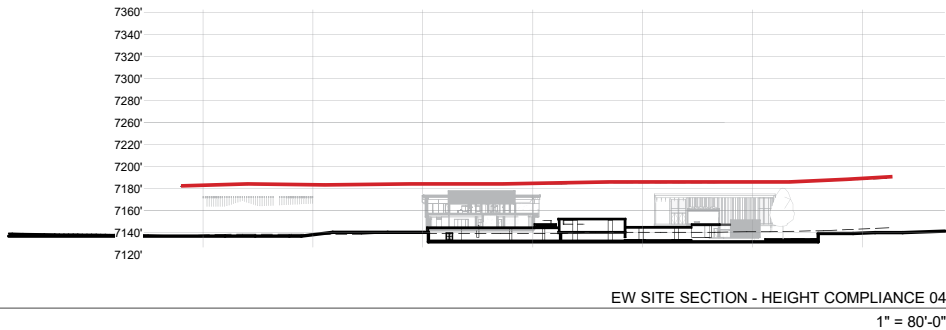
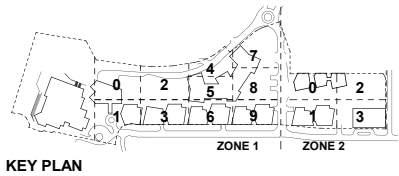
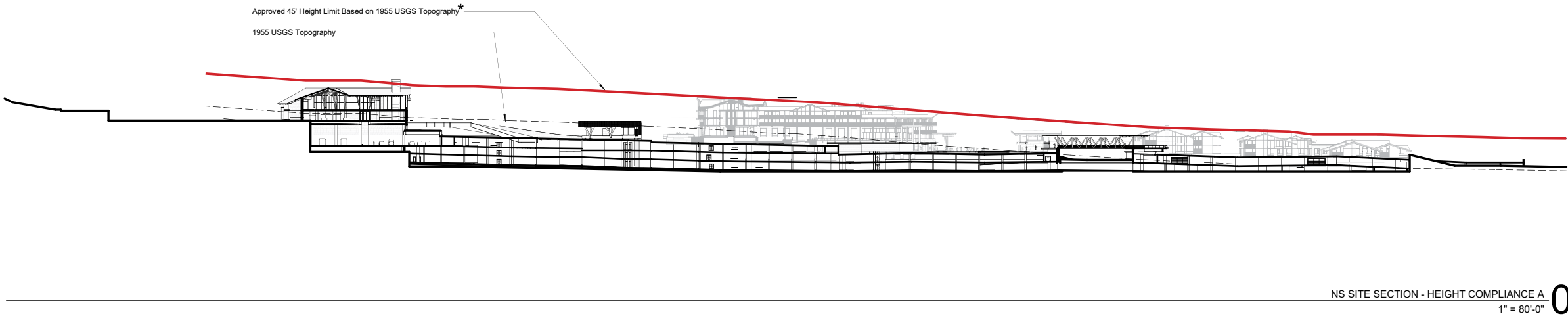
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



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



All building heights are pursuant to the Allowed Building Height identified in the MPD and as approved in the Planning Director Determination dated February 22, 2021



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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
EXHIBITING
REVISION

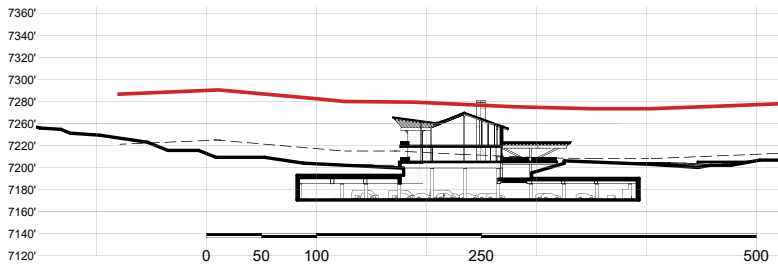
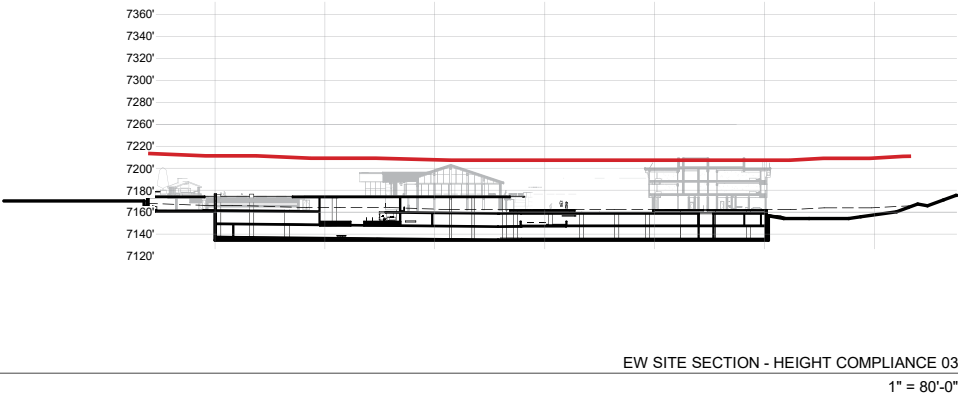
SHEET
PROJECT HEIGHT STUDY
SECTIONS



CUP 15

FOR REFERENCE ONLY

NOT FOR
CONSTRUCTION

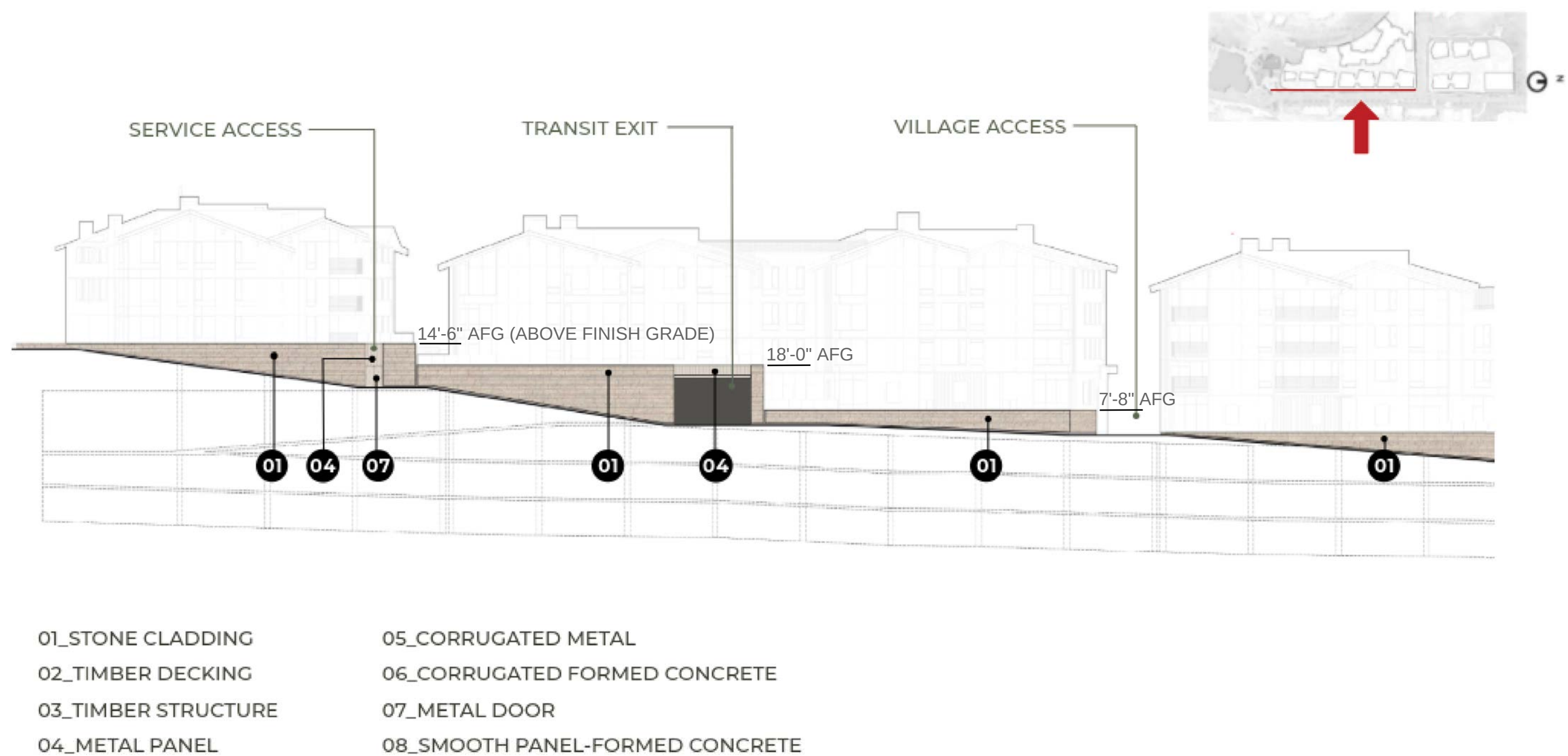


Snow Park Village

Exhibit 19: Site/Building Sections & Height Compliance

Building Elevation_East (Deer Valley East)

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

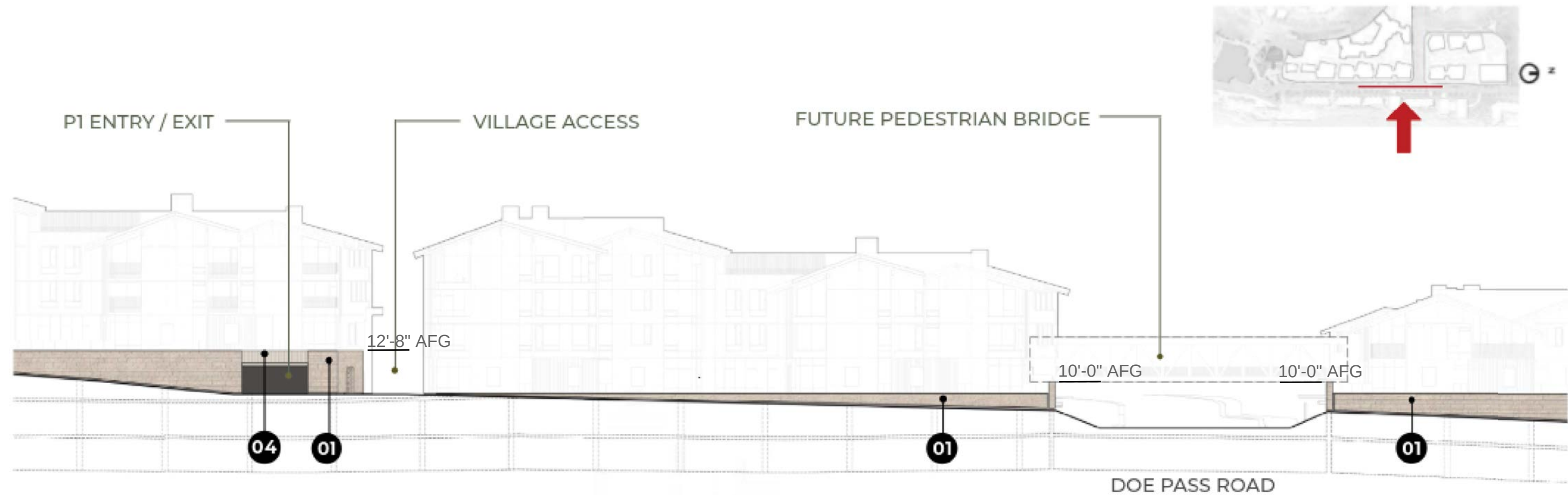


GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevations_East (Deer Valley East)

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



- 01_STONE CLADDING

02_TIMBER DECKING

03_TIMBER STRUCTURE

04_METAL PANEL
- 05_CORRUGATED METAL

06_CORRUGATED FORMED CONCRETE

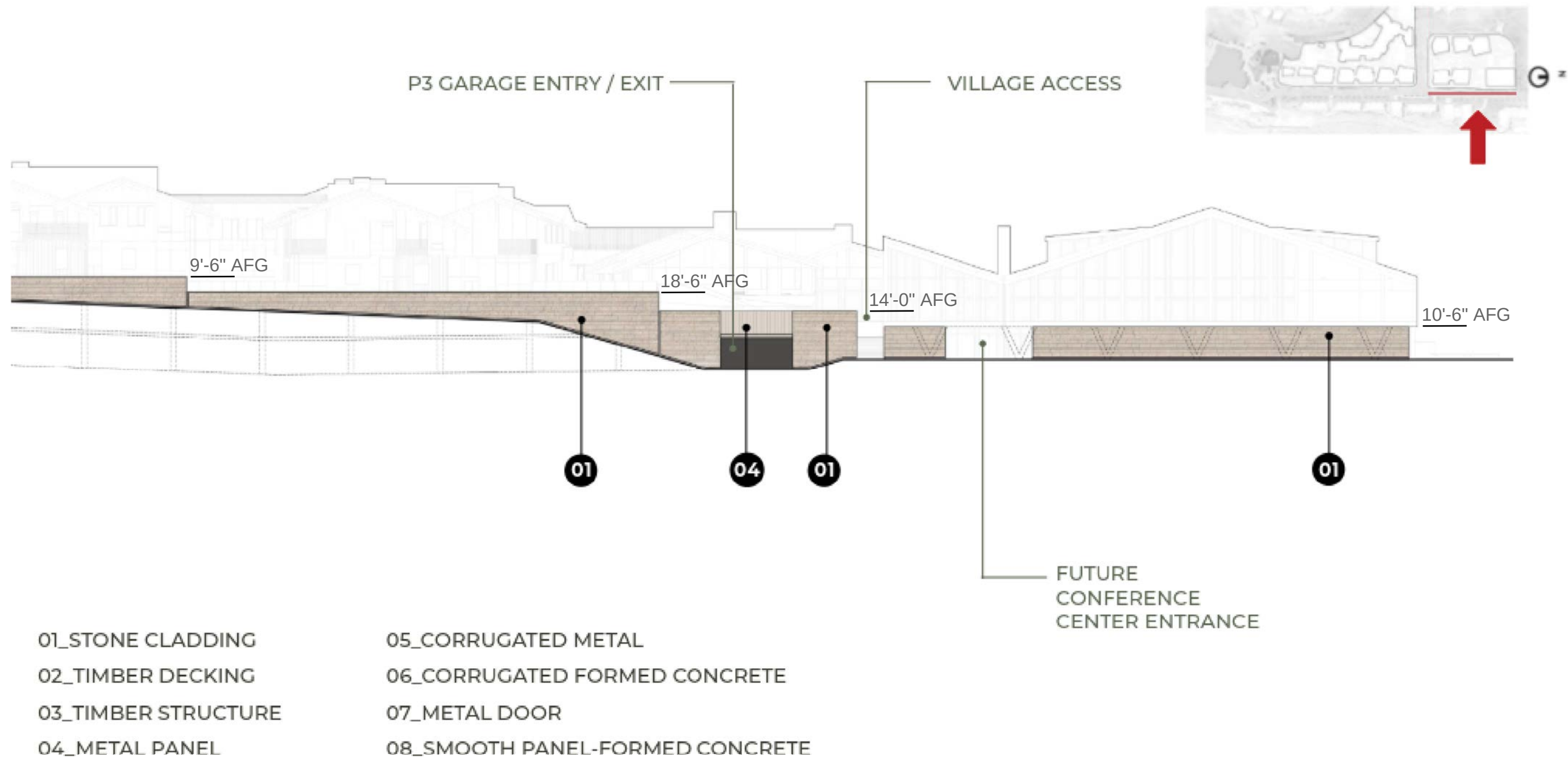
07_METAL DOOR

08_SMOOTH PANEL-FORMED CONCRETE

GENERAL NOTES
EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_East (Deer Valley East)

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

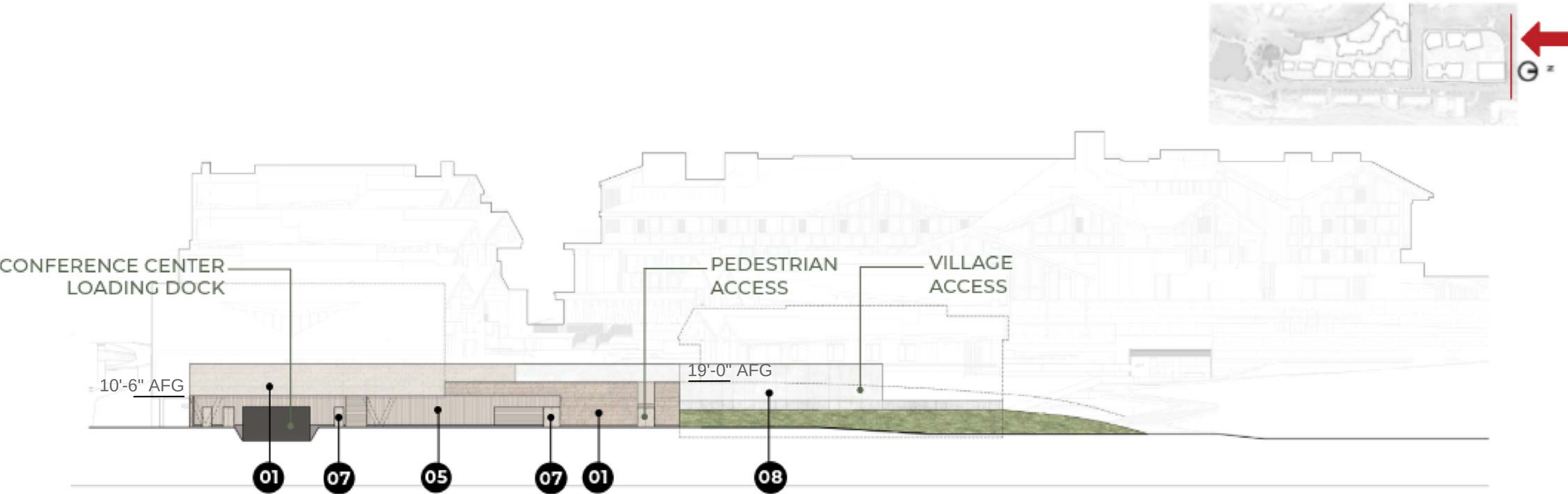


GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_North (Ponds)

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



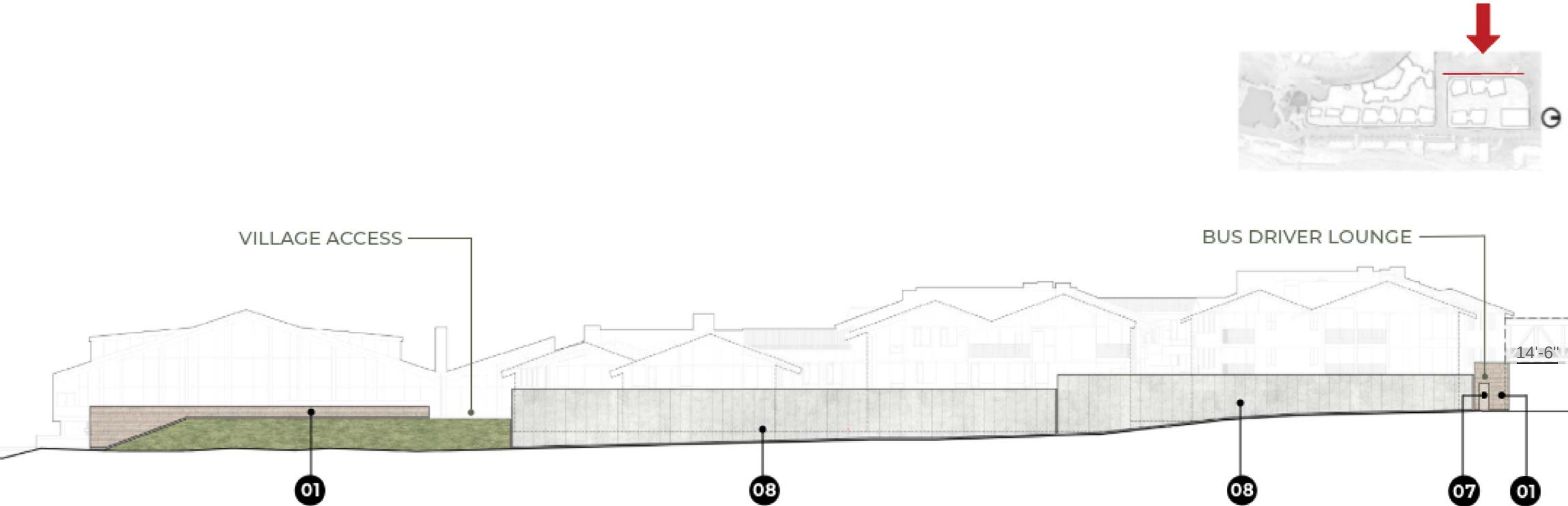
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- 02_TIMBER DECKING
- 03_TIMBER STRUCTURE
- 04_METAL PANEL
- 05_CORRUGATED METAL
- 06_CORRUGATED FORMED CONCRETE
- 07_METAL DOOR
- 08_SMOOTH PANEL-FORMED CONCRETE

GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_West (Lakeside)

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



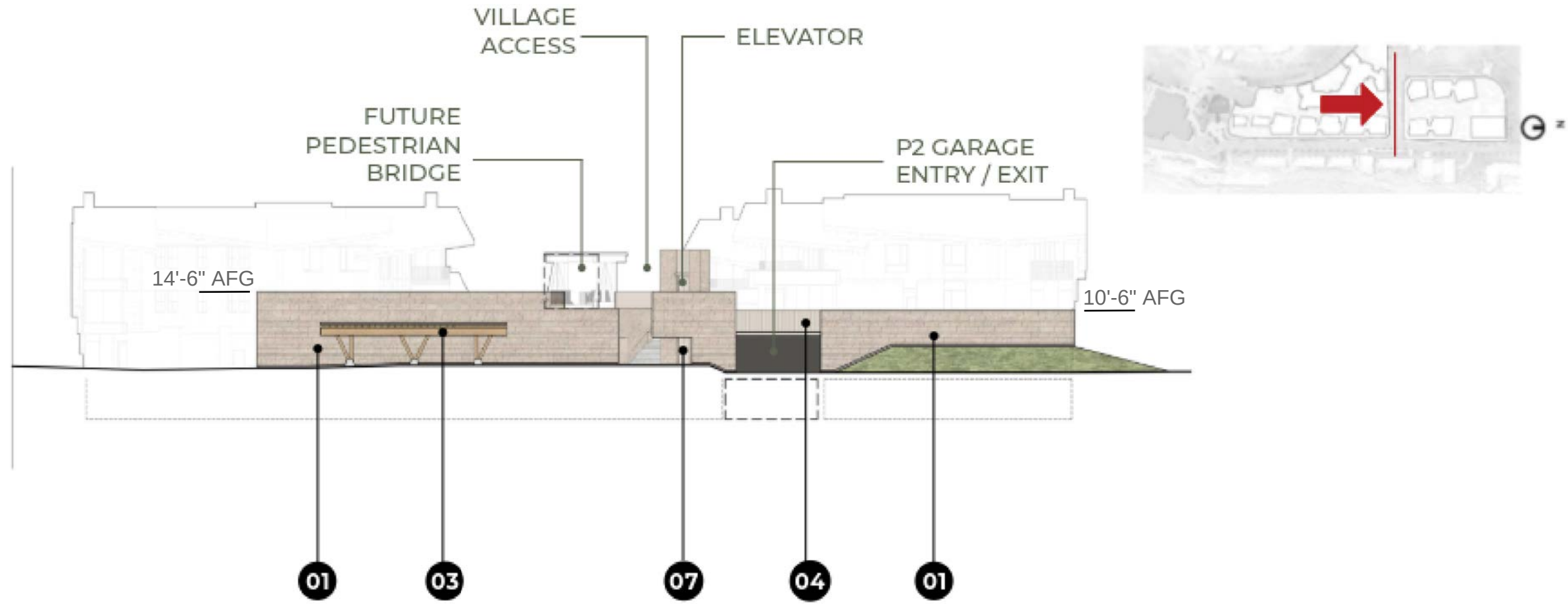
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- 03_TIMBER STRUCTURE
- 04_METAL PANEL
- 05_CORRUGATED METAL
- 06_CORRUGATED FORMED CONCRETE
- 07_METAL DOOR
- 08_SMOOTH PANEL-FORMED CONCRETE

GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_South (Doe Pass Road)

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

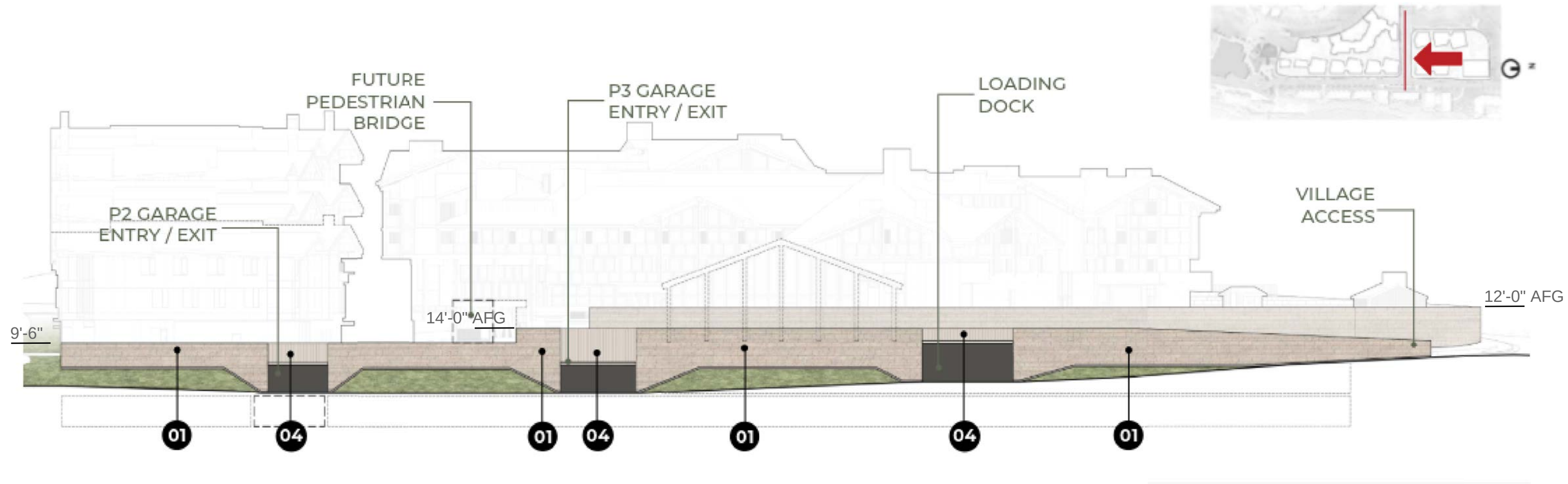


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- 02_TIMBER DECKING
- 03_TIMBER STRUCTURE
- 04_METAL PANEL
- 05_CORRUGATED METAL
- 06_CORRUGATED FORMED CONCRETE
- 07_METAL DOOR
- 08_SMOOTH PANEL-FORMED CONCRETE

GENERAL NOTES
EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_North (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.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_West (Deer Valley West)

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



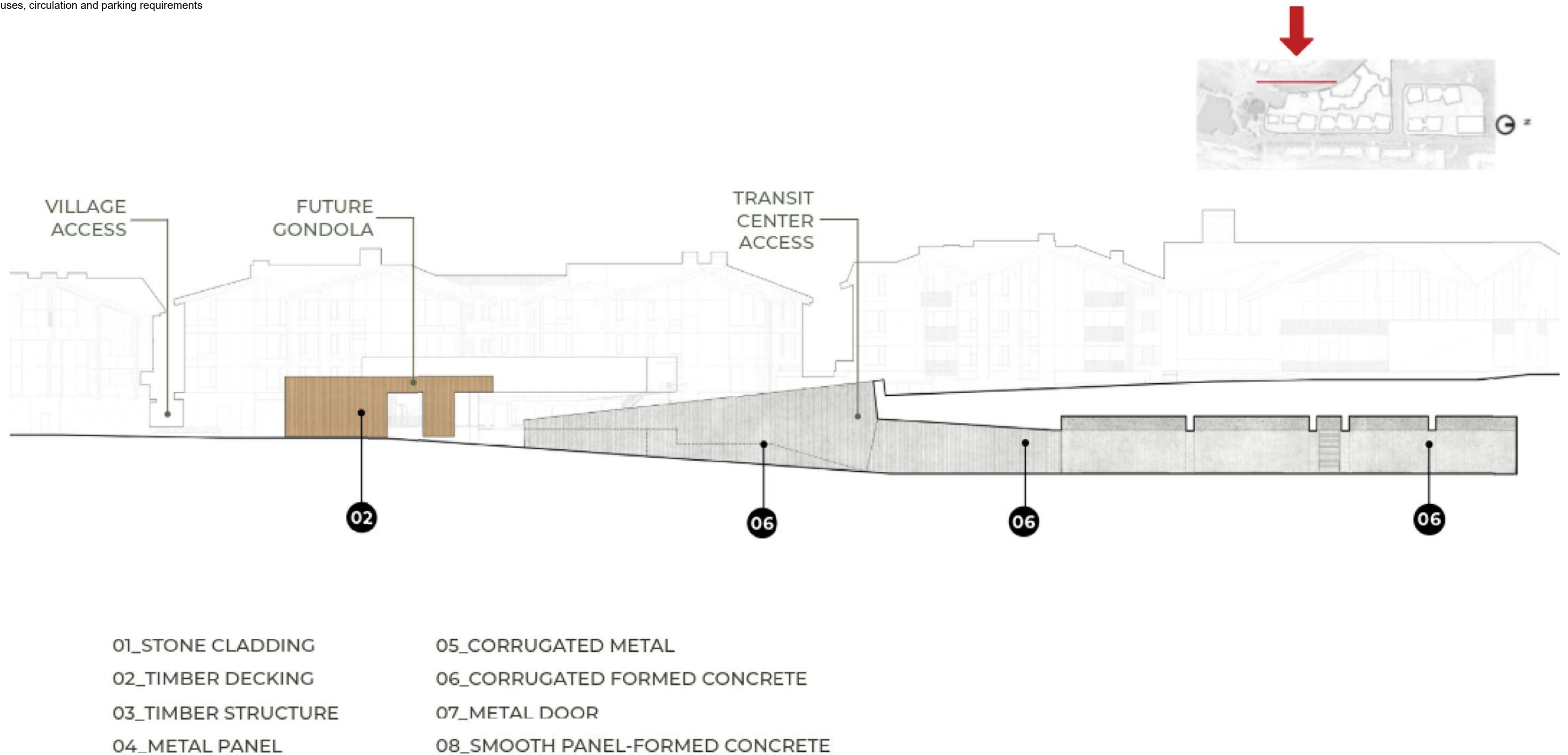
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02_TIMBER DECKING
03_TIMBER STRUCTURE
04_METAL PANEL
05_CORRUGATED METAL
06_CORRUGATED FORMED CONCRETE
07_METAL DOOR
08_SMOOTH PANEL-FORMED CONCRETE

GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_West (Parking Garage Entry)

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.

PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

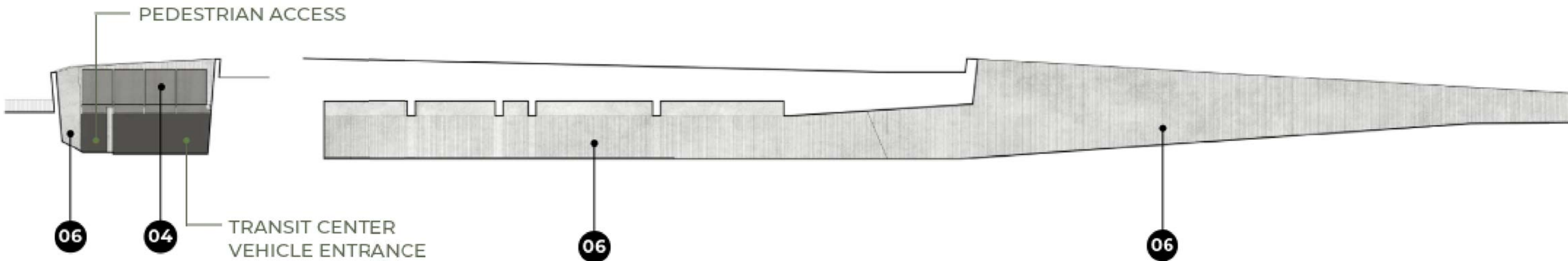
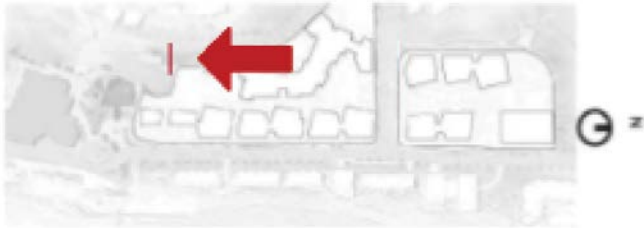
**skylab**

Snow Park Village

Exhibit 20I: Site / Building Elevations

Building Elevation_North & East (Parking Garage Entry)

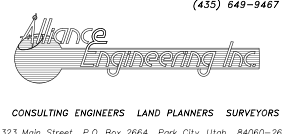
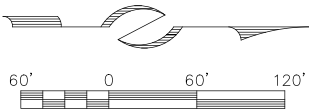
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



- 01_STONE CLADDING
- 02_TIMBER DECKING
- 03_TIMBER STRUCTURE
- 04_METAL PANEL
- 05_CORRUGATED METAL
- 06_CORRUGATED FORMED CONCRETE
- 07_METAL DOOR
- 08_SMOOTH PANEL-FORMED CONCRETE

GENERAL NOTES
EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Exhibit 21: 1955 USGS Topography



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 + VEHICULAR ZONE



Site Total: 24.3 Acres
 Site Area, without Building Footprint: 18.1 Acres
 Green Area: 14.92 Acres
 Blue Area - Snow Storage: 0.64 Acres



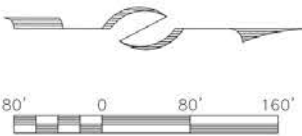
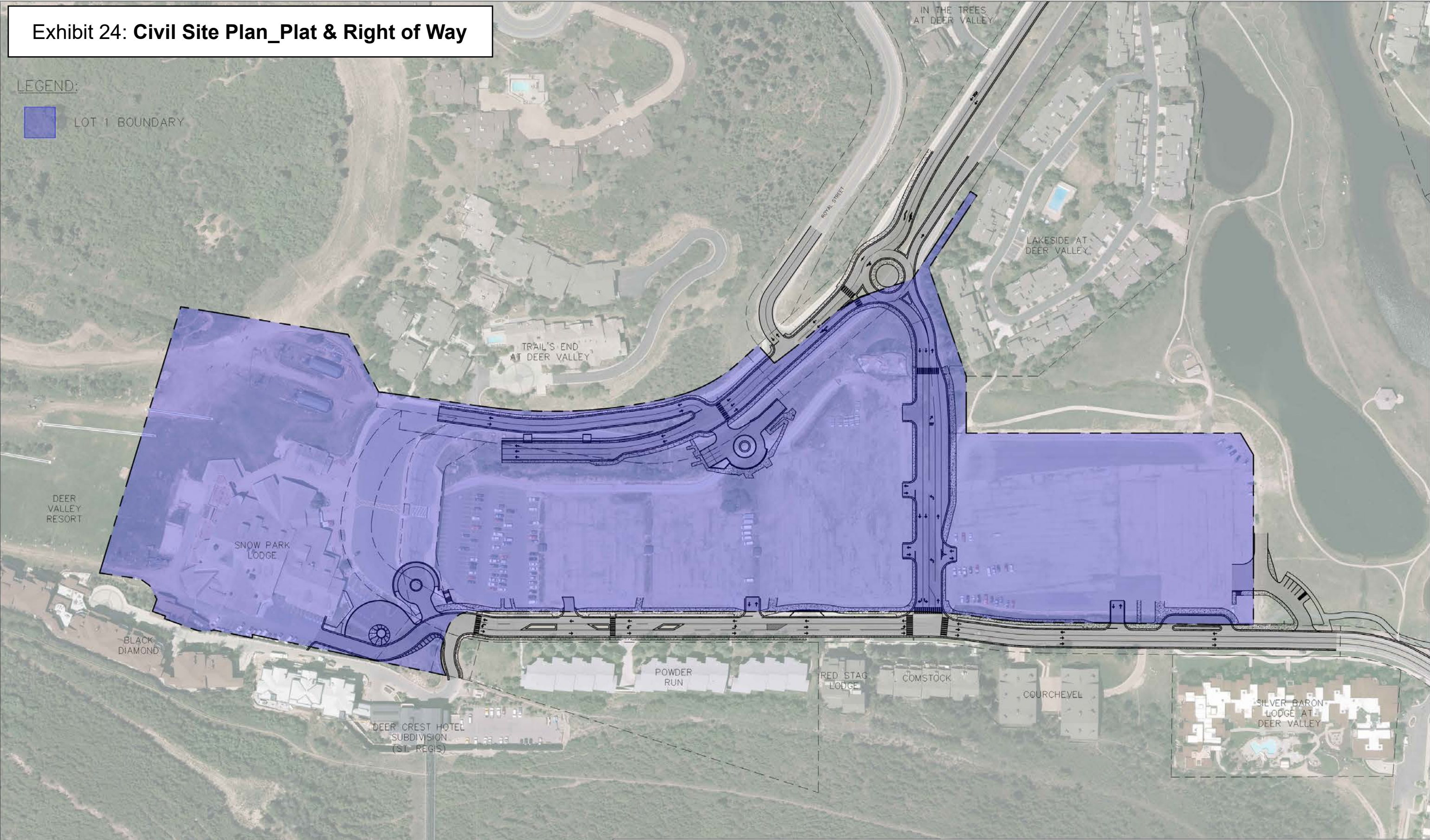
SNOW MELT AREA TAKE-OFF:

- 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.

Exhibit 24: Civil Site Plan_Plat & Right of Way

LEGEND:

LOT 1 BOUNDARY



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: 12/20/2024

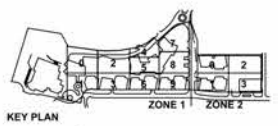
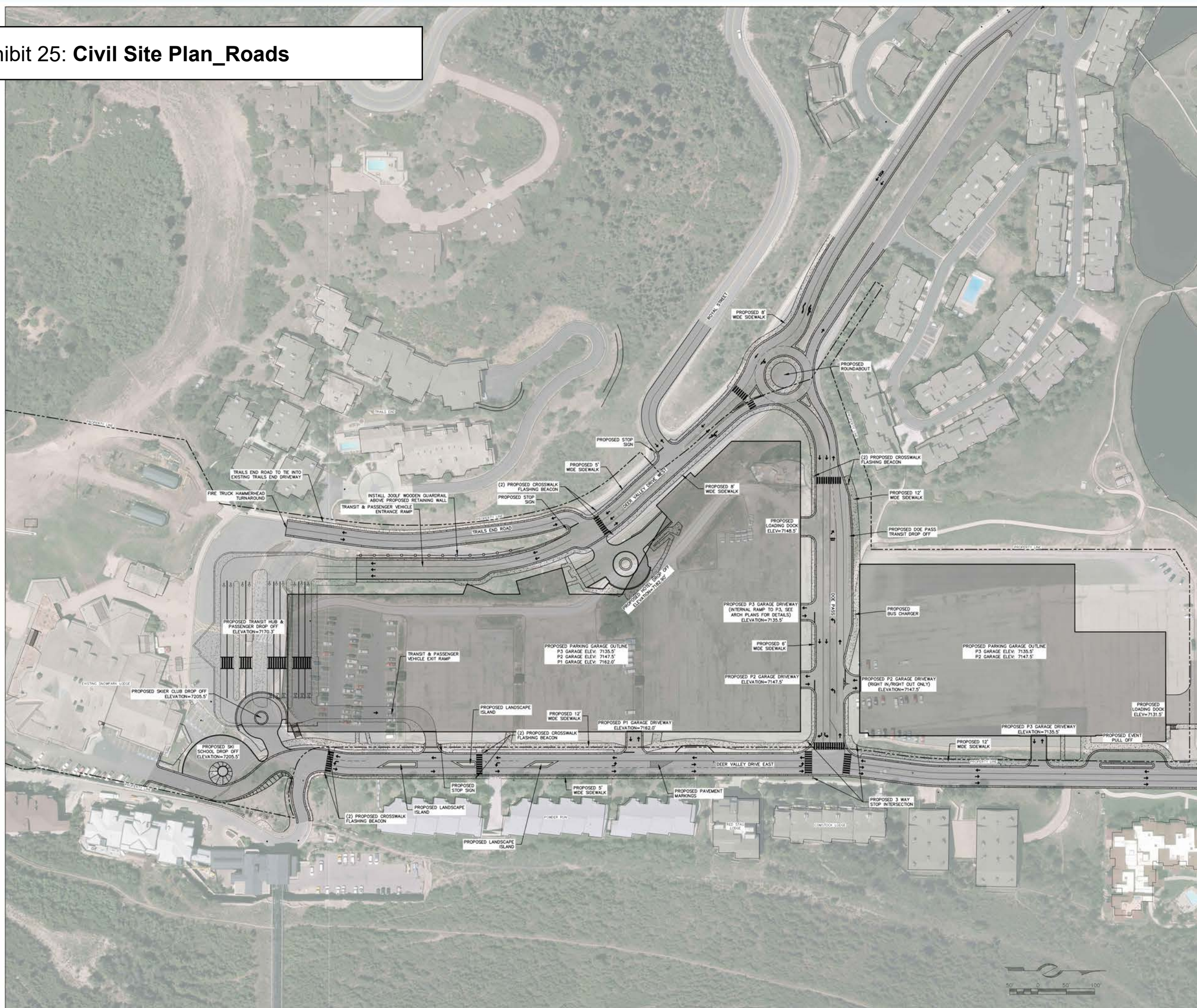
DEER VALLEY RESORT
SNOW PARK VILLAGE

SUBDIVISION PLAT & RIGHT OF WAY
EXHIBIT

FOR: DEER VALLEY RESORT
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\SP_Development\110119snowparkALTA-civil.dwg

SHEET
24

Exhibit 25: Civil Site Plan_Roads



P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9457

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

**DEER VALLEY SNOW
PARK VILLAGE**

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060
PROJECT #

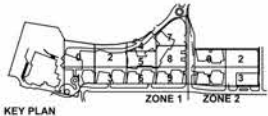
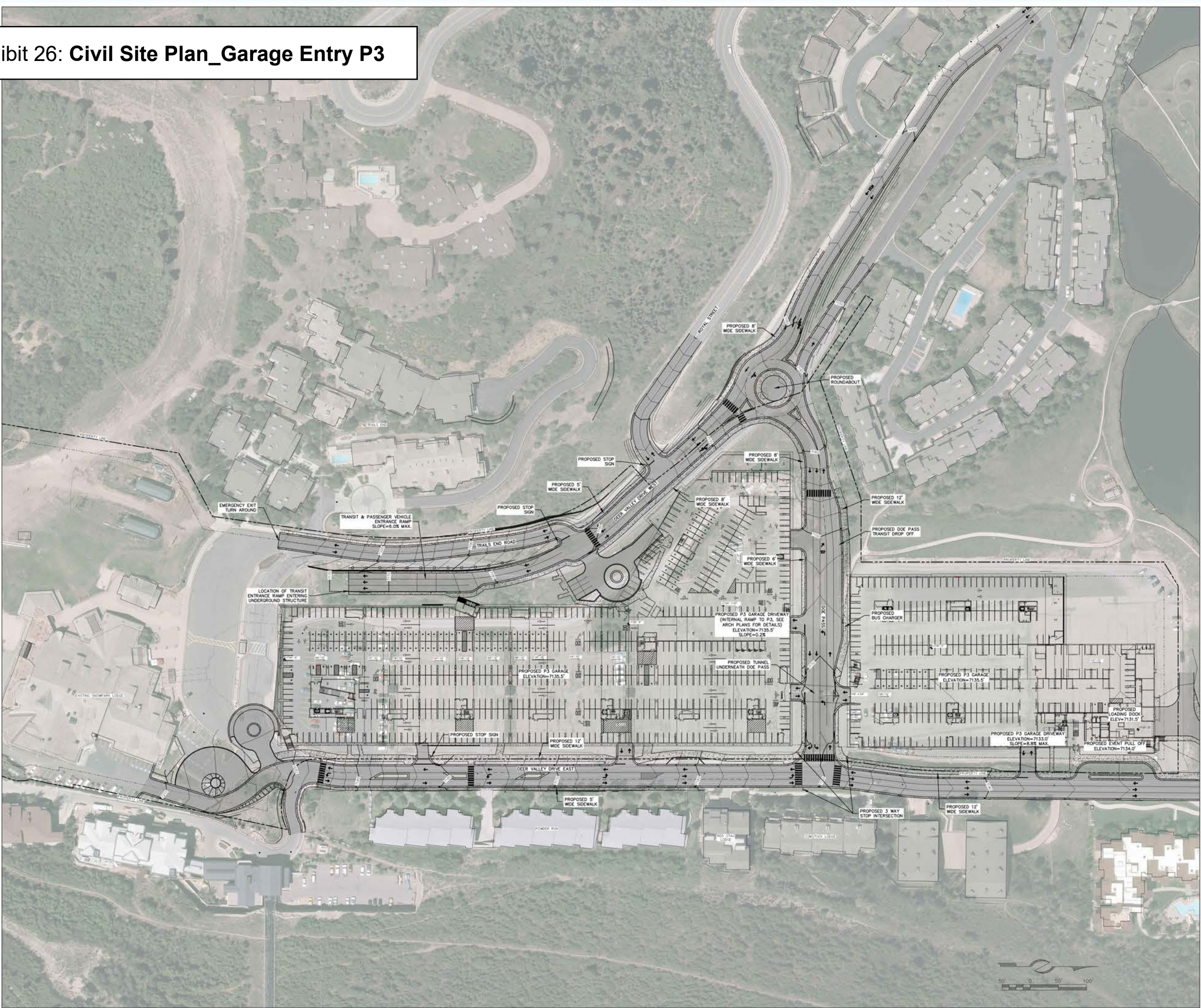
DATE
DECEMBER 20, 2024
ISSUANCE

100% CD - MASS EX/SBORING SET
REVISION

SHEET
OVERALL SITE PLAN

C

Exhibit 26: Civil Site Plan_Garage Entry P3



ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50
PARK CITY, UT 84098 | 435-649-9467

skylab GBD

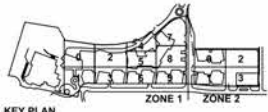
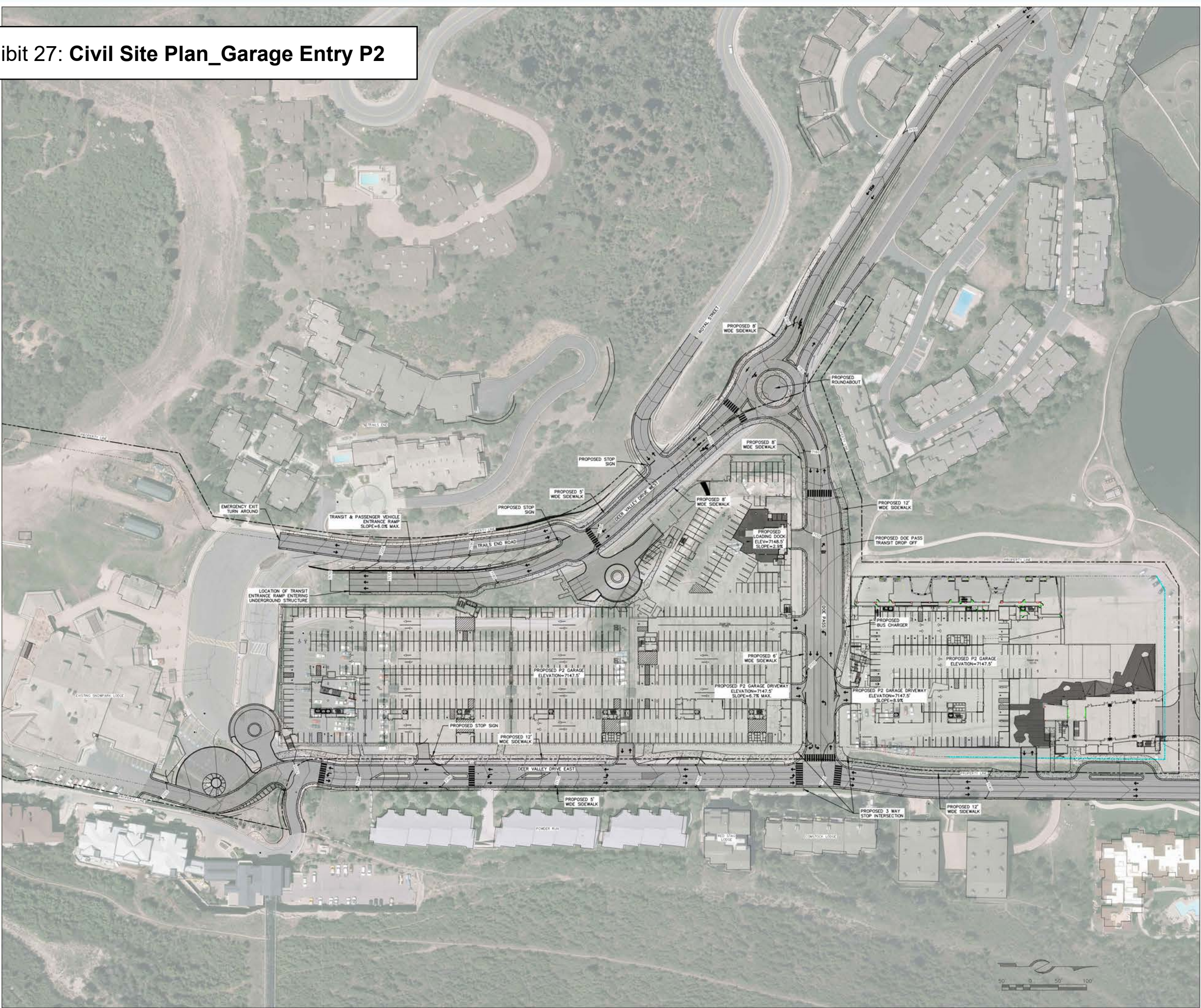
ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209
OFFICE 503.525.9315
SKYLABARCHITECTURE.COM
ghdarchitects.com

**DEER VALLEY SNOW
PARK VILLAGE**

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060
PROJECT #
20040
DATE
DECEMBER 20, 2024
ISSUANCE
100% CD - BARRIS EXHIBITING SET
REVISION

SHEET
P3 GARAGE LEVEL PLAN

Exhibit 27: Civil Site Plan_Garage Entry P2



ALLIANCE ENGINEERING

P.O. BOX 2654 | 2700 W. HOMESTEAD RD. STE 50
PARK CITY, UT 84098 | 435-649-9487

skylab GBD

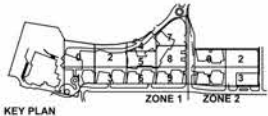
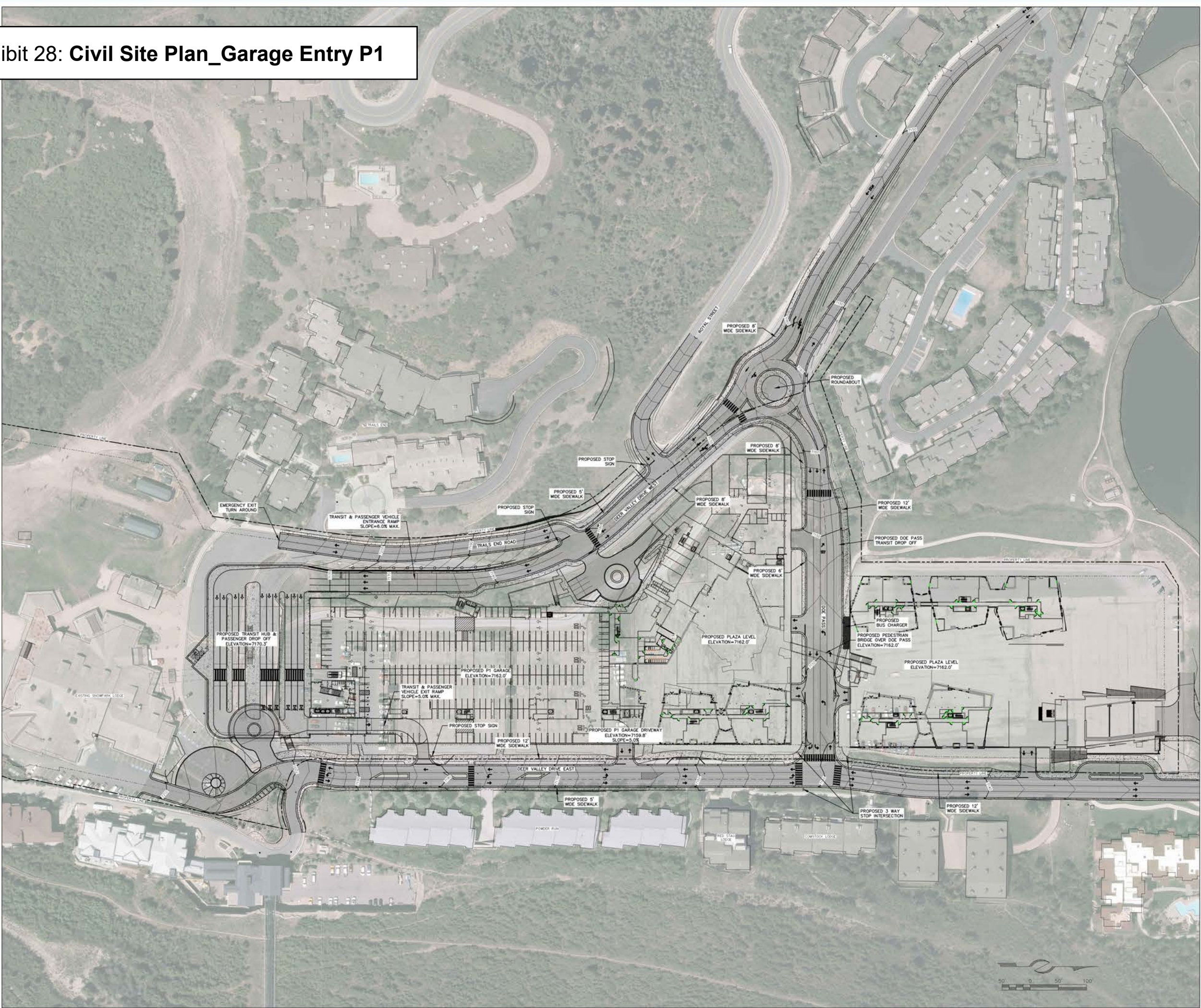
ARCHITECTURE
INTERIOR DESIGN
1821 NW VAUGHN STREET
PORTLAND, OR 97209
OFFICE 503.525.9315
SKYLABARCHITECTURE.COM
Tel: (503) 224-9656
gbdarchitects.com

**DEER VALLEY SNOW
PARK VILLAGE**

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060
PROJECT #
20040
DATE
DECEMBER 20, 2024
ISSUANCE
100% CD - HARRIS EXHIBITING SET
REVISION

SHEET
P2 GARAGE LEVEL PLAN

Exhibit 28: Civil Site Plan_Garage Entry P1



ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50
PARK CITY, UT 84098 | 435-643-9487

skylab GBD

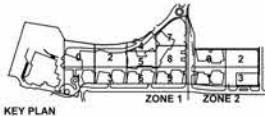
ARCHITECTURE
INTERIOR DESIGN
1821 NW VAUGHN STREET
PORTLAND, OR 97209
OFFICE 503.525.9315
SKYLABARCHITECTURE.COM

DEER VALLEY SNOW
PARK VILLAGE

ADDRESS
2200 Deer Valley Drive S
Park City UT 84060
PROJECT #
20040
DATE
DECEMBER 20, 2024
ISSUANCE
100% CD - BARRIS EXHIBITING SET
REVISION

SHEET
P1 GARAGE LEVEL PLAN

Exhibit 29A.1: Civil Site Plan_Neighborhood & Access - Roads



ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 100
PARK CITY, UT 84098 | 435-649-9467

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHAN STREET
PORTLAND, OR 97209
OFFICE 503.525.9315
SKYLABARCHITECTURE.COM
GBD Architects, Incorporated
1120 NW Couch St.
Box 300
Portland, OR 97209
Tel. (503) 224-9656
gbdarchitects.com

DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060
PROJECT #
23040
DATE
DECEMBER 20, 2024
ISSUANCE
CUP SUBMISSION
REVISION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

NOT FOR
CONSTRUCTION

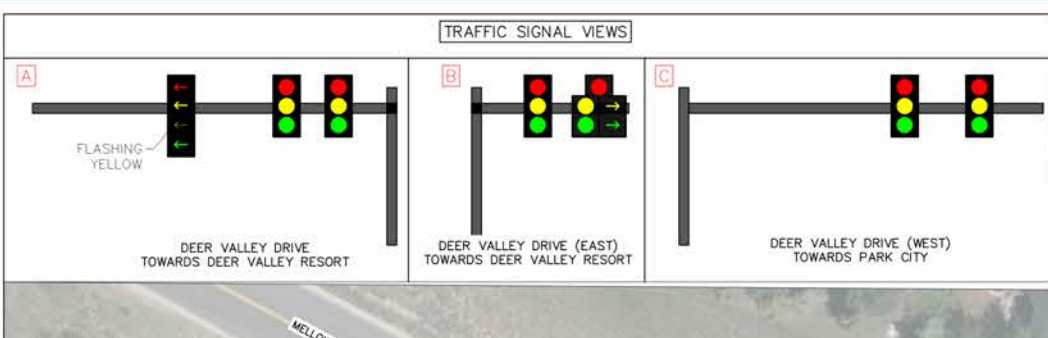
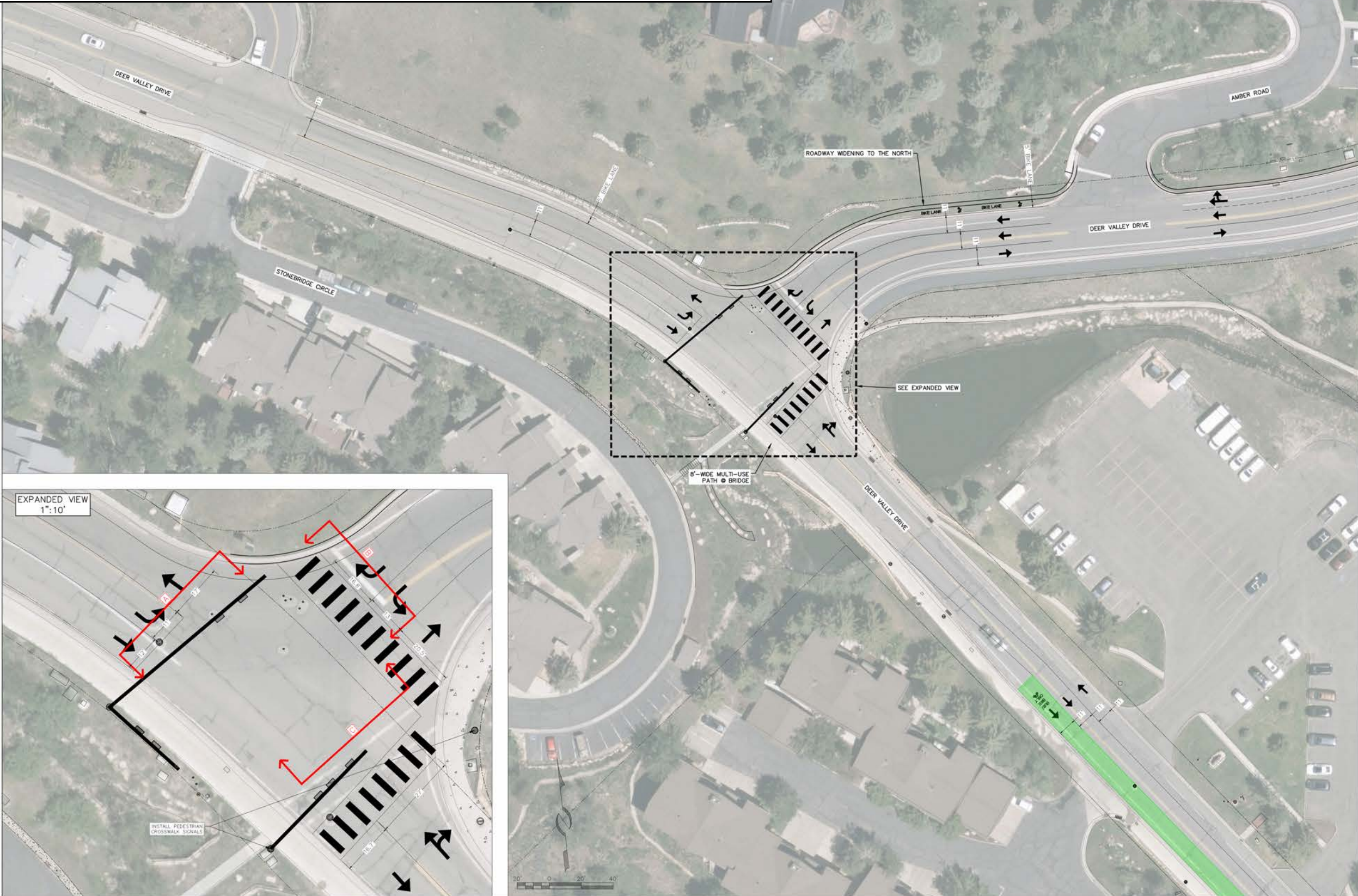


Exhibit 29B: Civil Site Plan_Neighborhood & Access - Roads



ALLIANCE
ENGINEERING

P.O. BOX 2864 | 2700 W. HOMESTEAD RD. STE 90,
PARK CITY, UT 84098 | 435-649-9467

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1625 NW VAUGHN STREET
PORTLAND, OR 97209
OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

DEER VALLEY SNOW
PARK VILLAGE

ADDRESS

2200 Deer Valley Drive S.

Park City UT 84090

PROJECT #

23045

DATE

DECEMBER 20, 2024

ISSUANCE

CLIP SUBMISSION

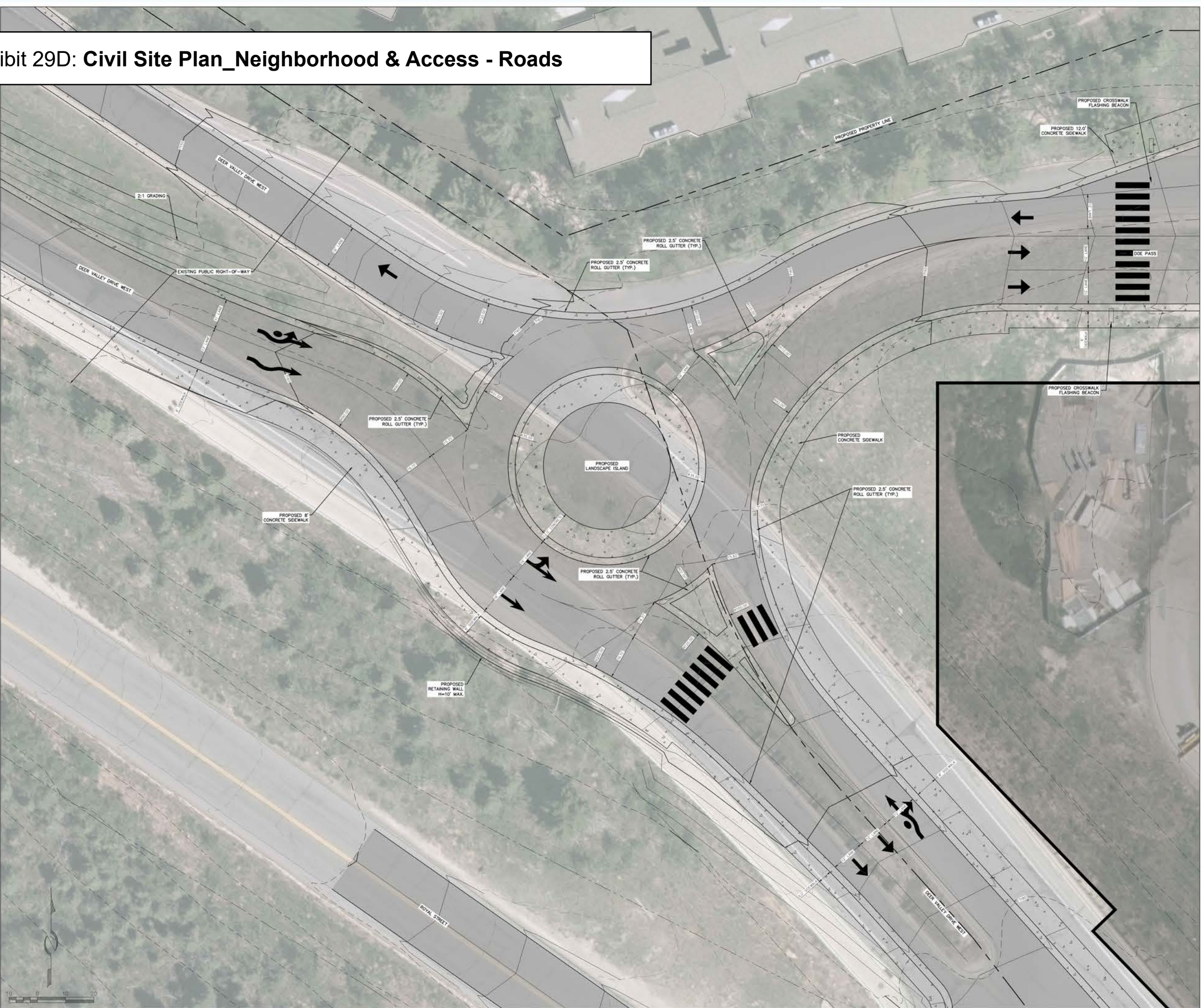
REVISION

SHEET

SNOW PARK DEER VALLEY ACCESS EXHIBITS

NOT FOR
CONSTRUCTION

Exhibit 29D: Civil Site Plan_Neighborhood & Access - Roads



P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50
PARK CITY, UT 84098 | 435-649-9487



ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHAN STREET
PORTLAND, OR 97209
OFFICE 503.525.9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Box 300
Portland, OR 97209
Tel: (503) 224-9656
gbdarchitects.com

DEER VALLEY SNOW
PARK VILLAGE

ADDRESS

2250 Deer Valley Drive S

Park City UT 84060

PROJECT #

2040

DATE

DECEMBER 20, 2024

ISSUANCE

100% CD - 100% EXHIBITING SET

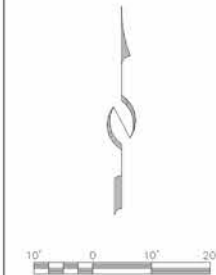
REVISION

SHEET

ROUNDOUT DETAILS



Exhibit 29E: Civil Site Plan_Neighborhood & Access - Roads



P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

ARCHITECTURE
INTERIOR DESIGN
1925 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

G&B Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (503) 224-0656
gbdarchitects.com

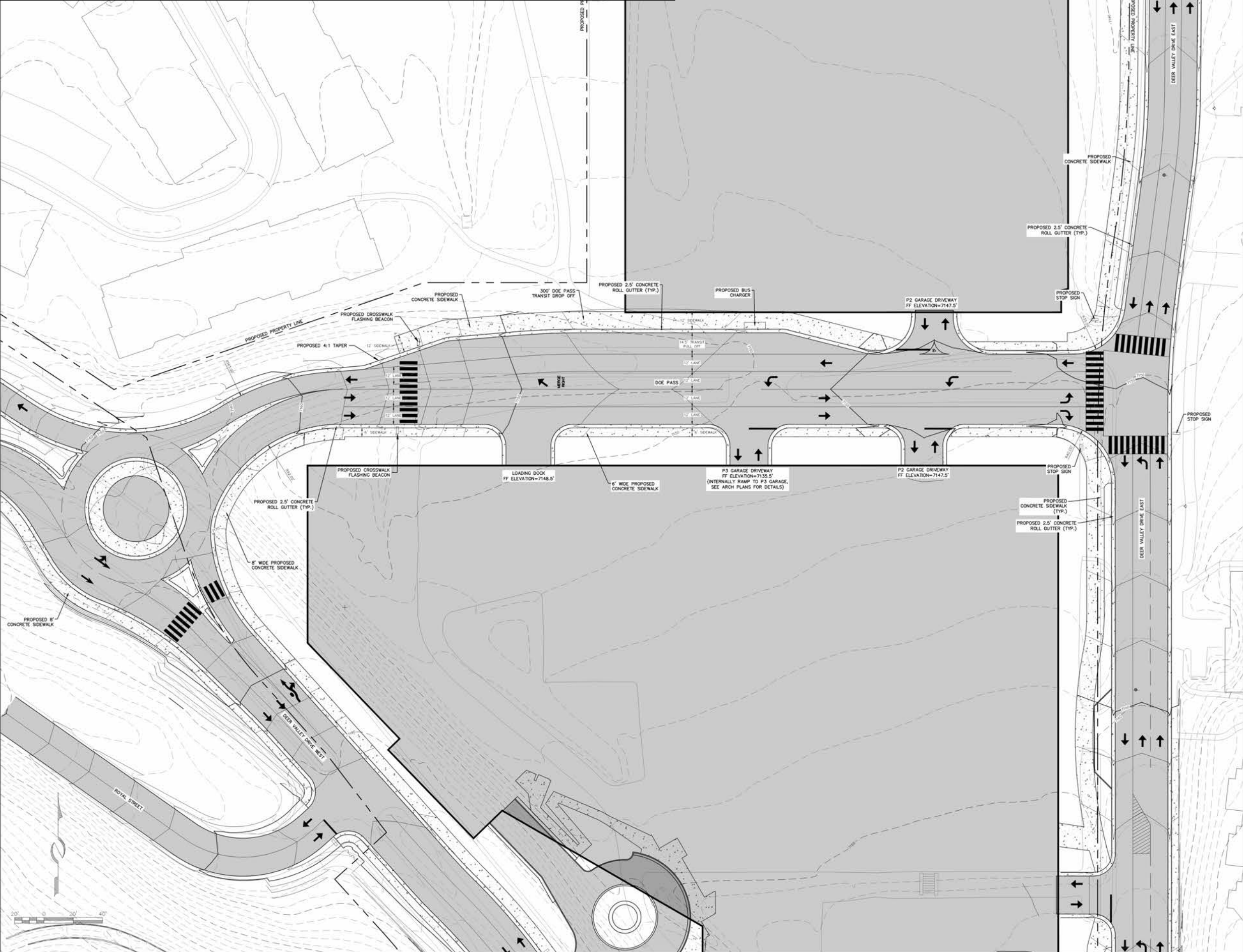
ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

DECEMBER 20, 2024
ISSUANCE
100% CD - MASS EX/SBORING

REVISION _____

SHEET
ROUNDABOUT AUTO TURN EXHIBIT

Exhibit 29F: Civil Site Plan_Neighborhood & Access - Roads





P.O. BOX 3864 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84096 | 435-640-9467



ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209
OFFICE 503.555.9113
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1130 NW Clough Rd.
Ste. 300
Portland, OR 97209
Tel: (503) 224-9656
gbdarchitects.com

**DEER VALLEY SNOW
PARK VILLAGE**

ADDRESS
2250 Deer Valley Drive S
Park City UT 84050

PROJECT #
23045

DATE
DECEMBER 20, 2024

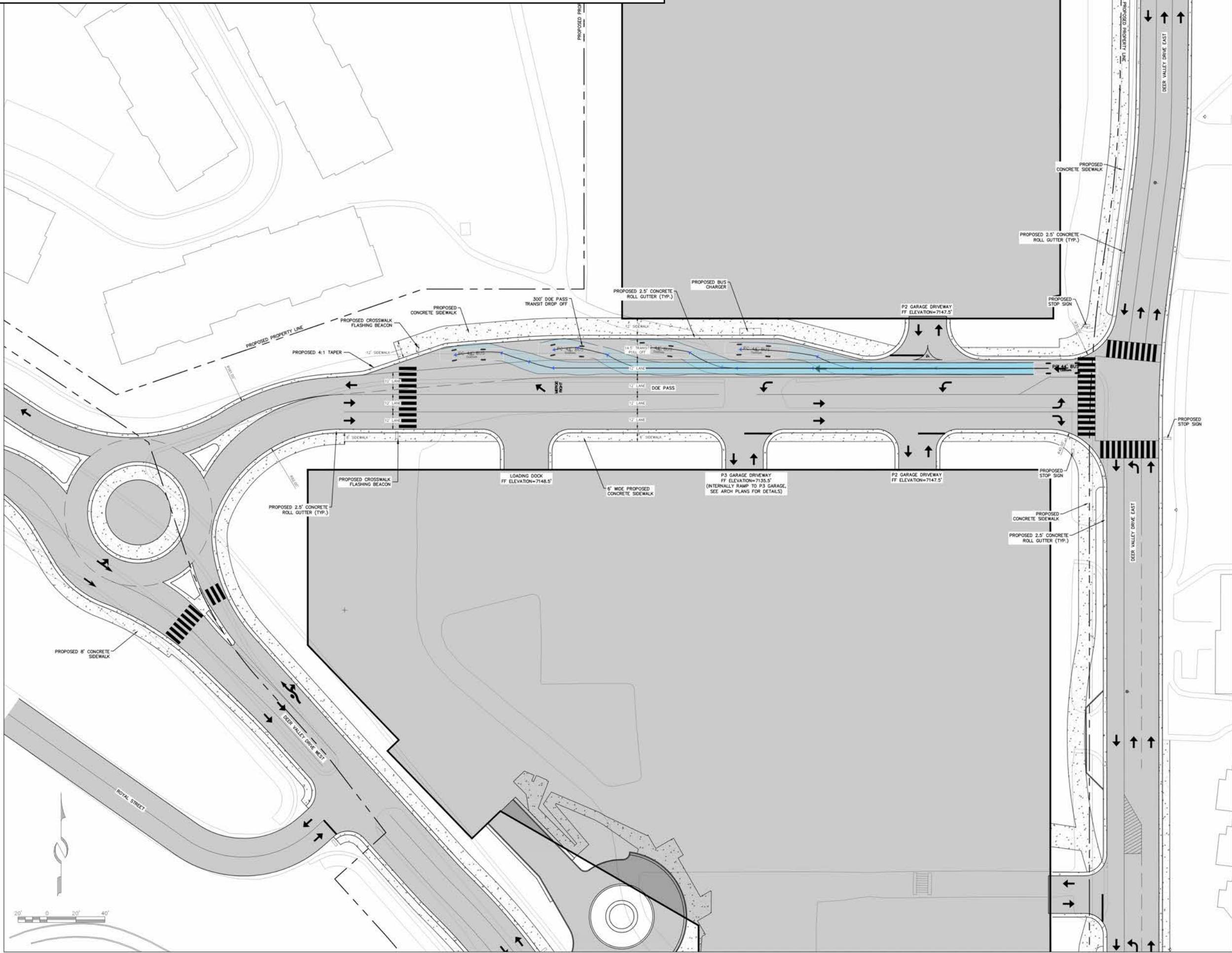
ISSUANCE
100% CD - MASS EXHIBITING SET

REVISION	

SHEET
DOE PASS DETAIL



Exhibit 29G: Civil Site Plan_Neighborhood & Access - Roads



ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84096 | 435-643-9457

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

**DEER VALLEY SNOW
PARK VILLAGE**

ADDRESS
2200 Deer Valley Drive S
Park City UT 84060

PROJECT #
23040

DATE
DECEMBER 20, 2024

ISSUANCE
100% CD - MASS EXHIBING SET

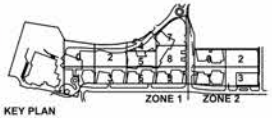
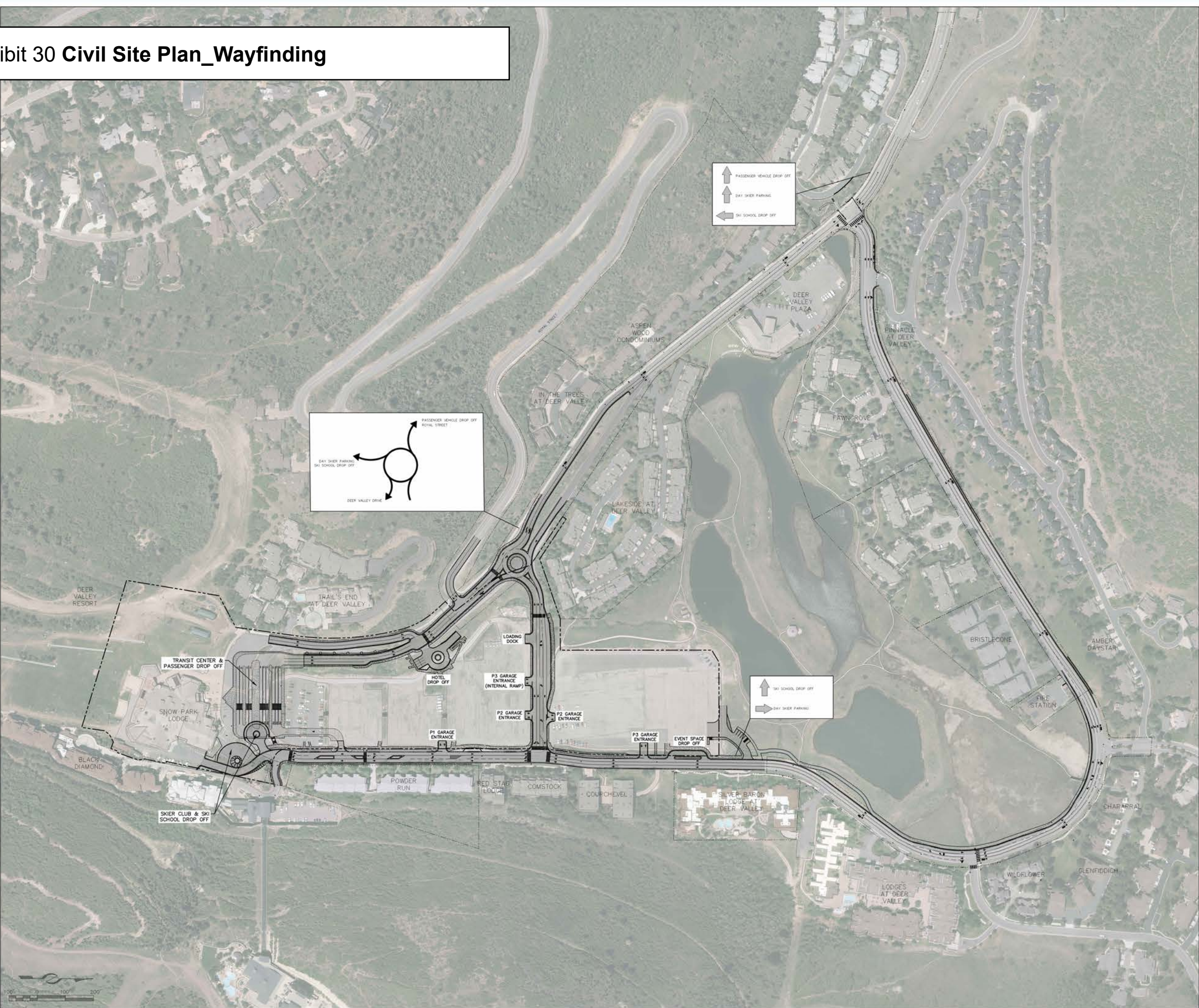
REVISION

NO.	DESCRIPTION	DATE

SHEET
DOE PASS AUTO TURN EXHIBIT



Exhibit 30 Civil Site Plan_Wayfinding



P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE. 50
PARK CITY, UT 84098 | 435-649-9467



ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209
OFFICE 503.525.9315
SKYLABARCHITECTURE.COM
GBD Architects, Incorporated
1120 NW Couch St.
Box 300
Portland, OR 97209
Tel. (503) 224-9656
gbdarchitects.com

DEER VALLEY SNOW
PARK VILLAGE

ADDRESS
2200 Deer Valley Drive S
Park City UT 84060
PROJECT #
23045
DATE
DECEMBER 20, 2024
ISSUANCE
CUP SUBMISSION
REVISION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

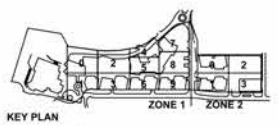
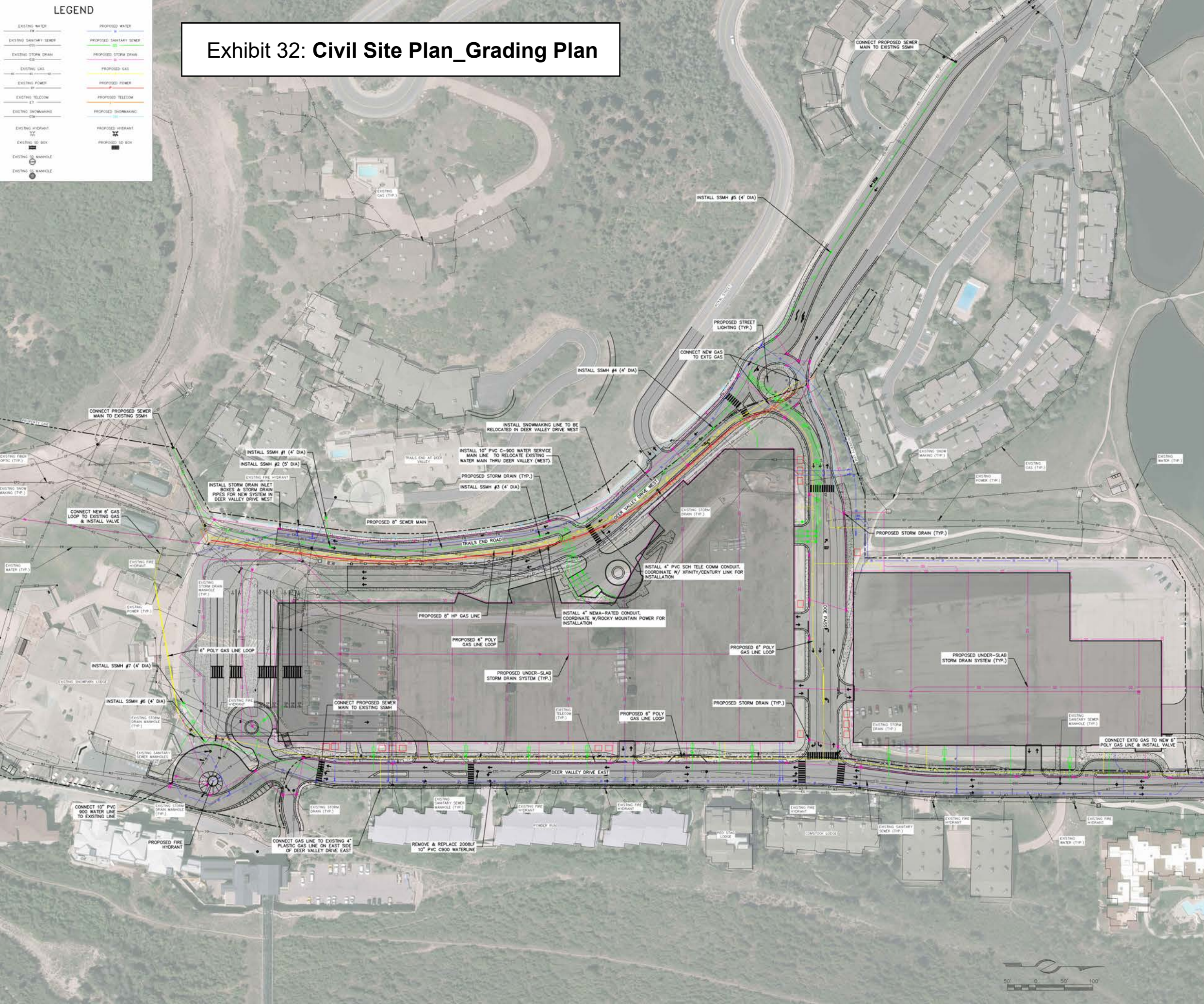


Exh



Exhibit 32: Civil Site Plan_Grading Plan

LEGEND	
EXISTING WATER	PROPOSED WATER
EXISTING SANITARY SEWER	PROPOSED SANITARY SEWER
EXISTING STORM DRAIN	PROPOSED STORM DRAIN
EXISTING GAS	PROPOSED GAS
EXISTING POWER	PROPOSED POWER
EXISTING TELECOM	PROPOSED TELECOM
EXISTING SNOWMAKING	PROPOSED SNOWMAKING
EXISTING HYDRANT	PROPOSED HYDRANT
EXISTING SD BOX	PROPOSED SD BOX
EXISTING SM MANHOLE	EXISTING SM MANHOLE
EXISTING SM MANHOLE	EXISTING SM MANHOLE



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PARK VILLAGE

ADDRESS
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PROJECT #
20040

DATE
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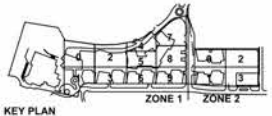
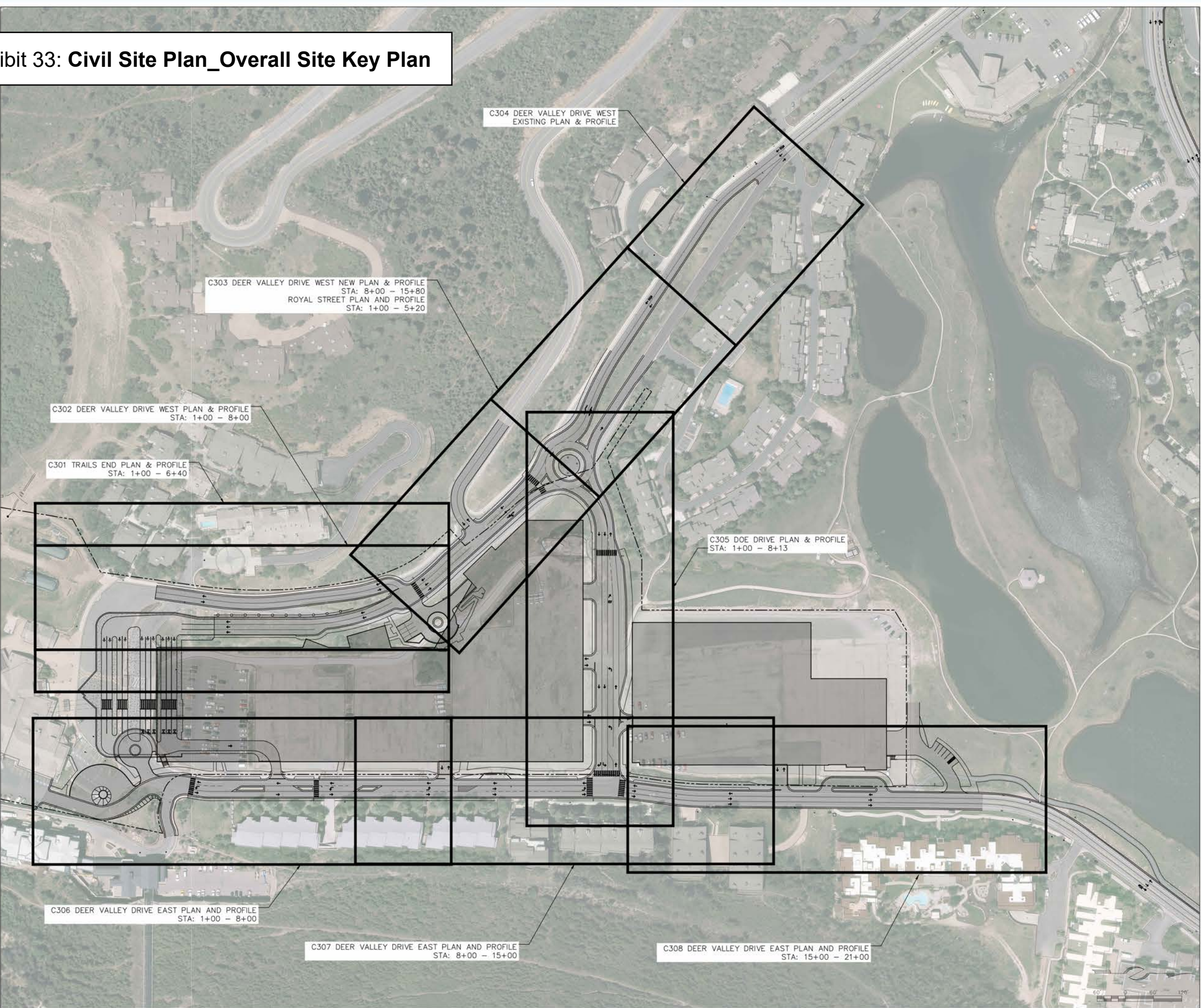
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Exhibit 33: Civil Site Plan_Overall Site Key Plan



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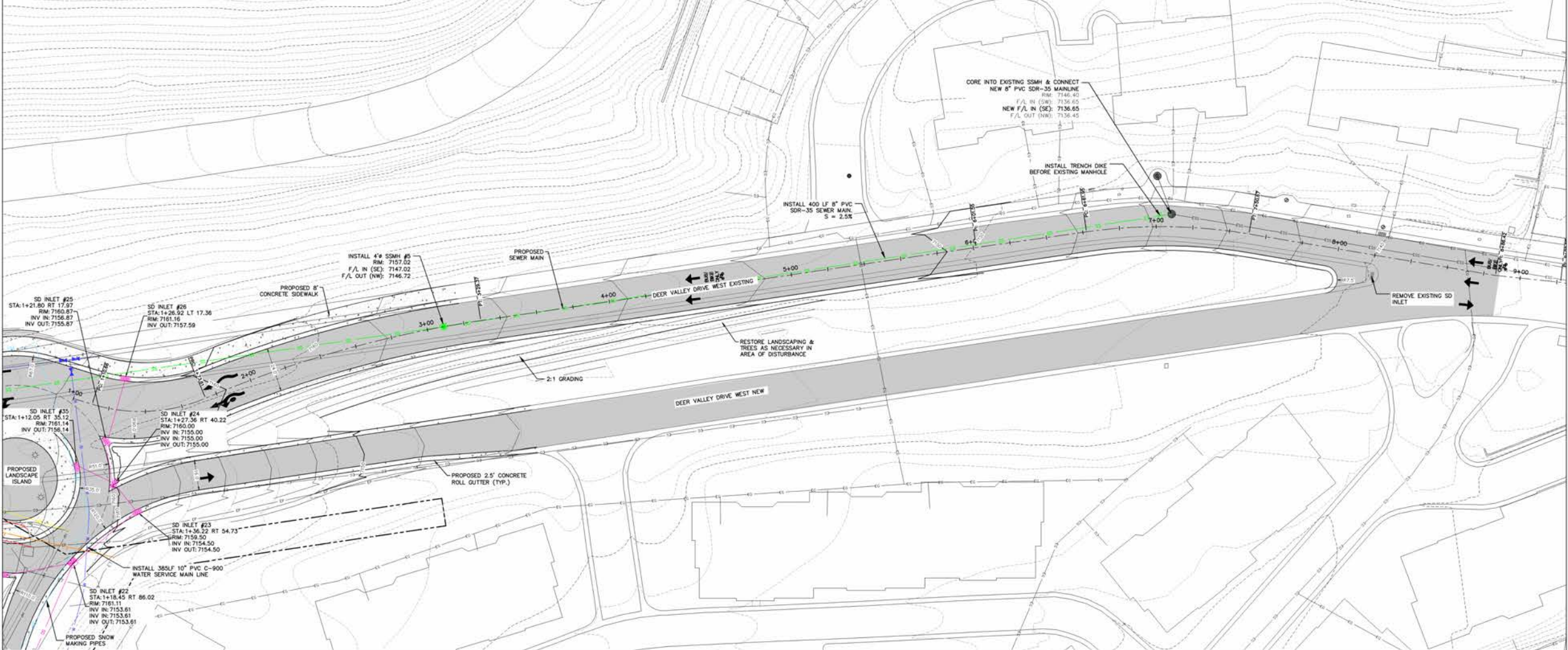
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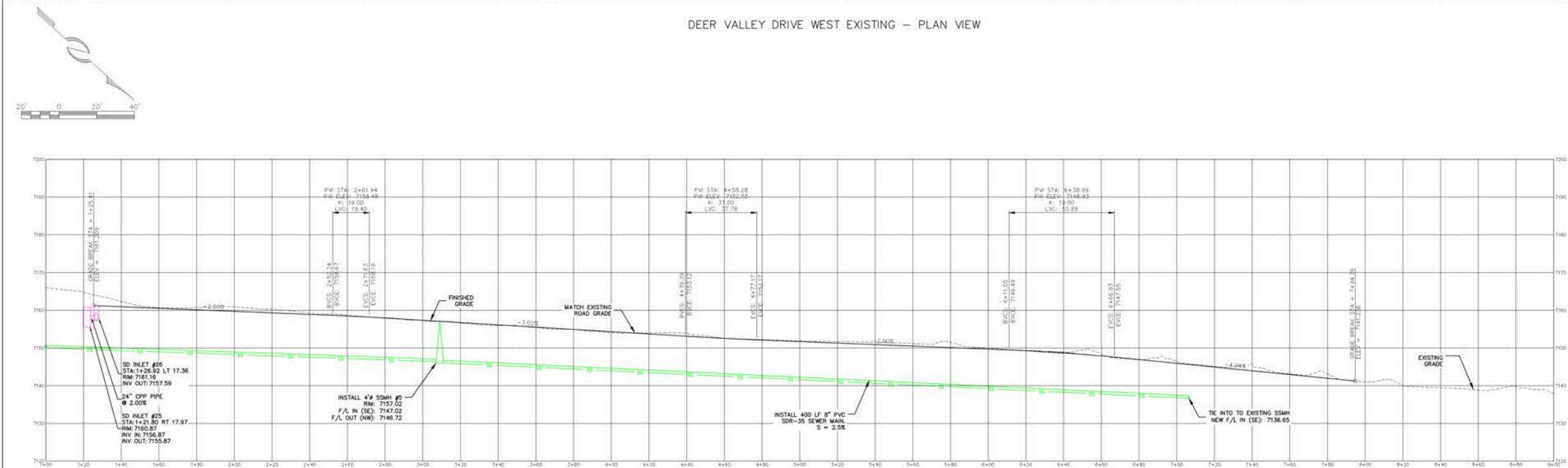
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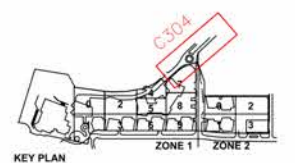
Exhibit 37: **Civil Site Plan_Deer Valley Drive West - Plan & Profile 3**



DEER VALLEY DRIVE WEST EXISTING - PLAN VIEW



DEER VALLEY DRIVE WEST EXISTING - PROFILE VIEW



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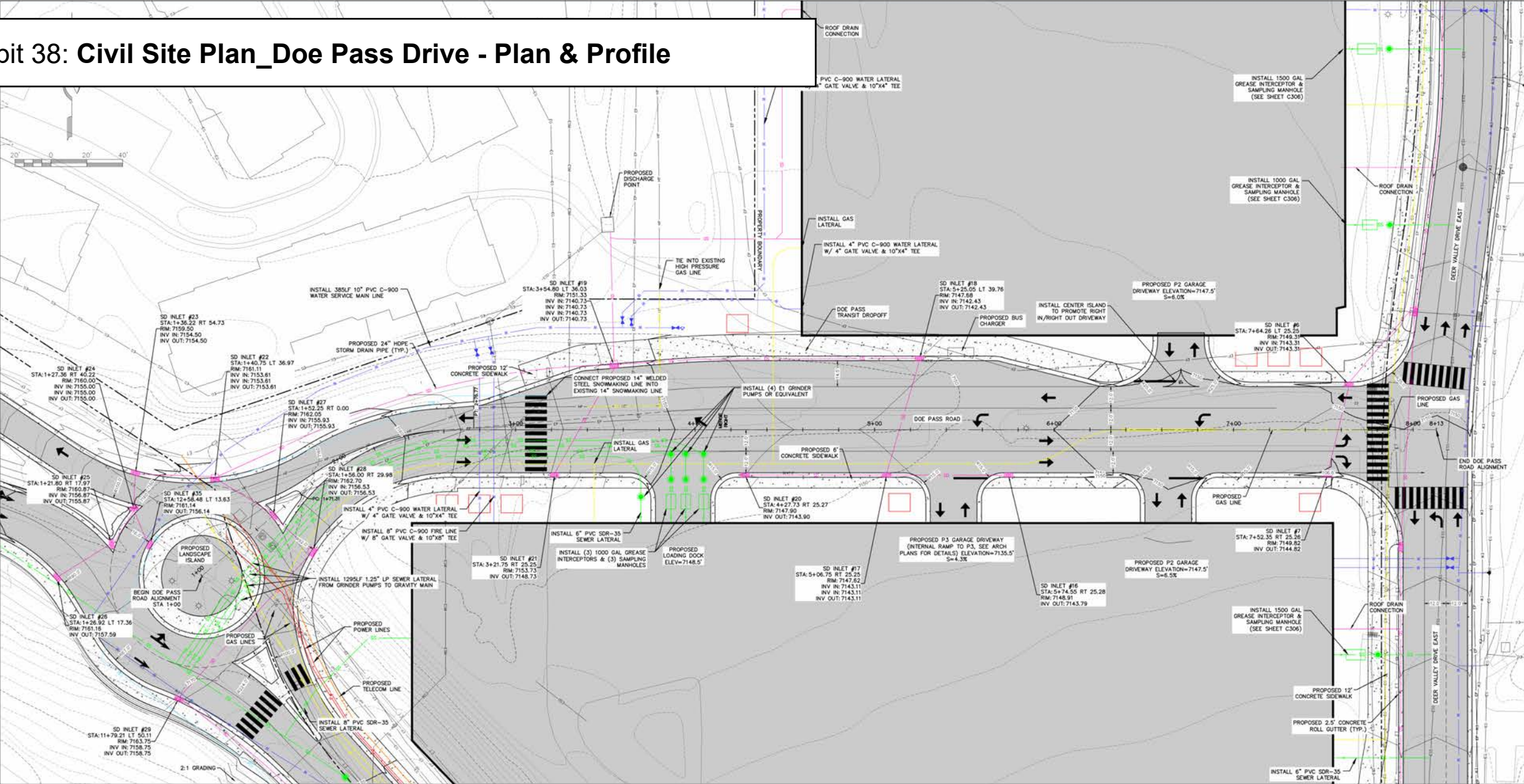
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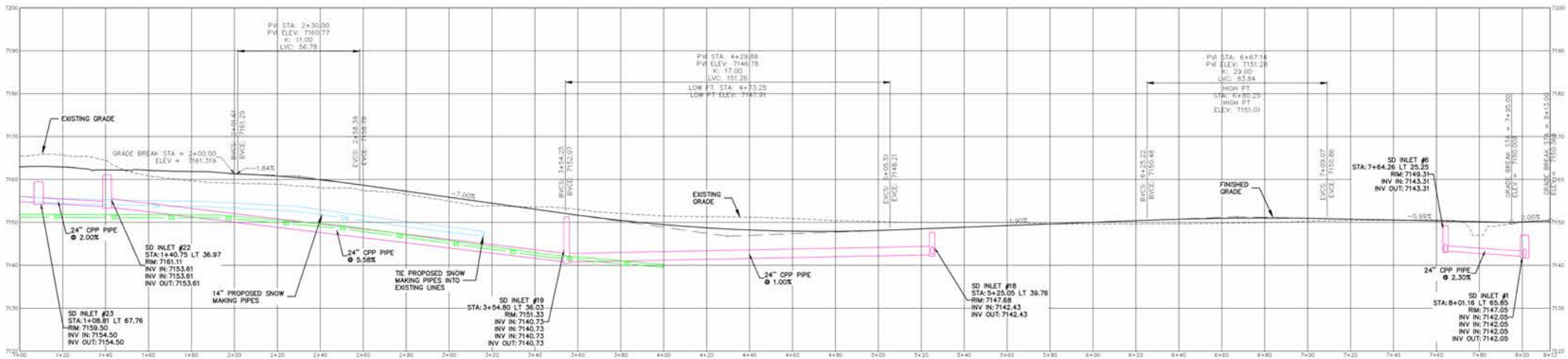
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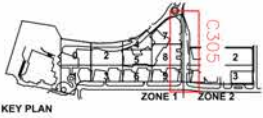
Exhibit 38: Civil Site Plan_Doe Pass Drive - Plan & Profile



DOE PASS DRIVE - PLAN VIEW



DOE PASS DRIVE - PROFILE VIEW



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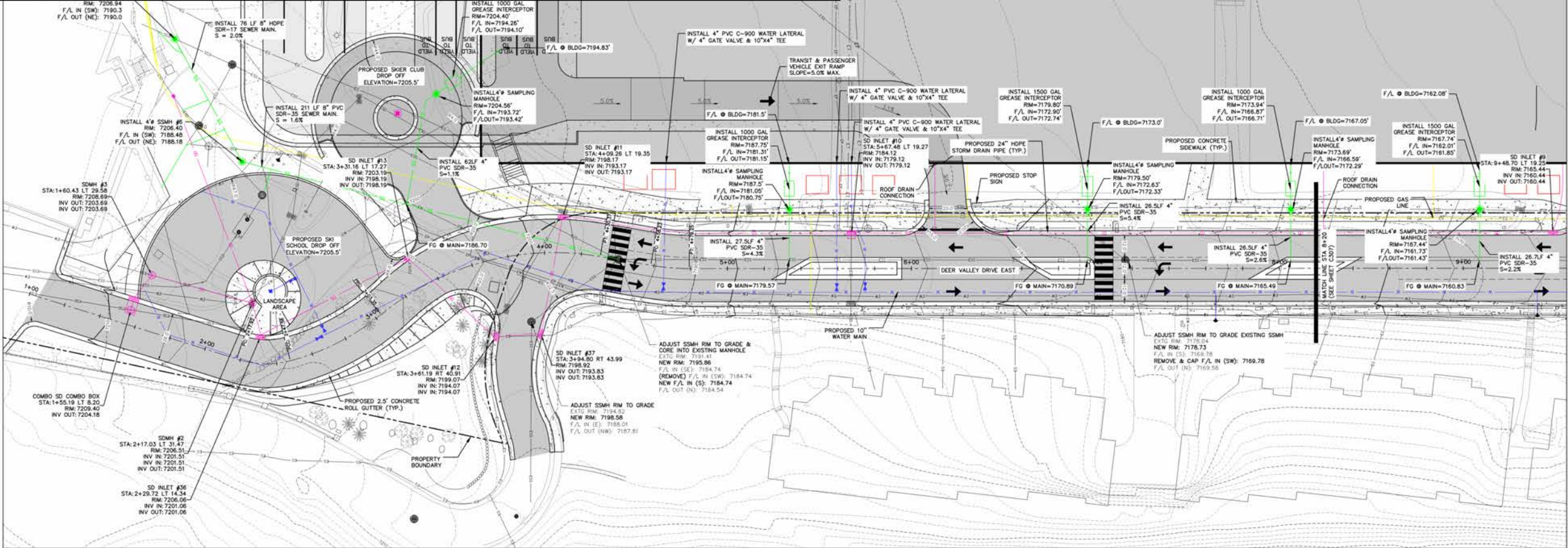
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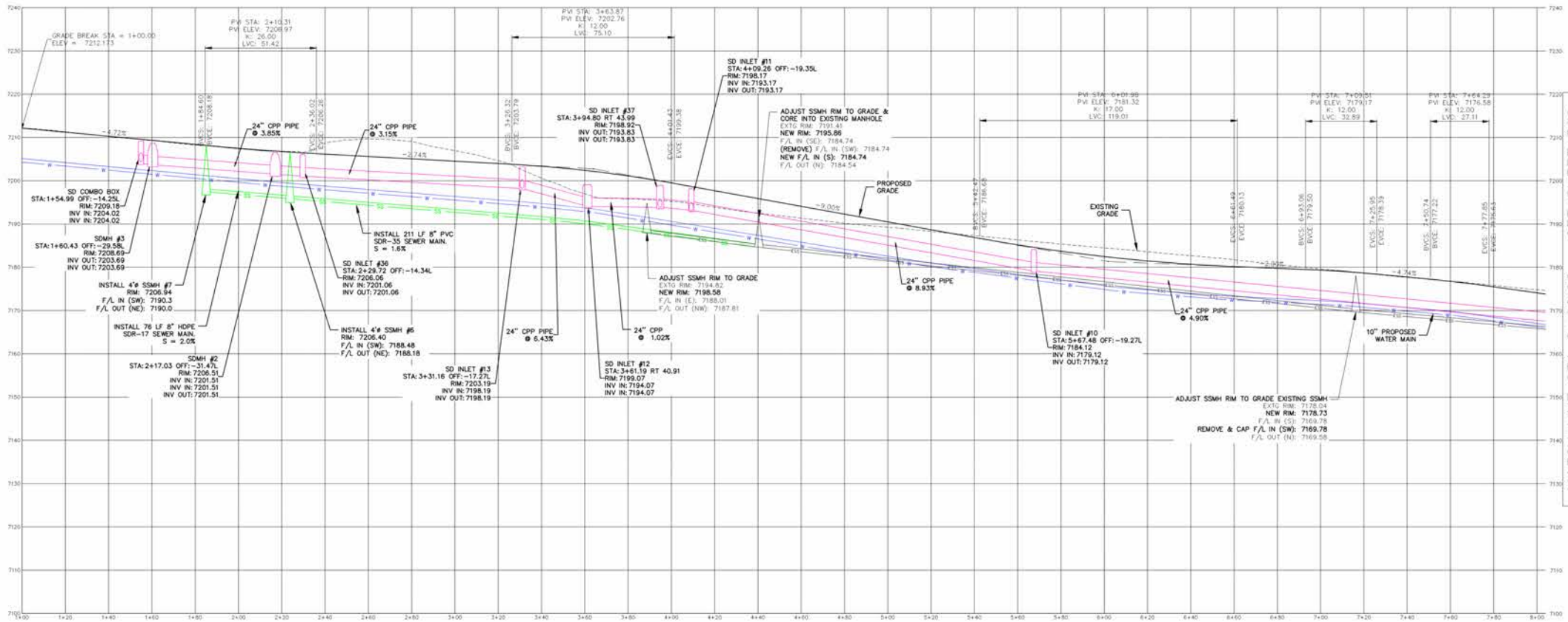
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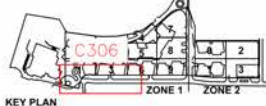
Exhibit 39: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 1**



DEER VALLEY DRIVE EAST - PLAN VIEW



DEER VALLEY DRIVE EAST - PROFILE VIEW



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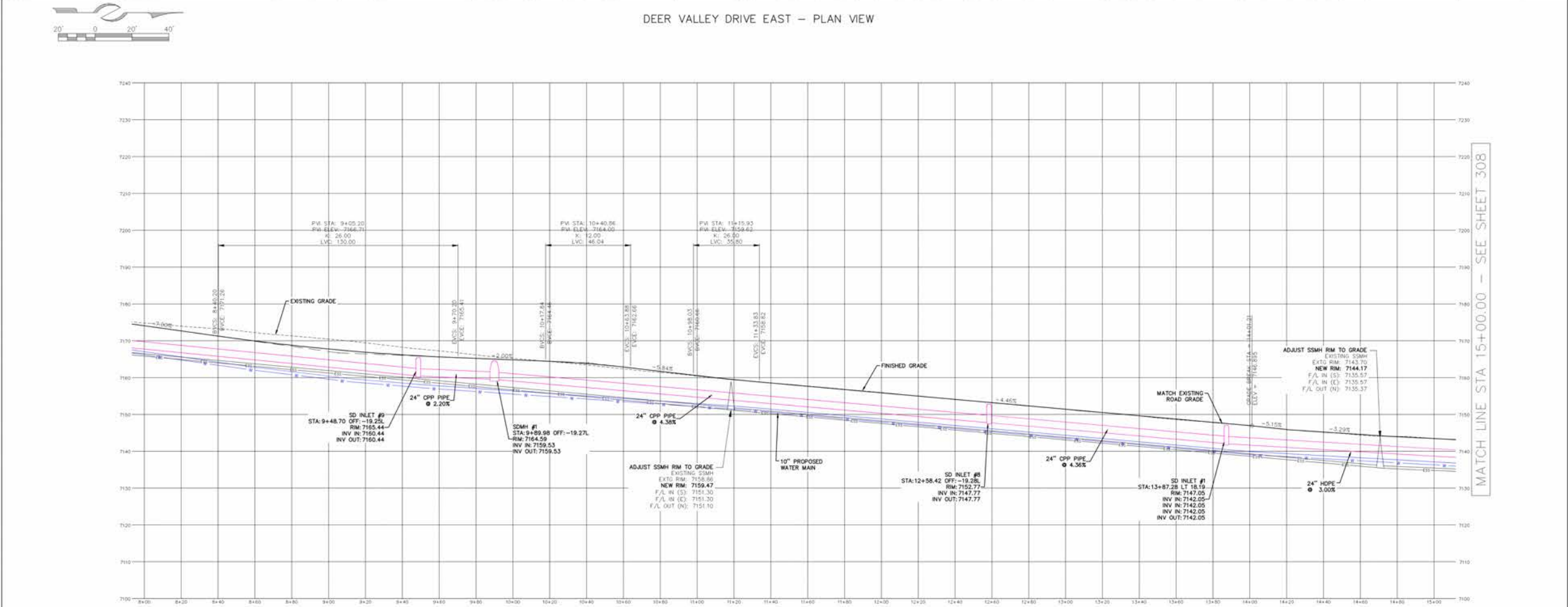
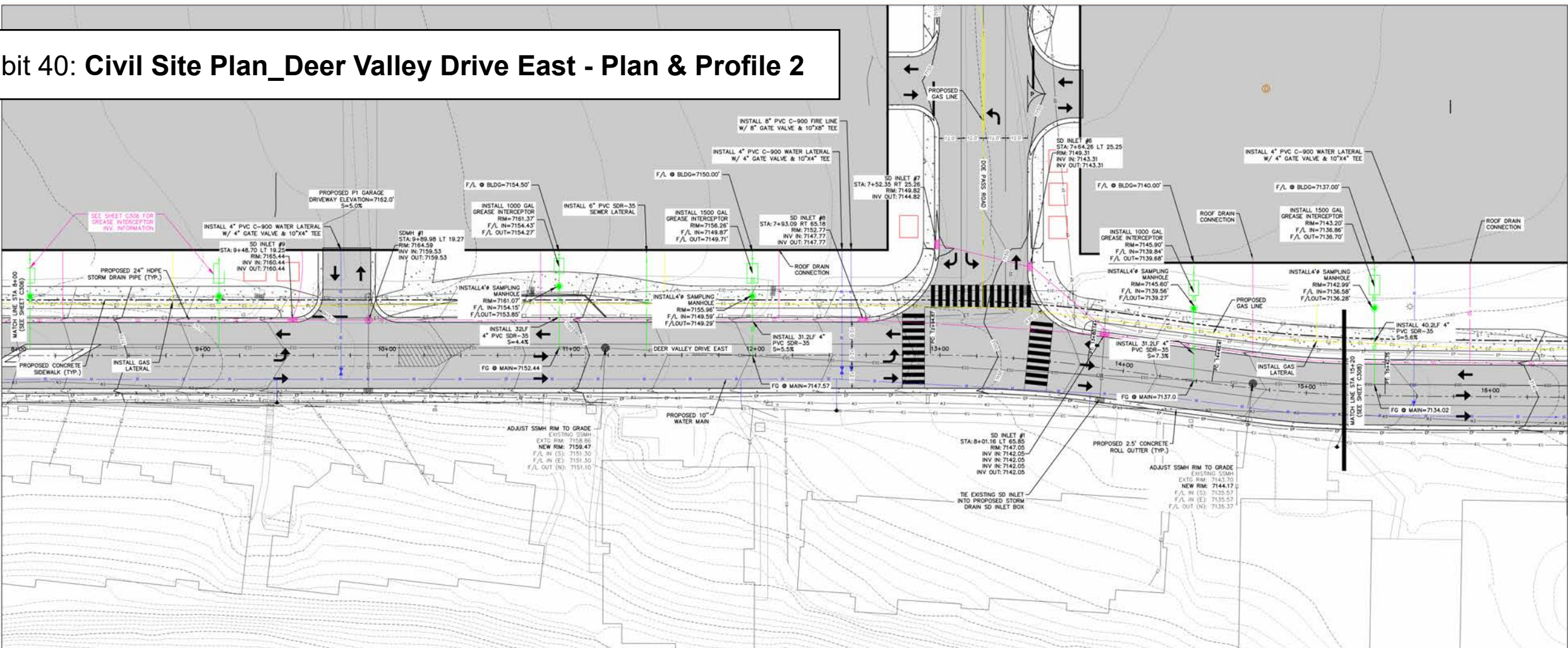
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DEER VALLEY DRIVE E

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Page 244 of 494

Exhibit 40: Civil Site Plan_Deer Valley Drive East - Plan & Profile 2



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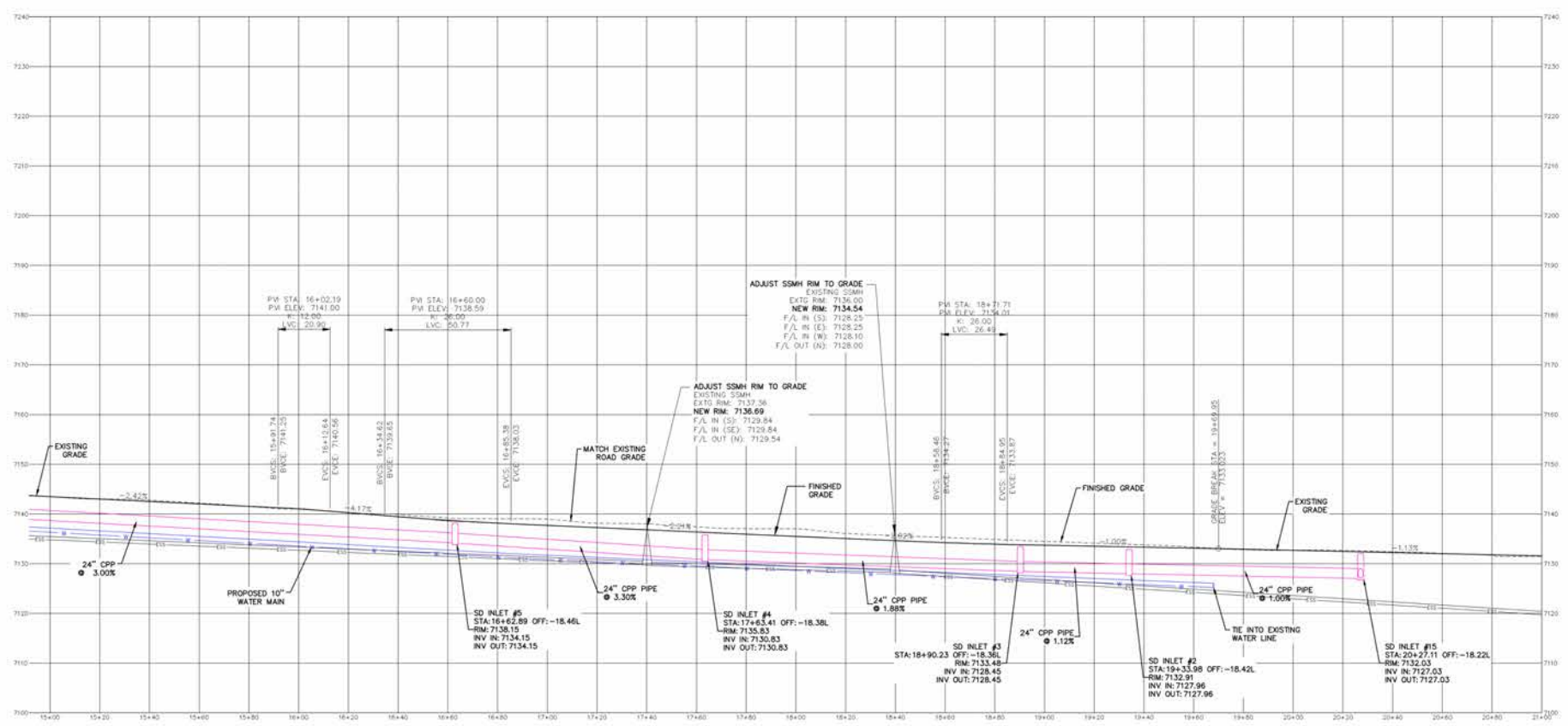
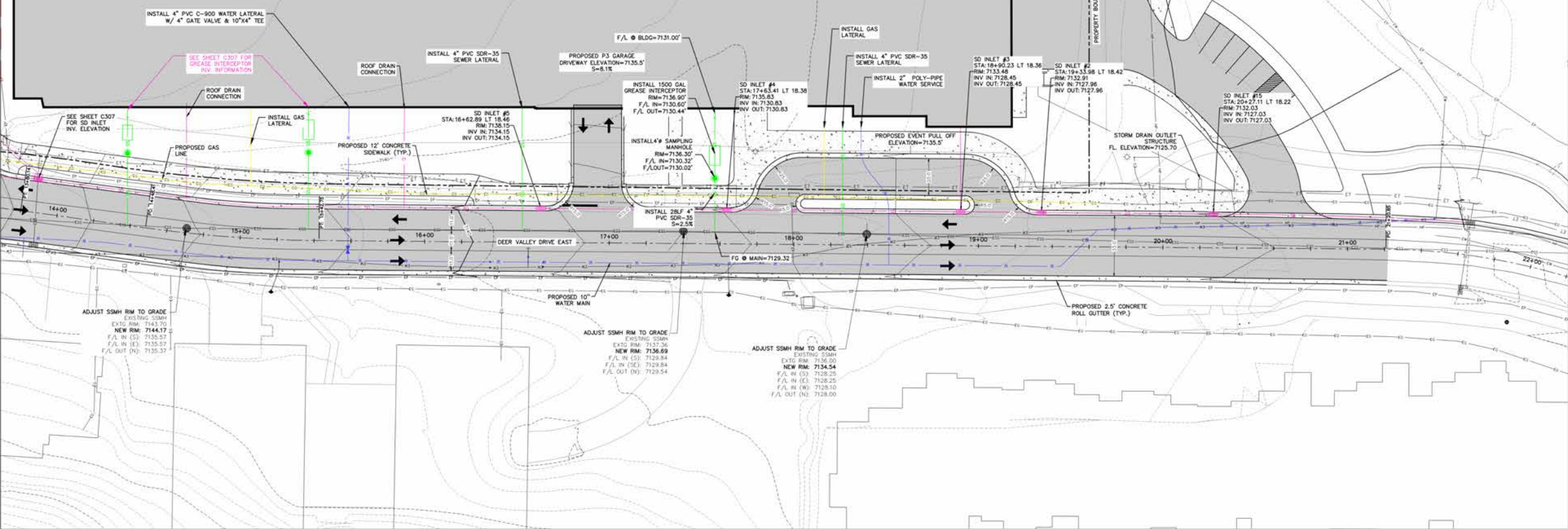
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Exhibit 41: Civil Site Plan_Deer Valley Drive East - Plan & Profile 3



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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**.



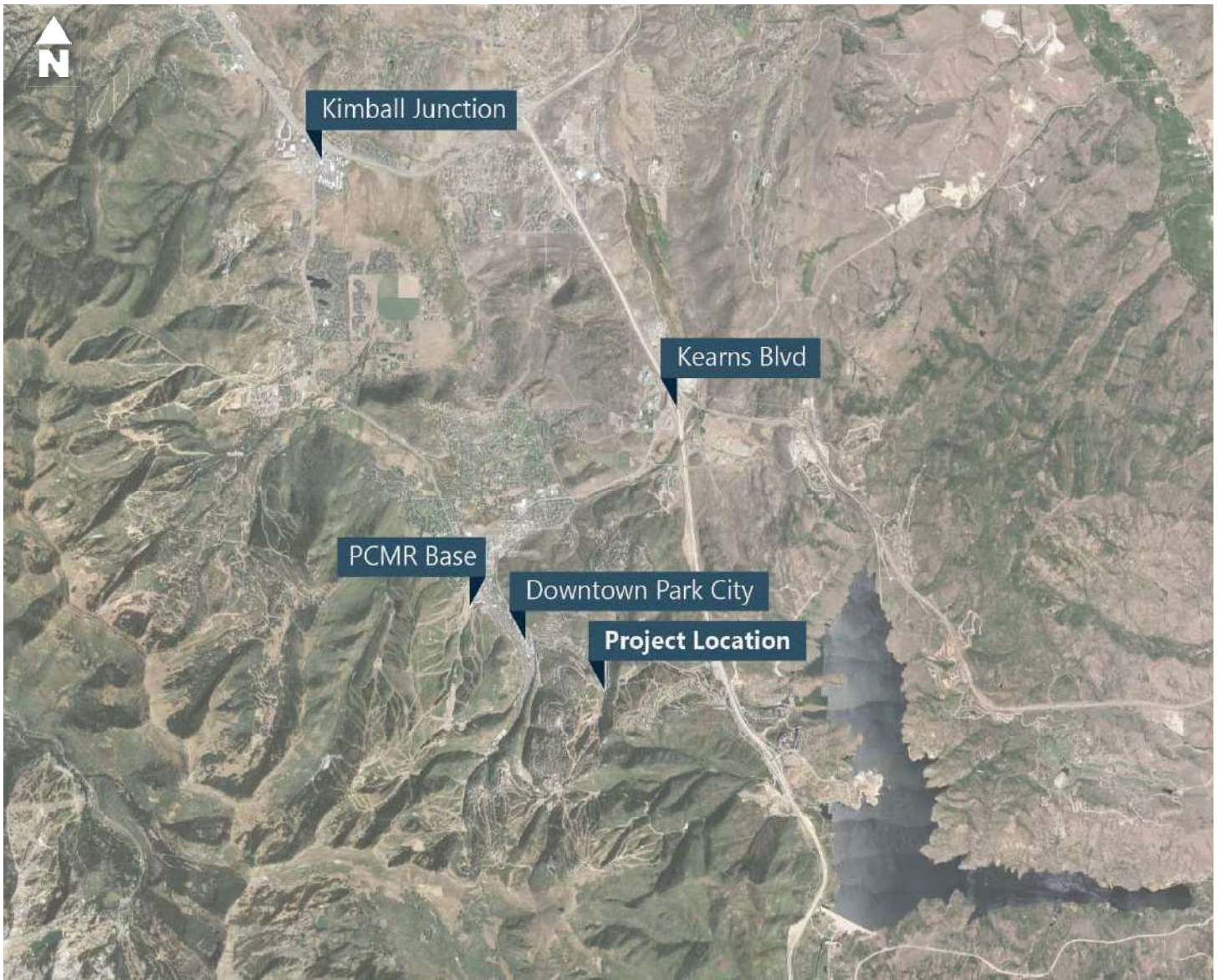


Figure 1
Project Location



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

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

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

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

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

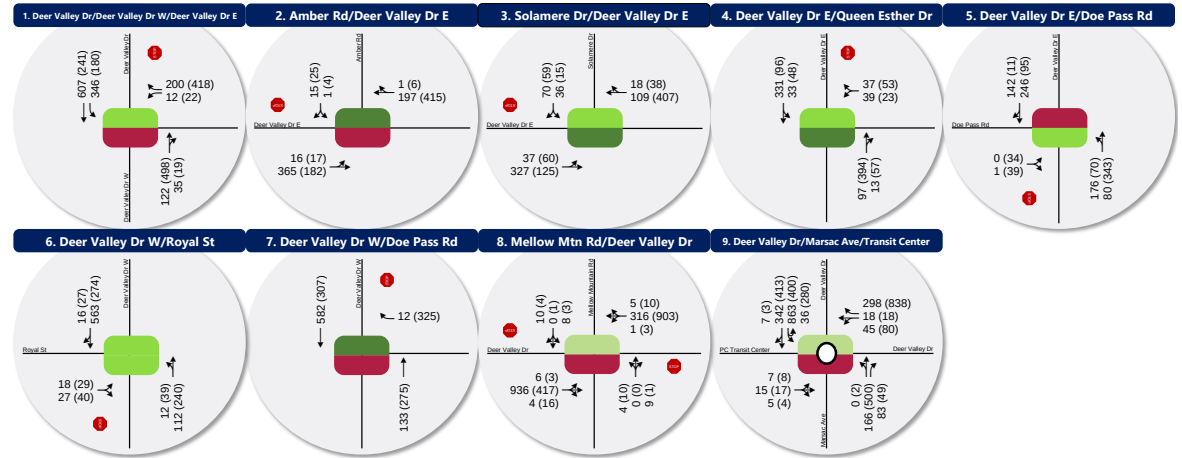
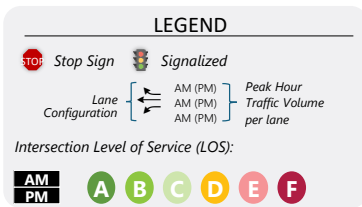
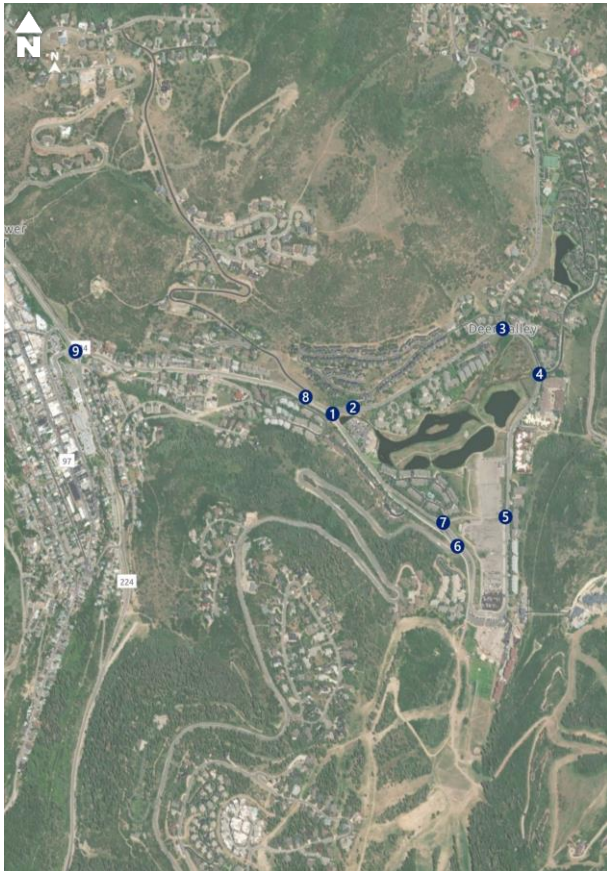
Volumes used for the existing conditions were derived from focusing on the "Y" intersection (Deer Valley Dr West / Deer Valley Dr East) given that it is the key controlling intersection into Deer Valley Resort. The "Y" intersection showed that for the three pairs of Fridays and Saturdays that were counted, 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.



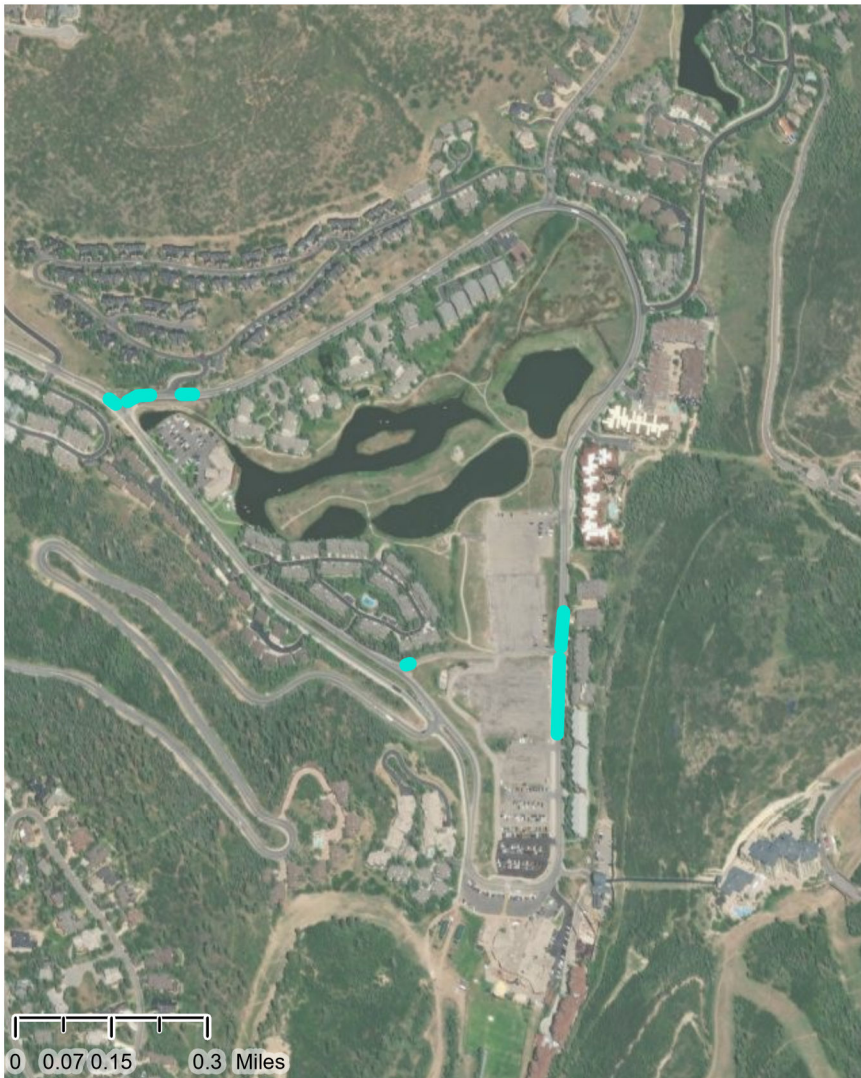
The existing 2024 background Saturday AM (8:00–9:00 AM) and PM (3:45–4:45 PM) peak hour volumes are shown in **Figure 3**. Additionally, existing 2024 background Saturday AM and PM peak hour 95th percentile queue lengths at key controlling intersections are shown in **Figure 4**.





Existing 2024 Background Saturday AM & PM Peak Hour Traffic Conditions





AM Peak Hour



PM Peak Hour

Figure 4



Existing 2024 Background Saturday AM & PM Peak Hour Traffic Conditions

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

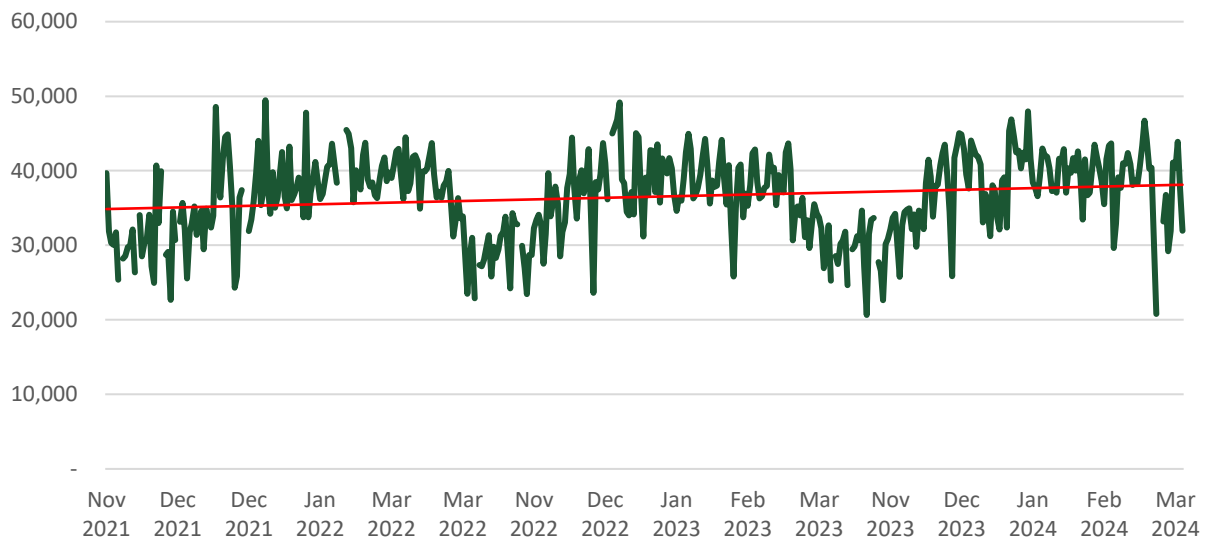
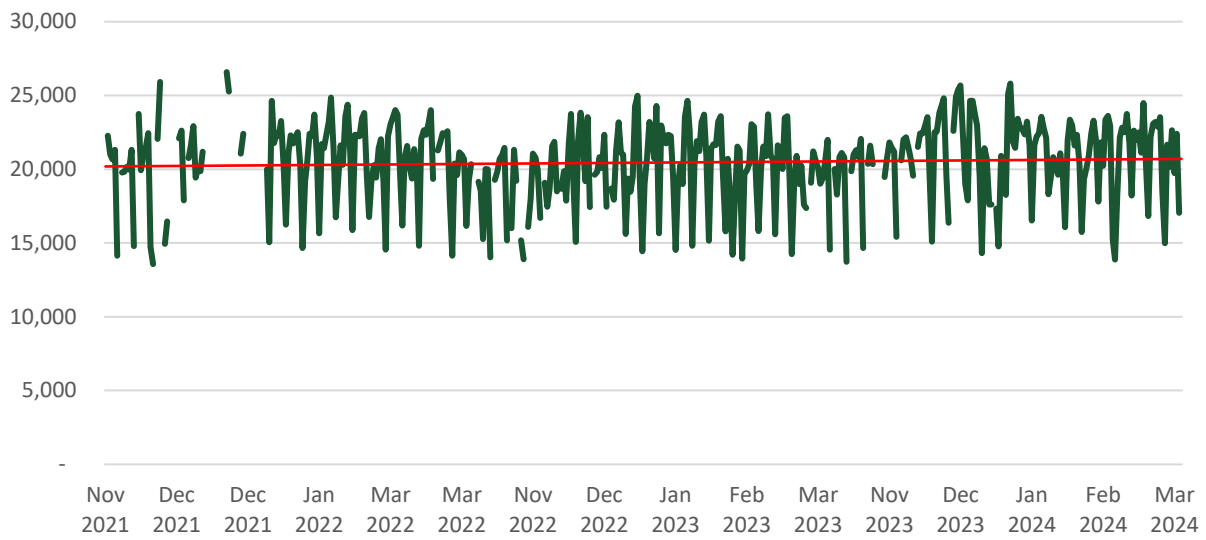


Figure 6: SR-248 Winter Season Daily Vehicular Flow



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



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

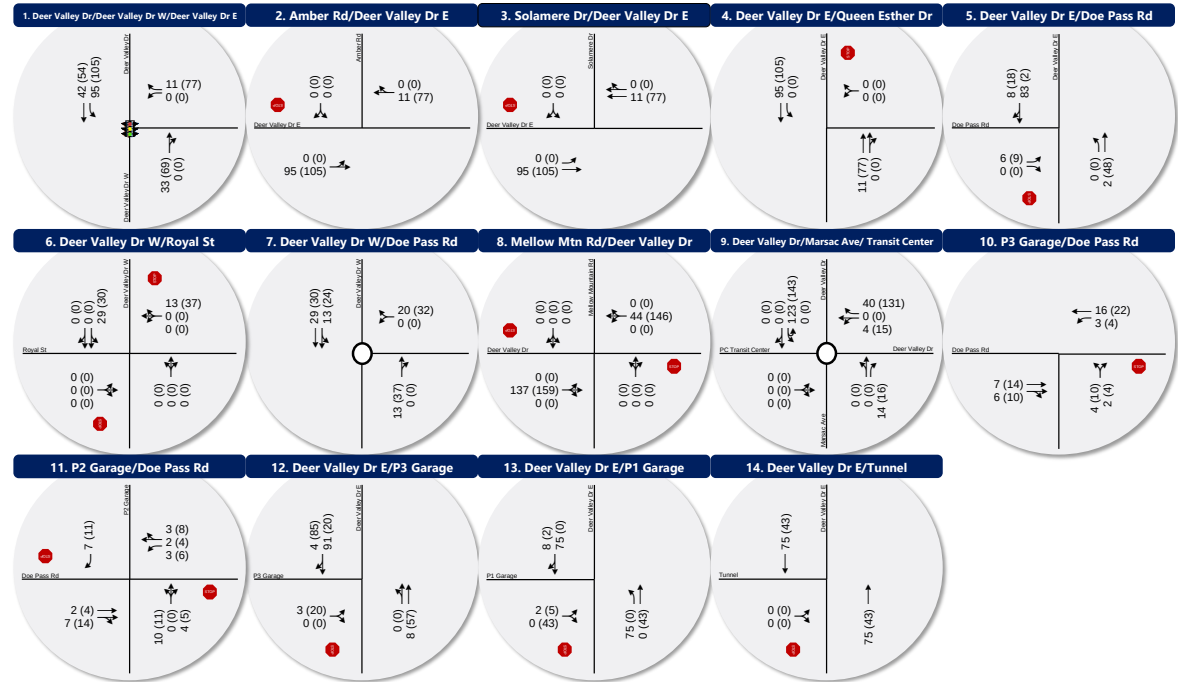
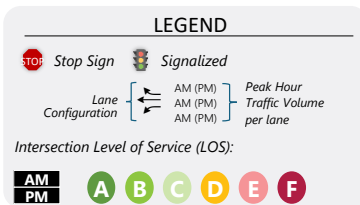
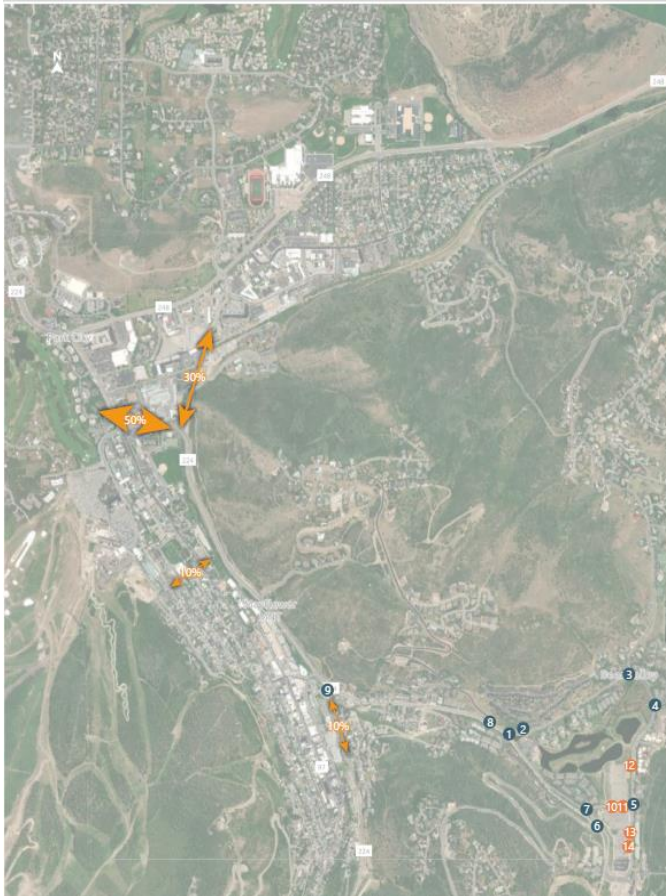


Figure 8
Saturday AM & PM Peak Hour Trip Generation and Distribution

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 queueing 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.

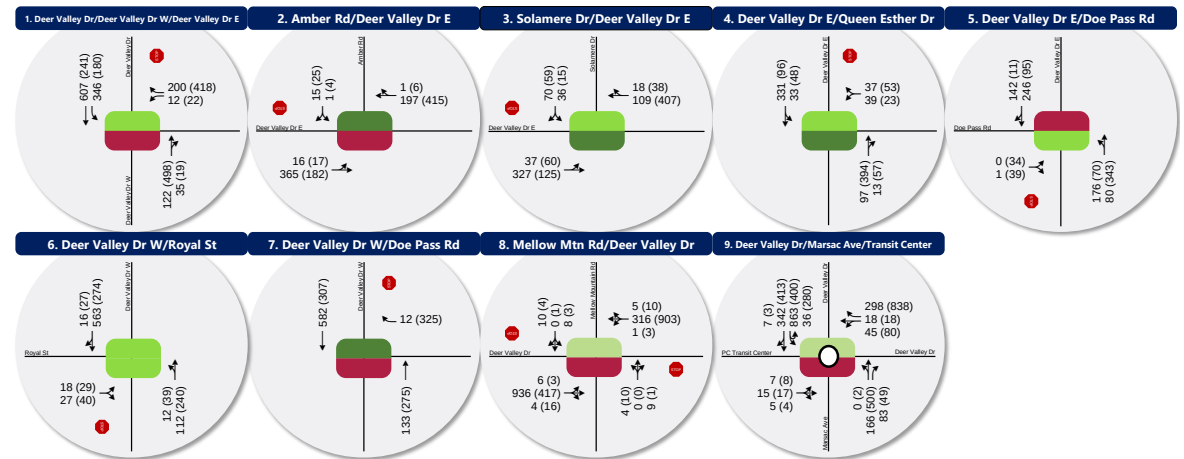
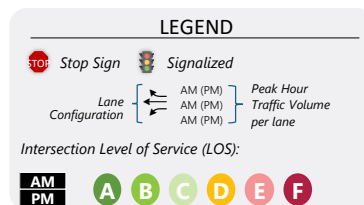
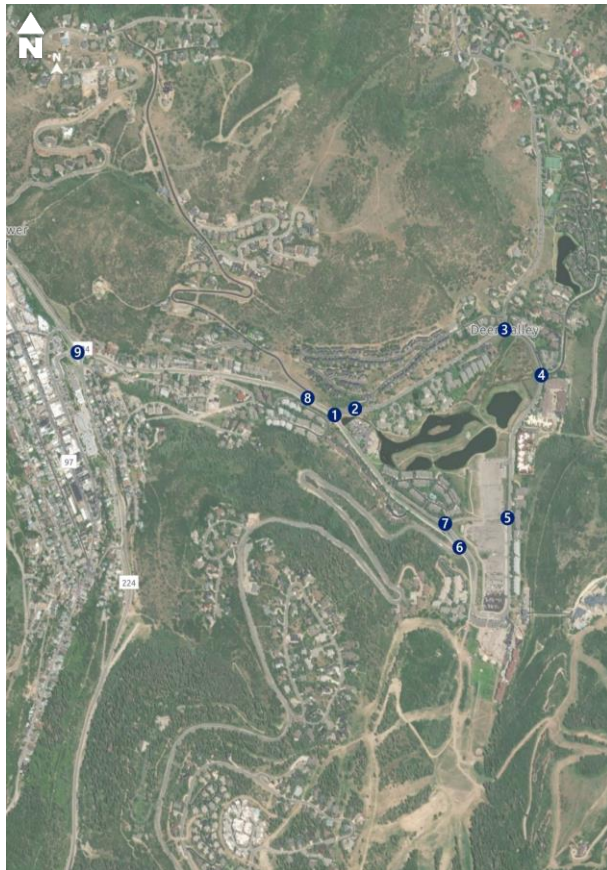


Figure 9
Opening Year 2030 Background Saturday AM & PM Peak Hour Traffic Conditions

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.

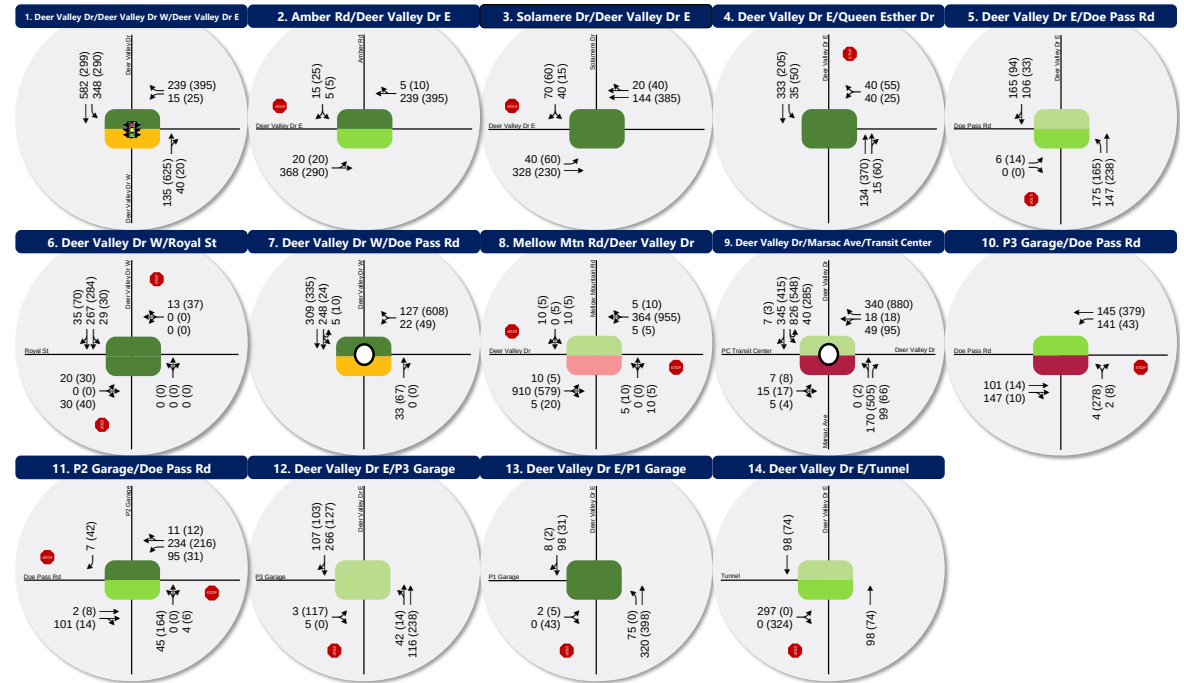
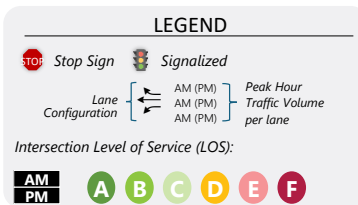
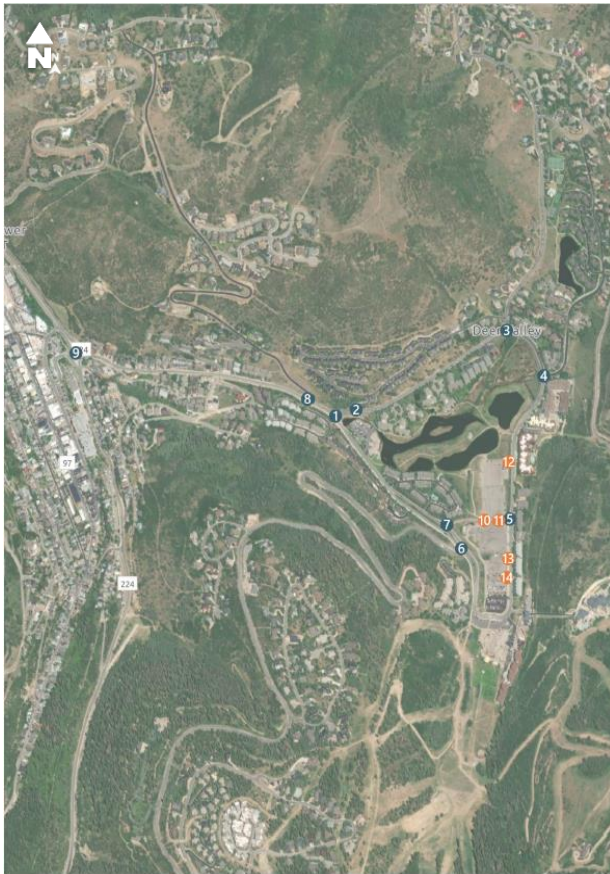


Figure 10
Opening Year 2030 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

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.

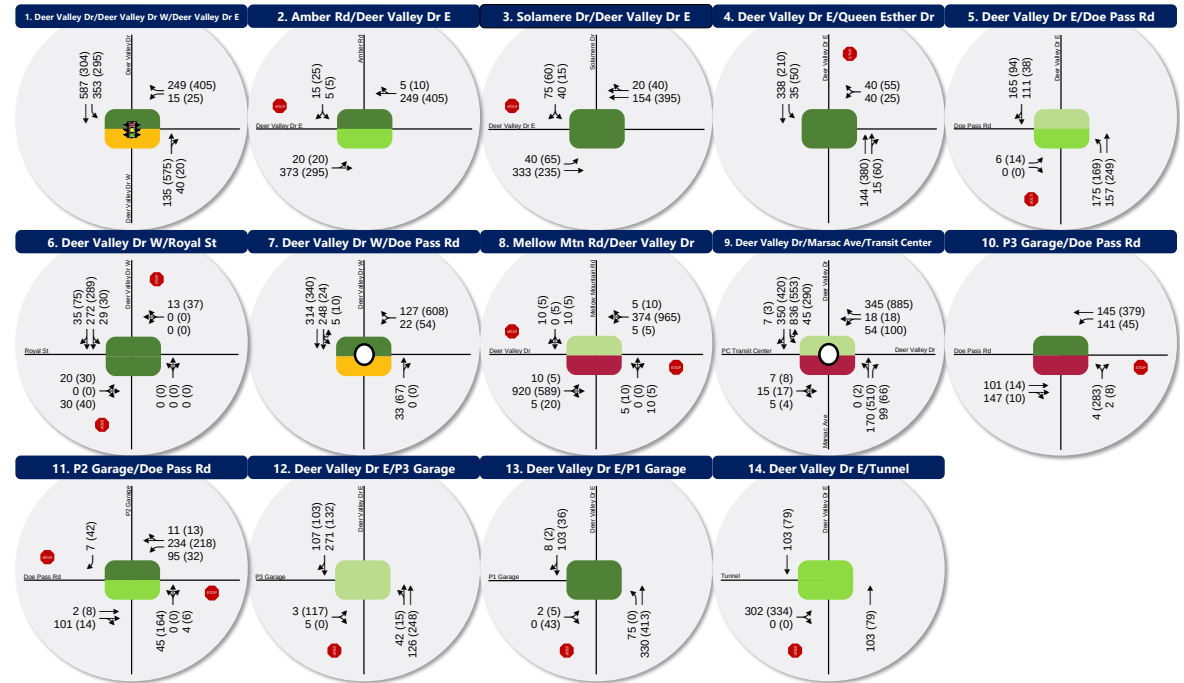
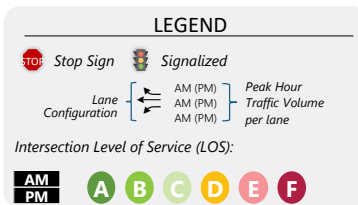
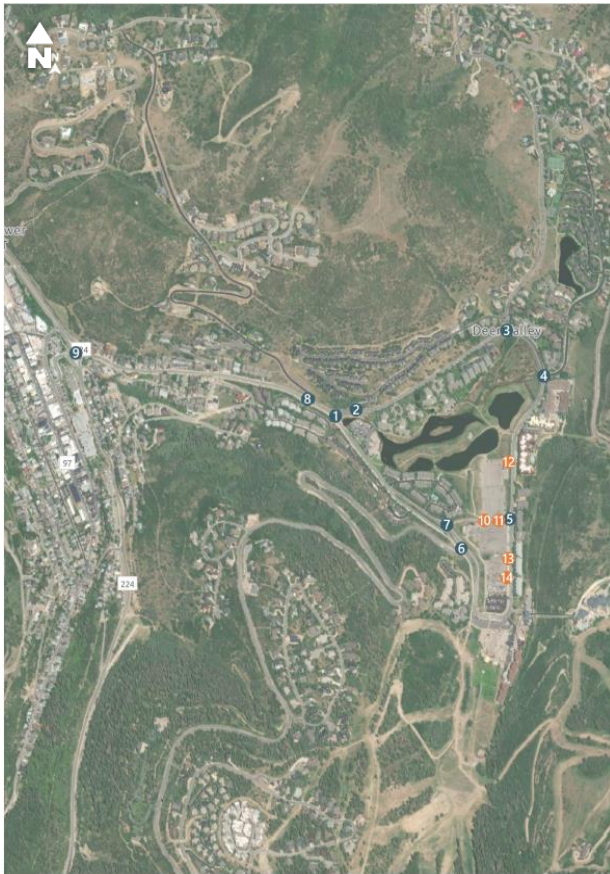


Figure 11
Future 2040 plus Project Saturday AM & PM Peak Hour Traffic Conditions

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.

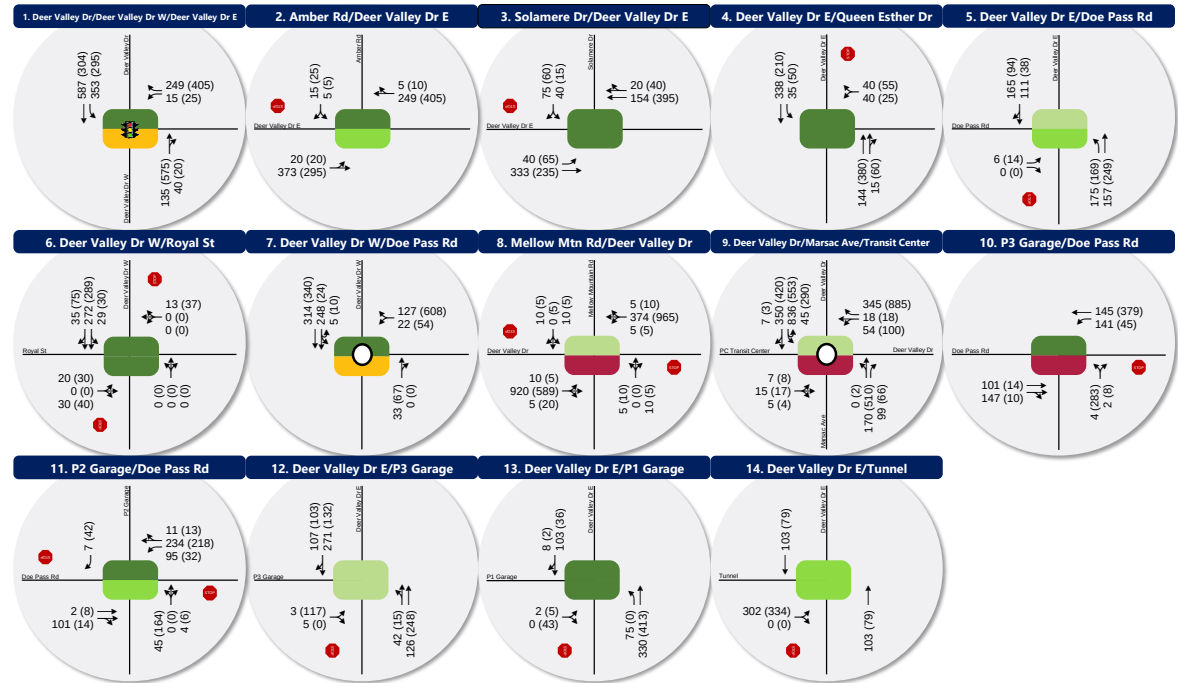
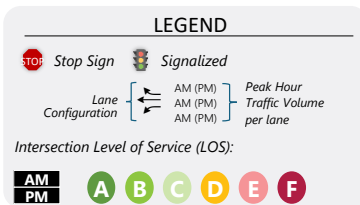
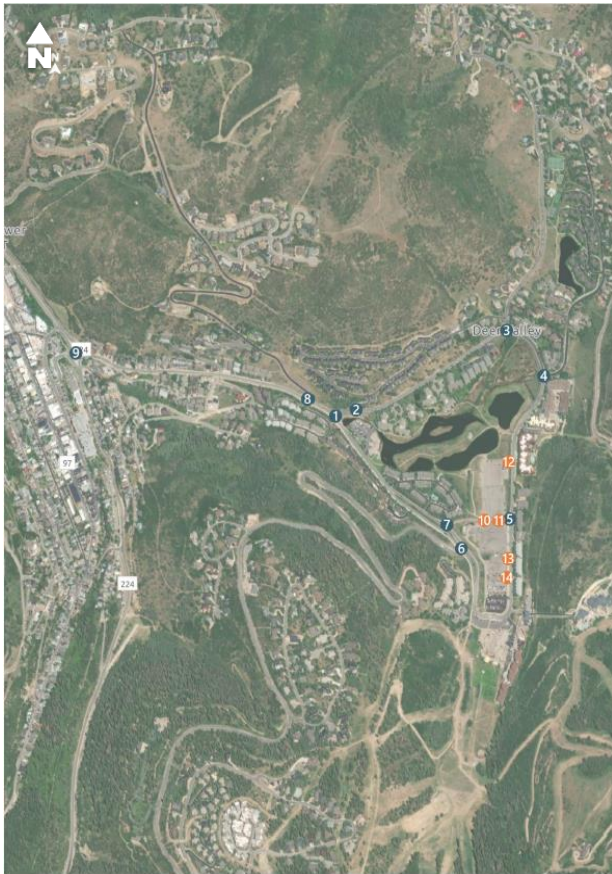
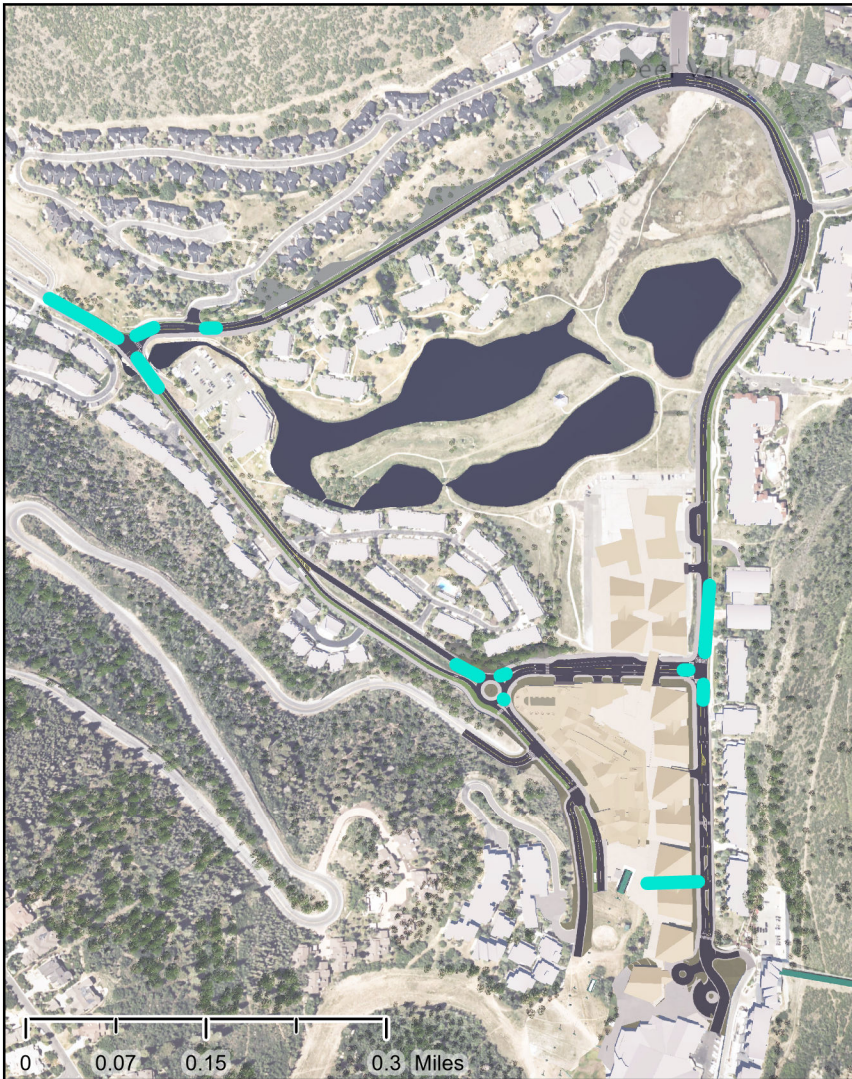
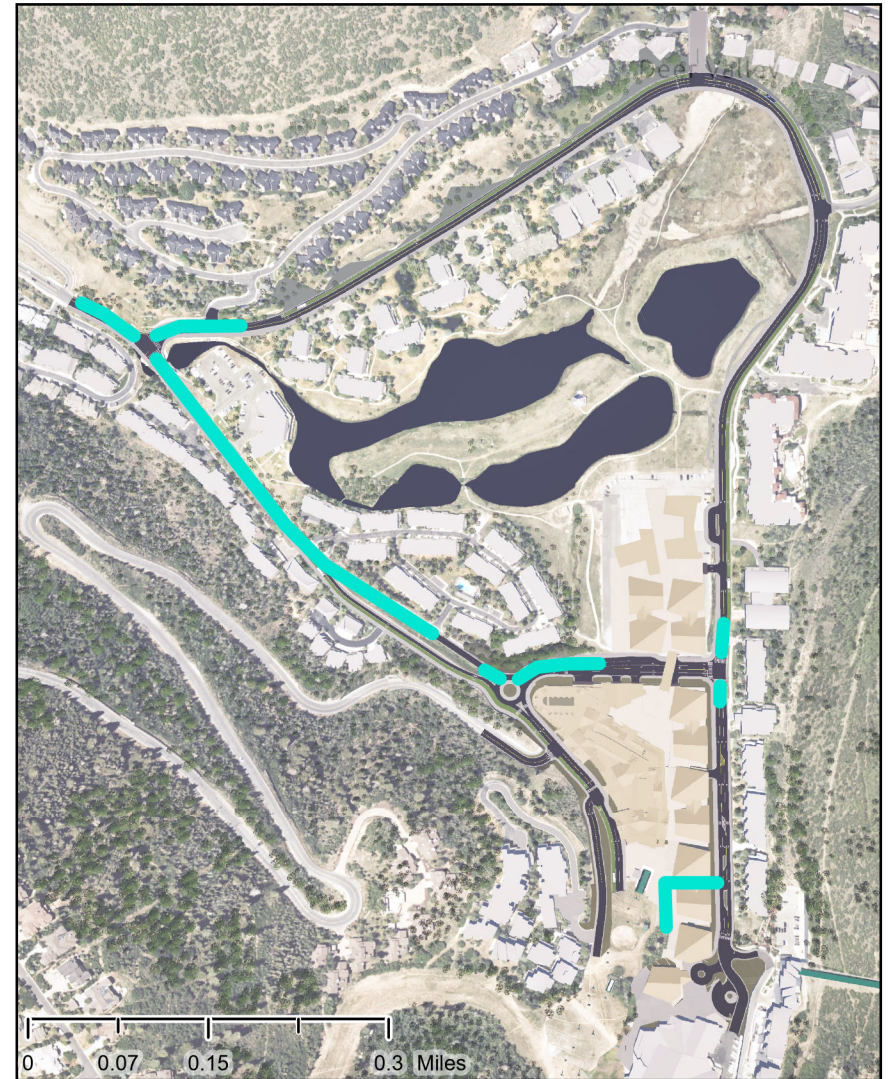


Figure 12
Future 2040 plus Project Saturday AM & PM Peak Hour Traffic Conditions



AM Peak Hour



PM Peak Hour

Figure 13



Future 2040 plus Project Saturday AM & PM Peak Hour Queue Conditions

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, there 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	<i>Deer Valley Drive East & Solamere Drive</i>	2	1	0	0	0
2	<i>Deer Valley Drive East & Queen Esther Drive²</i>	0	0	0	0	0
3	<i>Deer Valley Drive North / Amber Road</i>	1	0	0	0	0
4	<i>Deer Valley Drive & Mellow Mountain Rd</i>	2	0	0	0	0
5	<i>Deer Valley Drive West & Doe Pass Rd²</i>	0	0	0	0	0
6	<i>Deer Valley Drive & Marsac Ave</i>	10	1	0	2	0
7	<i>Deer Valley Drive East & Deer Valley Drive West</i>	2	0	0	0	0
8	<i>Deer Valley Dr S & Royal St</i>	3	0	0	0	0
9	<i>Deer Valley Drive East & Doe Pass Road²</i>	0	0	0	0	0
-	<i>Deer Valley Drive East of Marsac Avenue</i>	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.

Appendix

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. 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

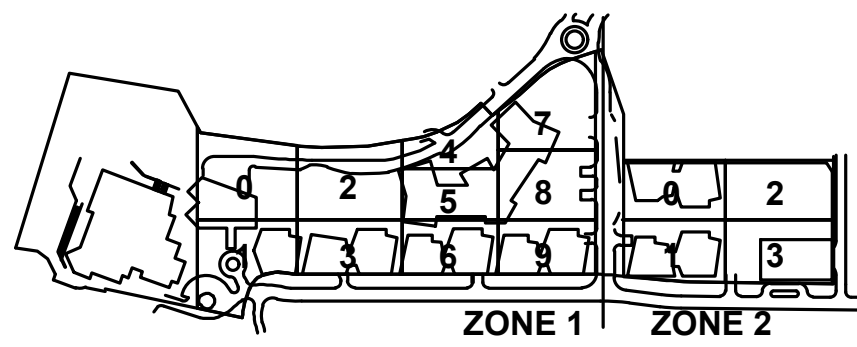
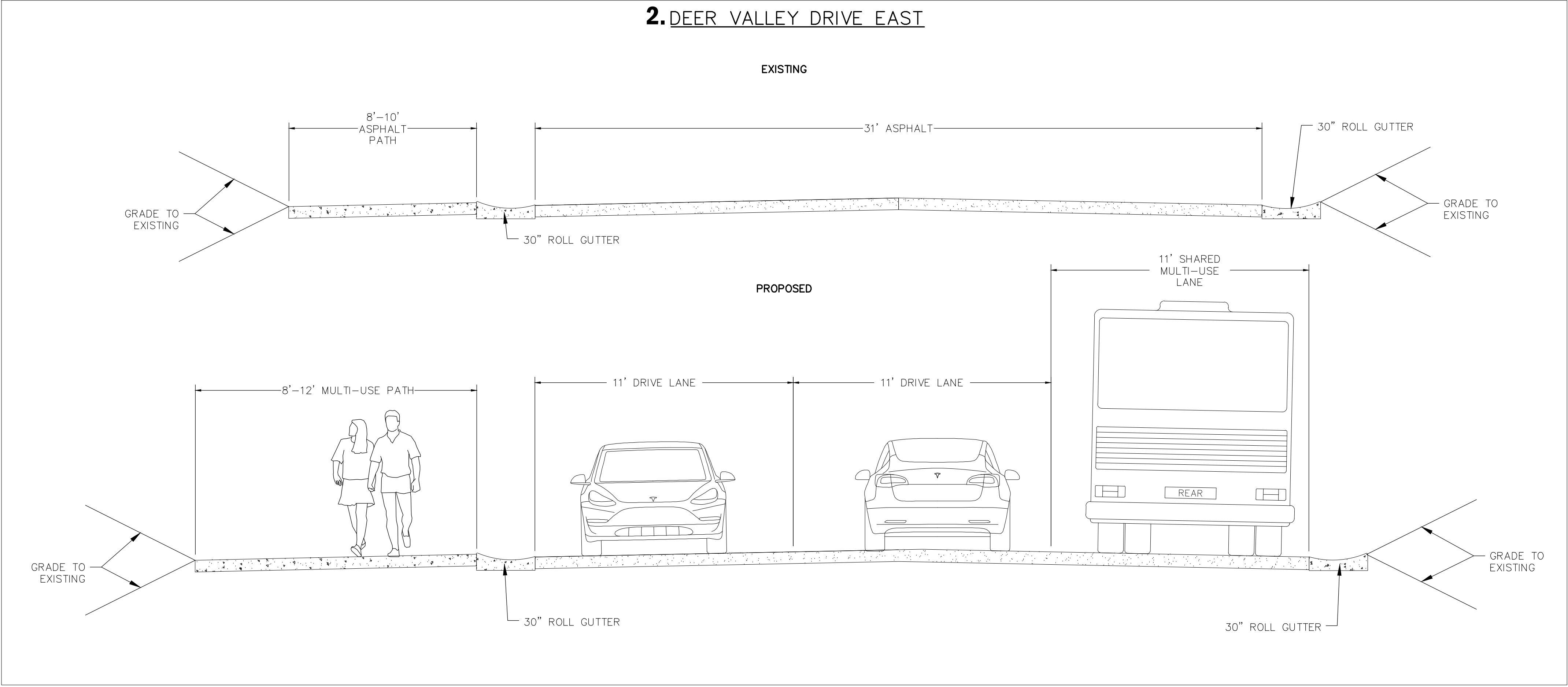
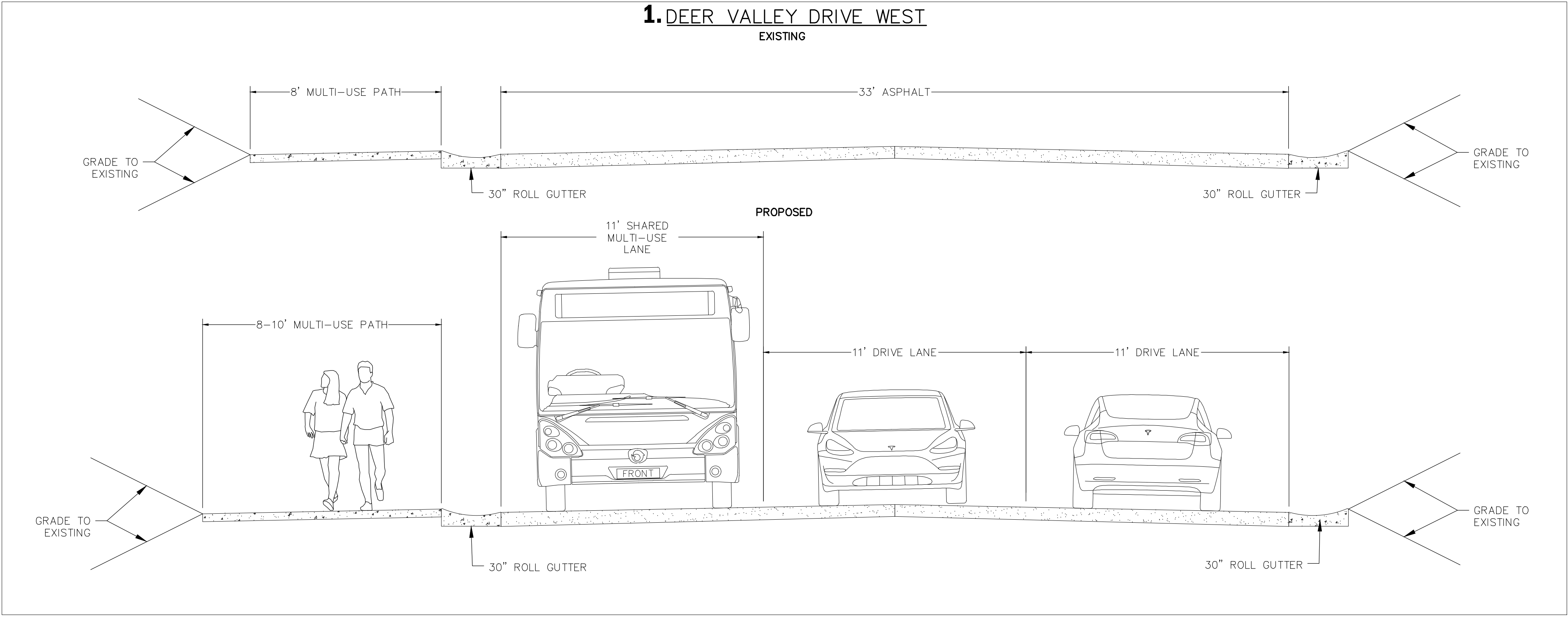
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- A complete, robust active transportation network around the Loop.
- A reduced day skier parking count along with paid parking.

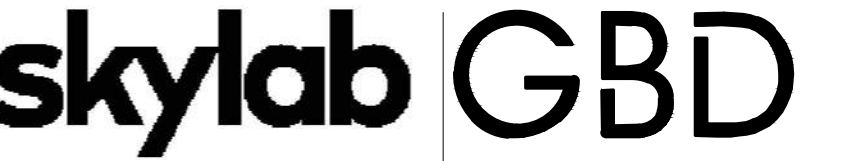
With the improvements in place, all study intersections at which mitigations are feasible and supported by the community operate at acceptable levels of service under all Plus Project analysis scenarios, with the exception of the Mellow Mountain Road / Deer Valley Drive intersection and the Deer Valley 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.

Appendix

Attachment A: Site Circulation Plan



P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467



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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

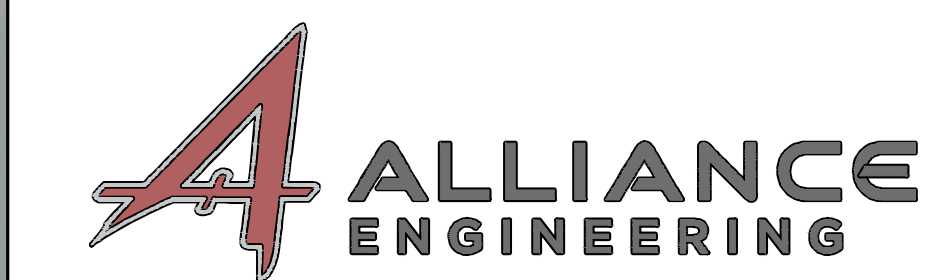
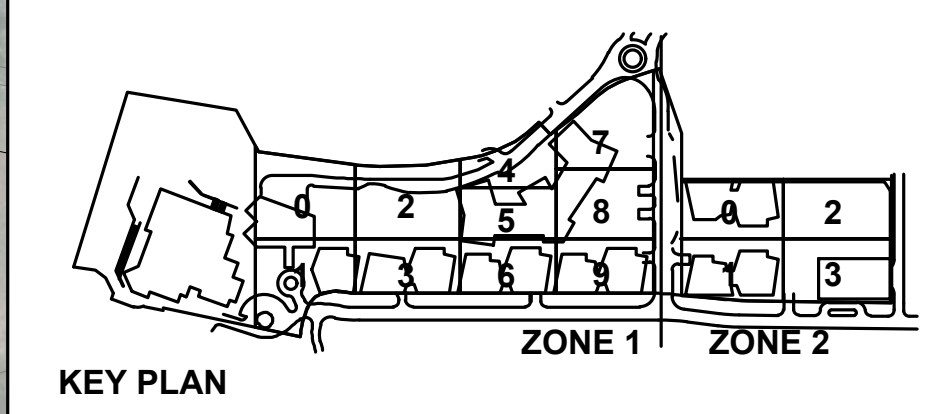
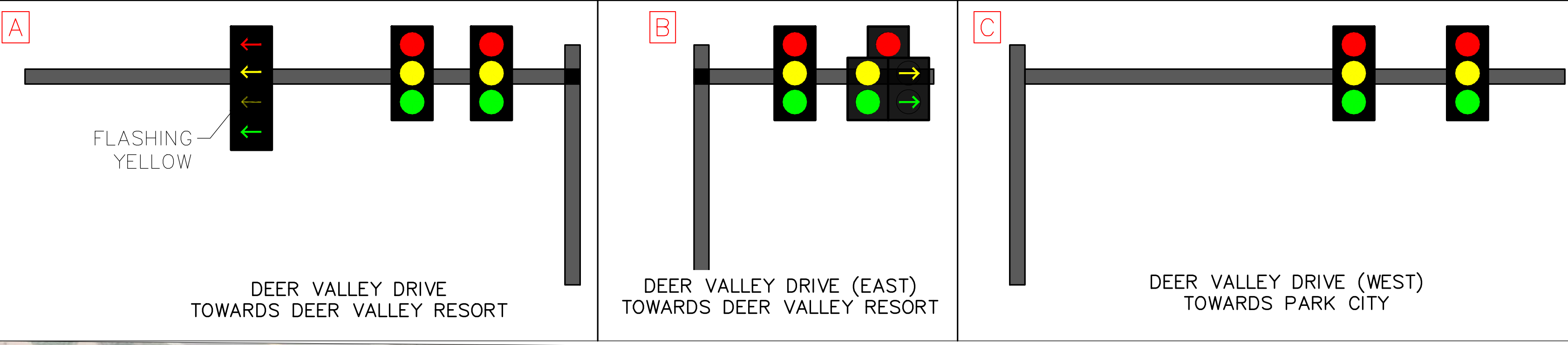
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SNOW PARK DEER VALLEY CROSS SECTIONS

EX-1.1



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DEER VALLEY SNOW
PARK VILLAGE

ADDRESS
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PROJECT # 23045
DATE

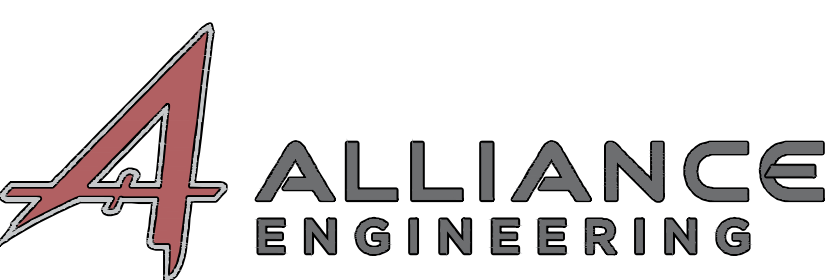
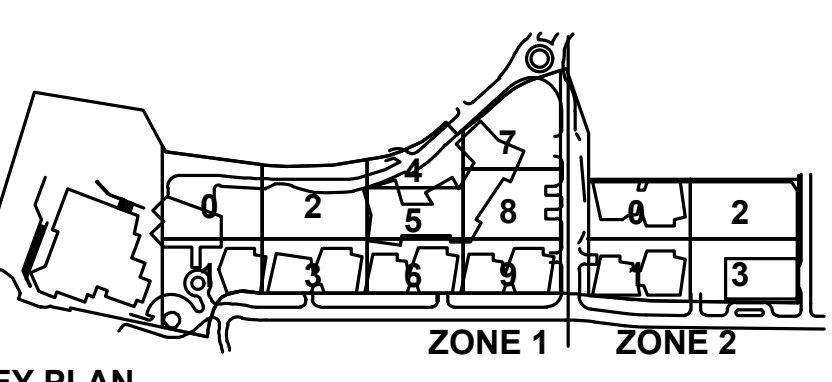
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EX-2
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**DEER VALLEY SNOW
PARK VILLAGE**

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
22045

DATE
SEPTEMBER 20, 2024

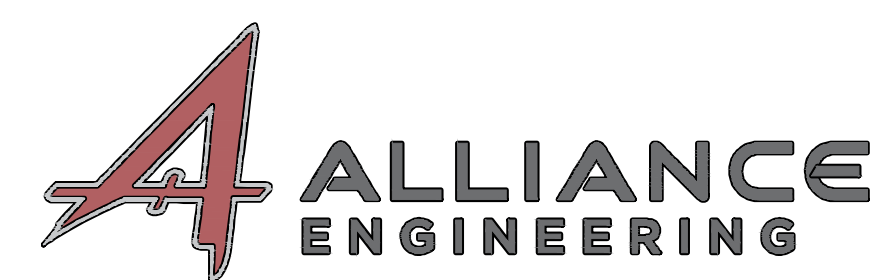
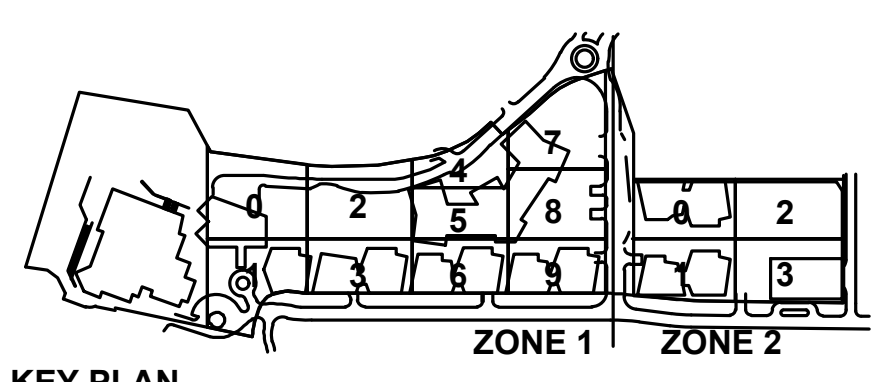
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**DEER VALLEY SNOW
PARK VILLAGE**

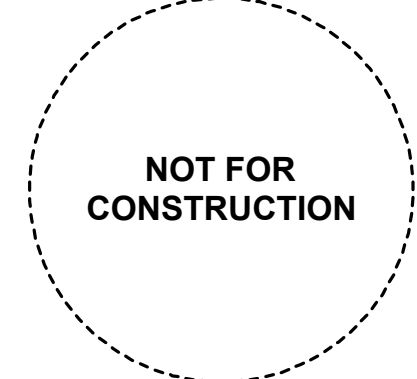
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PROJECT #
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DATE
SEPTEMBER 20, 2024

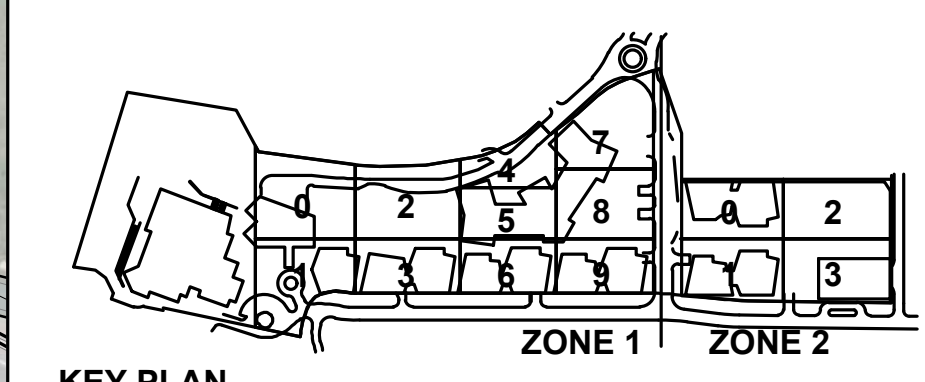
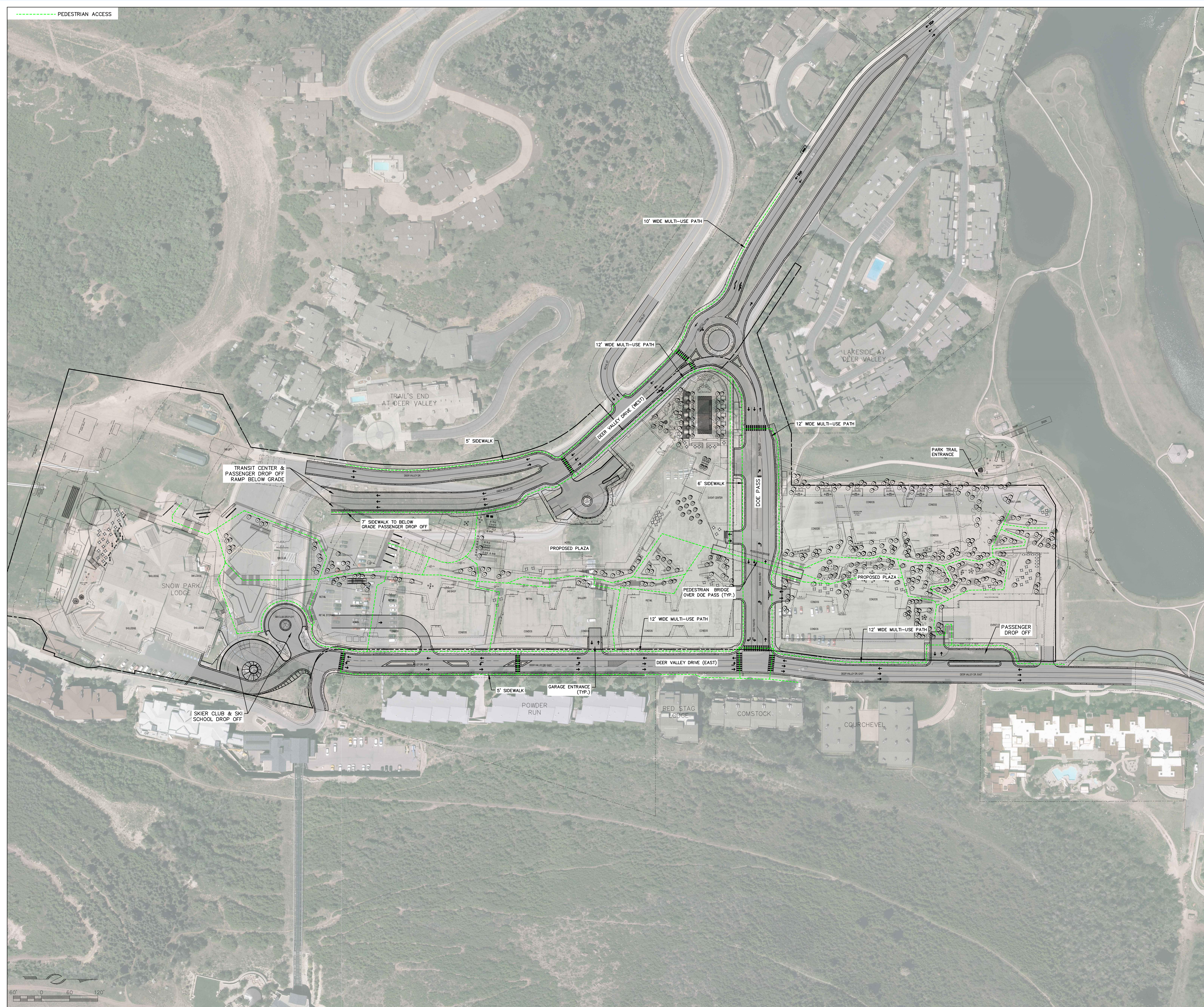
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EX-4



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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
220415

DATE
SEPTEMBER 20, 2024

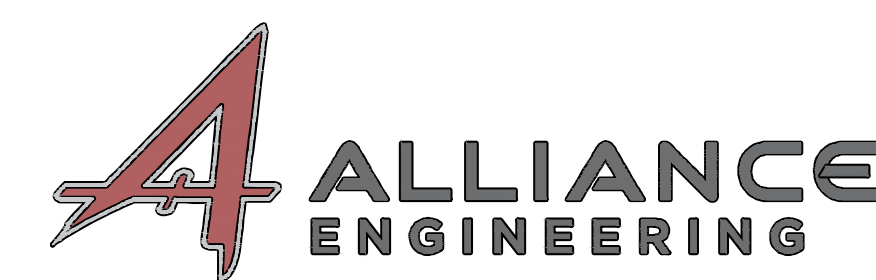
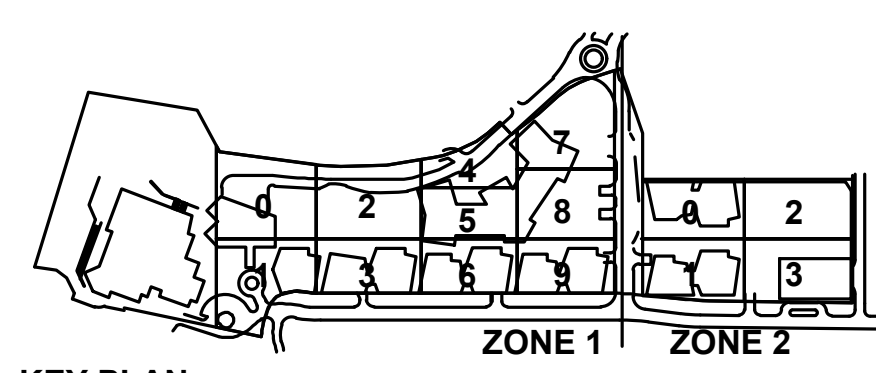
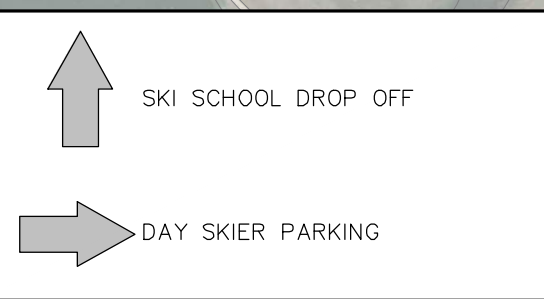
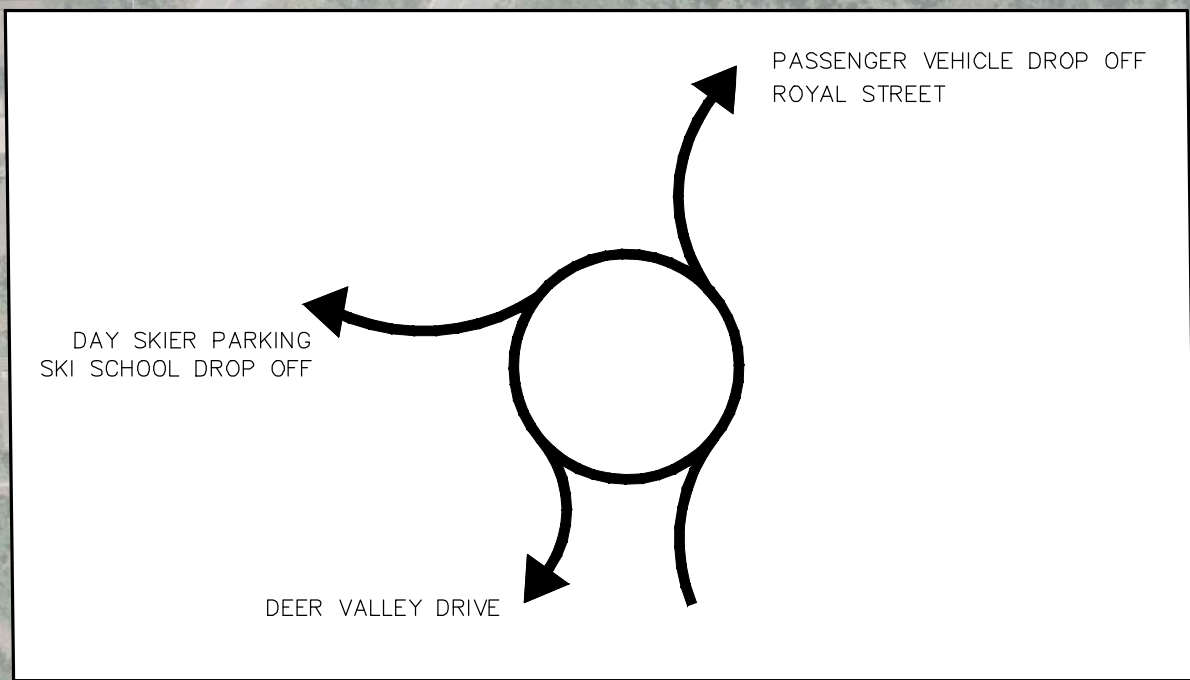
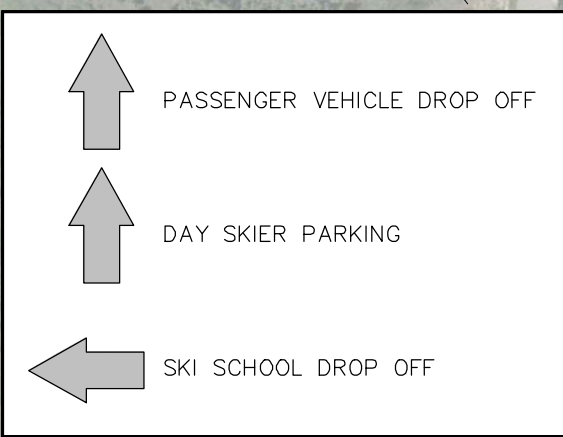
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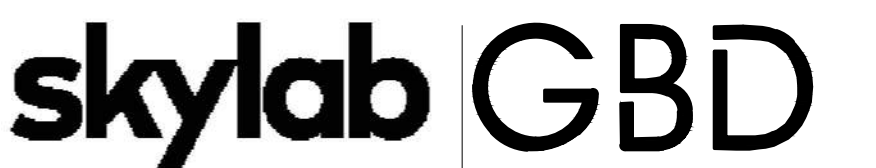
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DEER VALLEY SNOW
PARK VILLAGE

ADDRESS
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Park City UT 84060

PROJECT #
25045

DATE
SEPTEMBER 20, 2024

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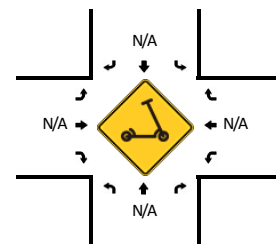
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EX-6

Attachment B: Counts

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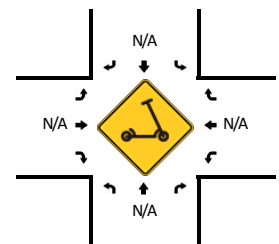
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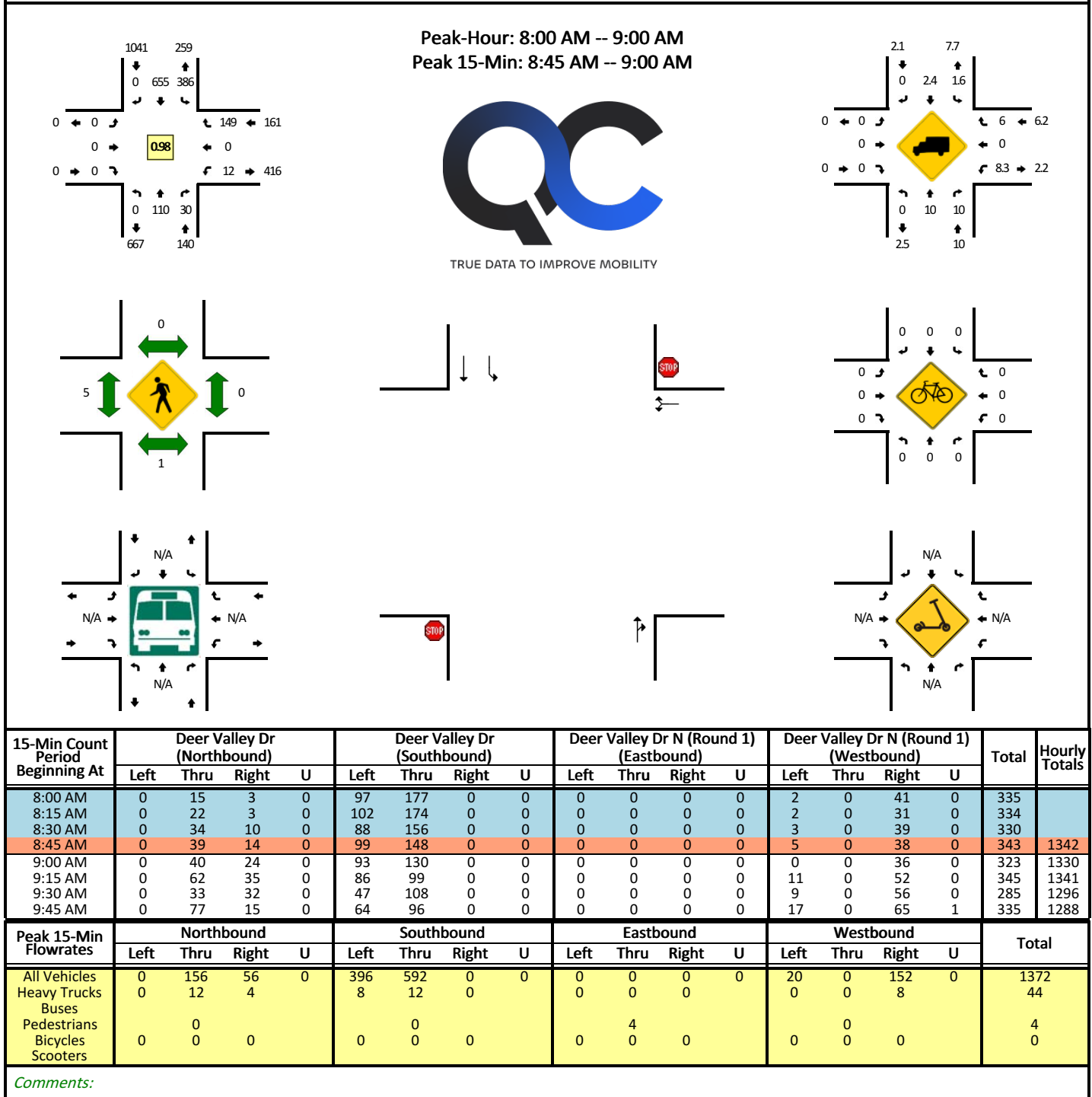
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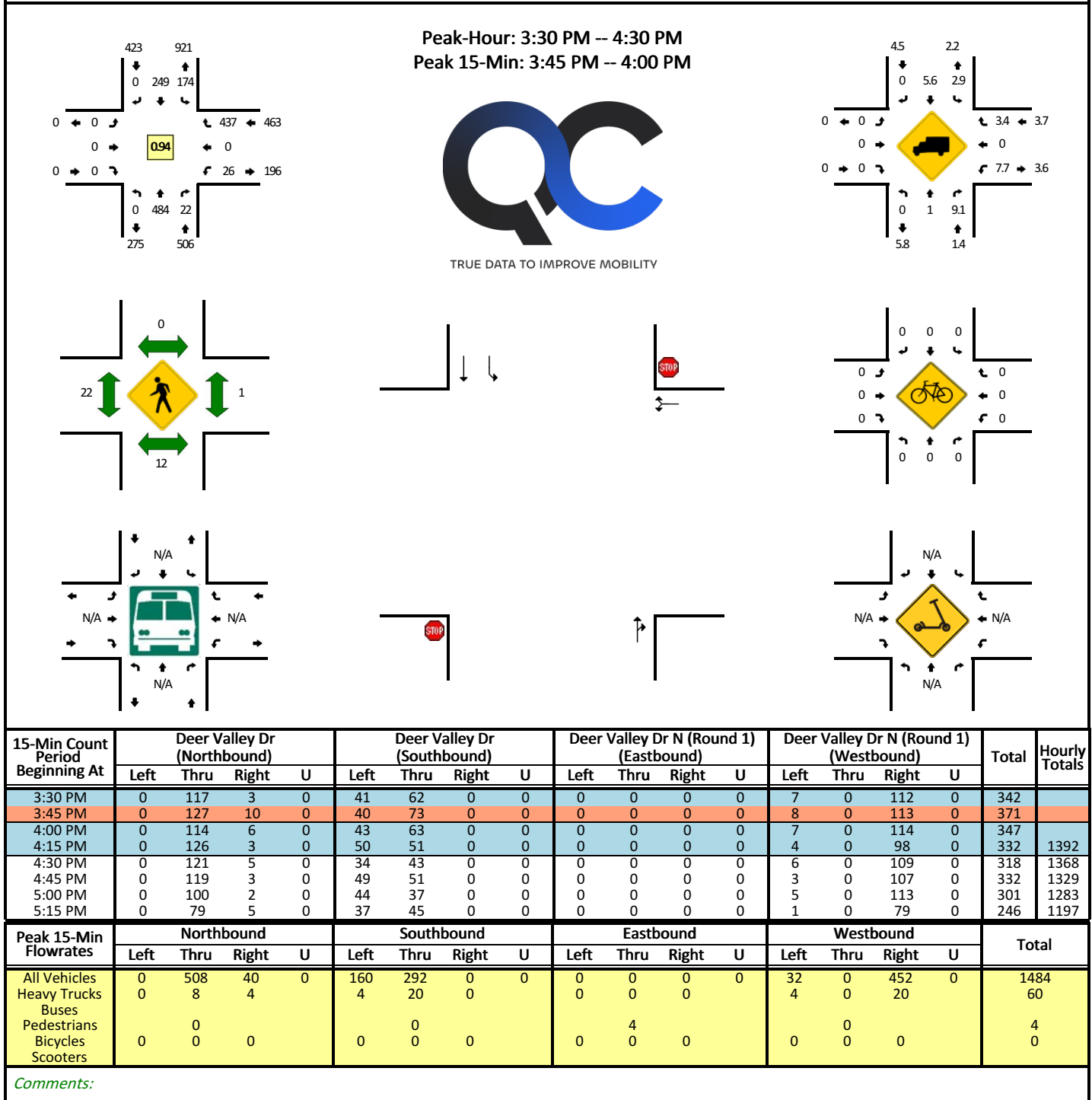
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DATE: Fri, Feb 9 2024



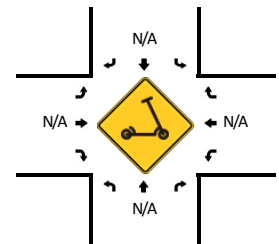
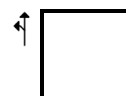
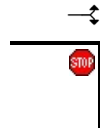
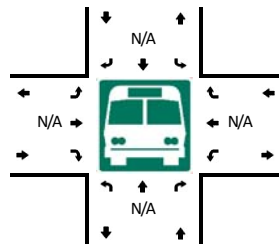
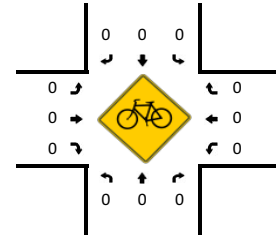
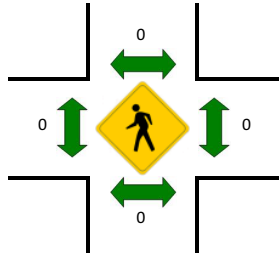
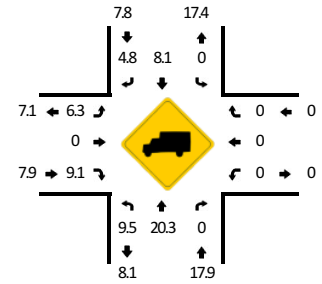
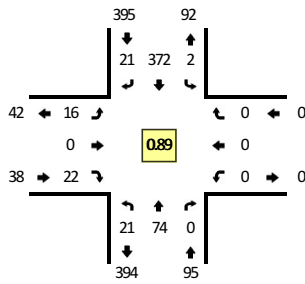
Comments:

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LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1)**QC JOB #:** 16467004**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 10 2024

LOCATION: Deer Valley W -- Royal St (Round 1)**CITY/STATE:** Park City, UT**QC JOB #:** 16467005**DATE:** Fri, Feb 9 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

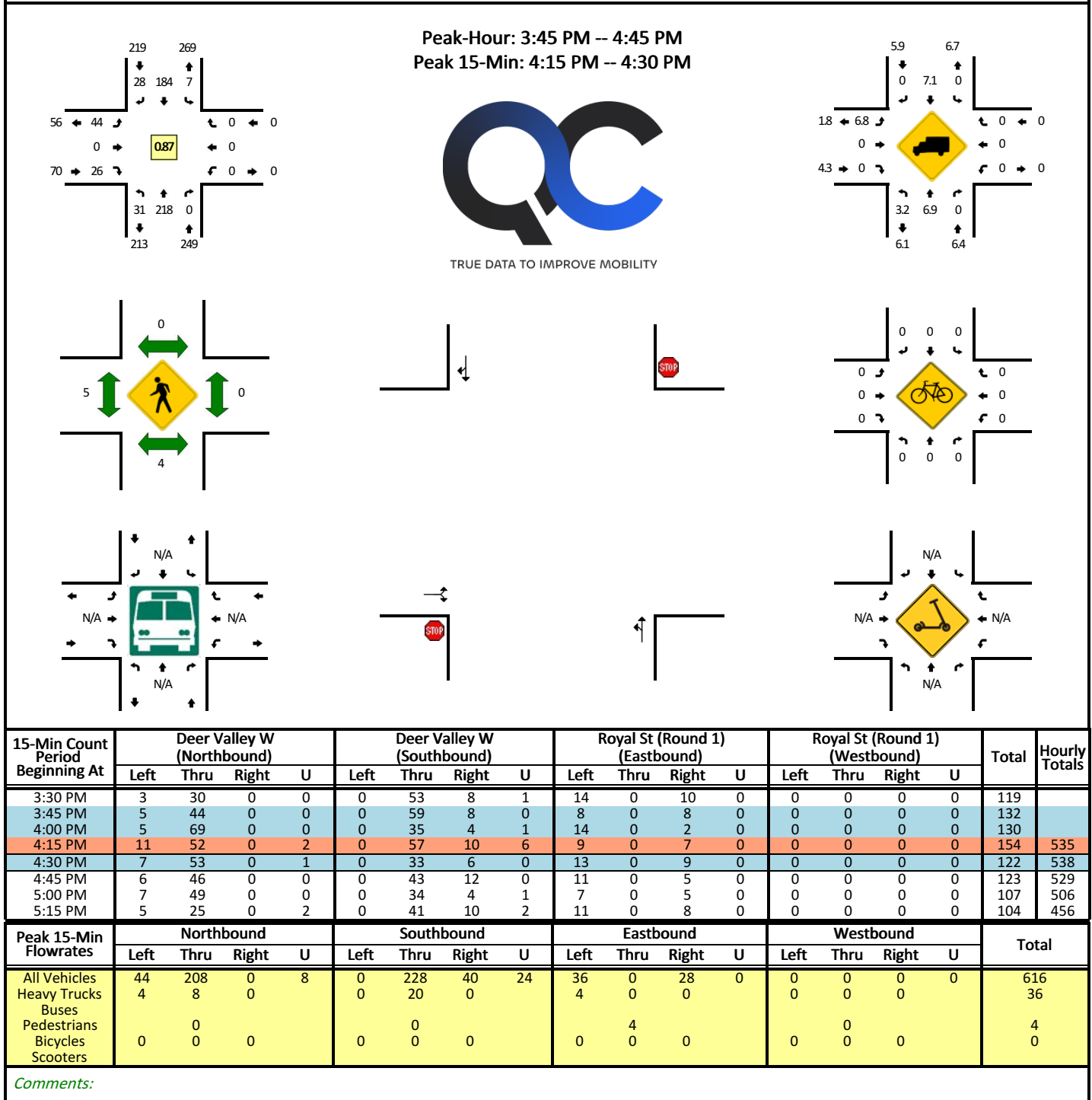


15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
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8:15 AM	0	11	0	0	0	62	16	0	2	0	4	0	0	0	0	0	95	
8:30 AM	4	17	0	0	0	104	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	0	20	4	0	0	0	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:

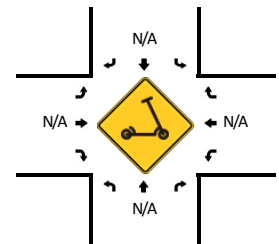
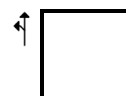
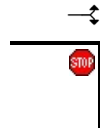
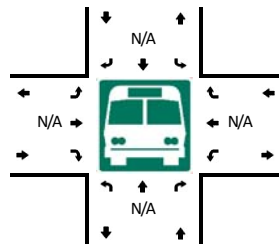
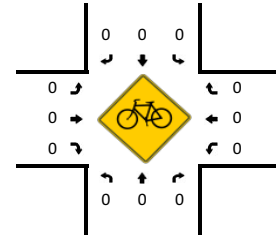
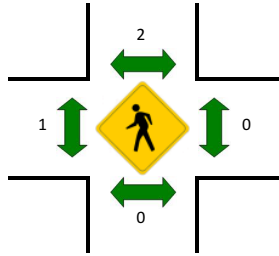
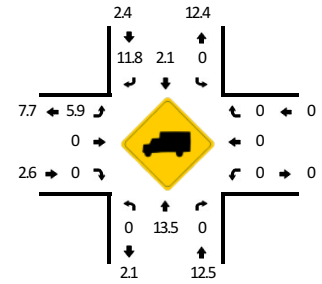
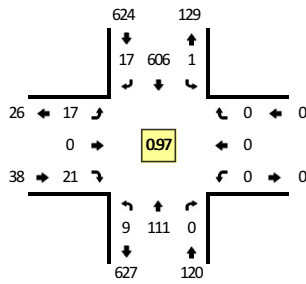
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SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

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LOCATION: Deer Valley W -- Royal St (Round 1)**QC JOB #:** 16467007**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 W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
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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	0	16	0	0	0	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

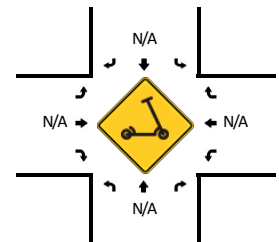
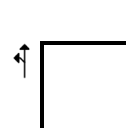
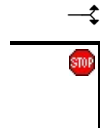
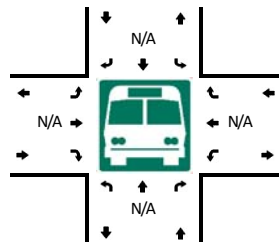
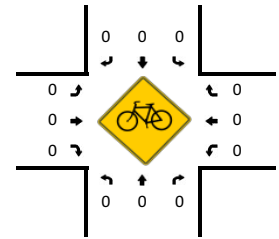
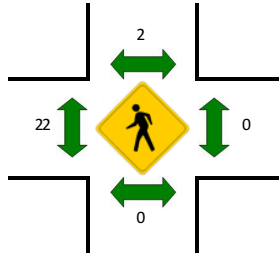
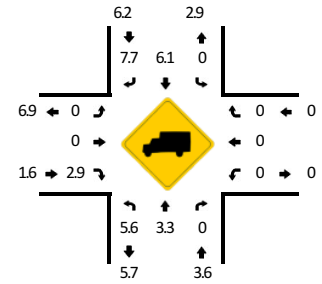
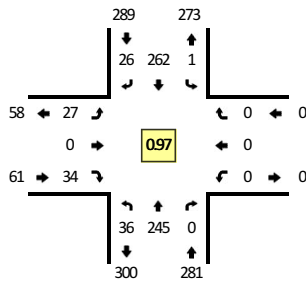
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley W -- Royal St (Round 1)**QC JOB #:** 16467008**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 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																		

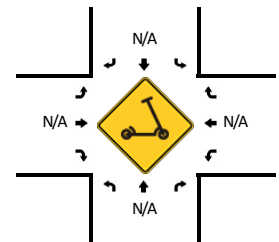
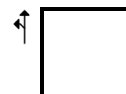
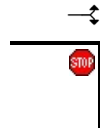
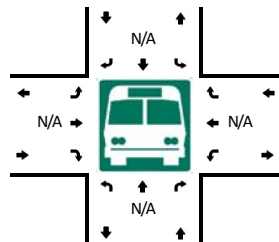
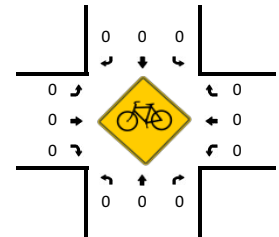
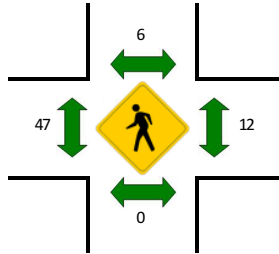
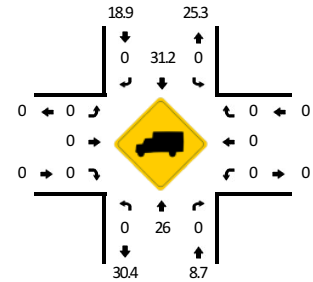
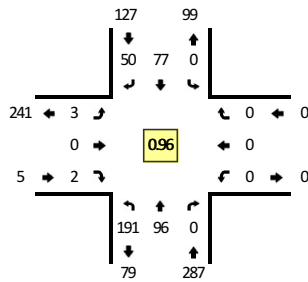
Comments:

Report generated on 2/14/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1)**QC JOB #:** 16467009**CITY/STATE:** Park City, UT**DATE:** Fri, Feb 9 2024

Peak-Hour: 9:00 AM -- 10:00 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

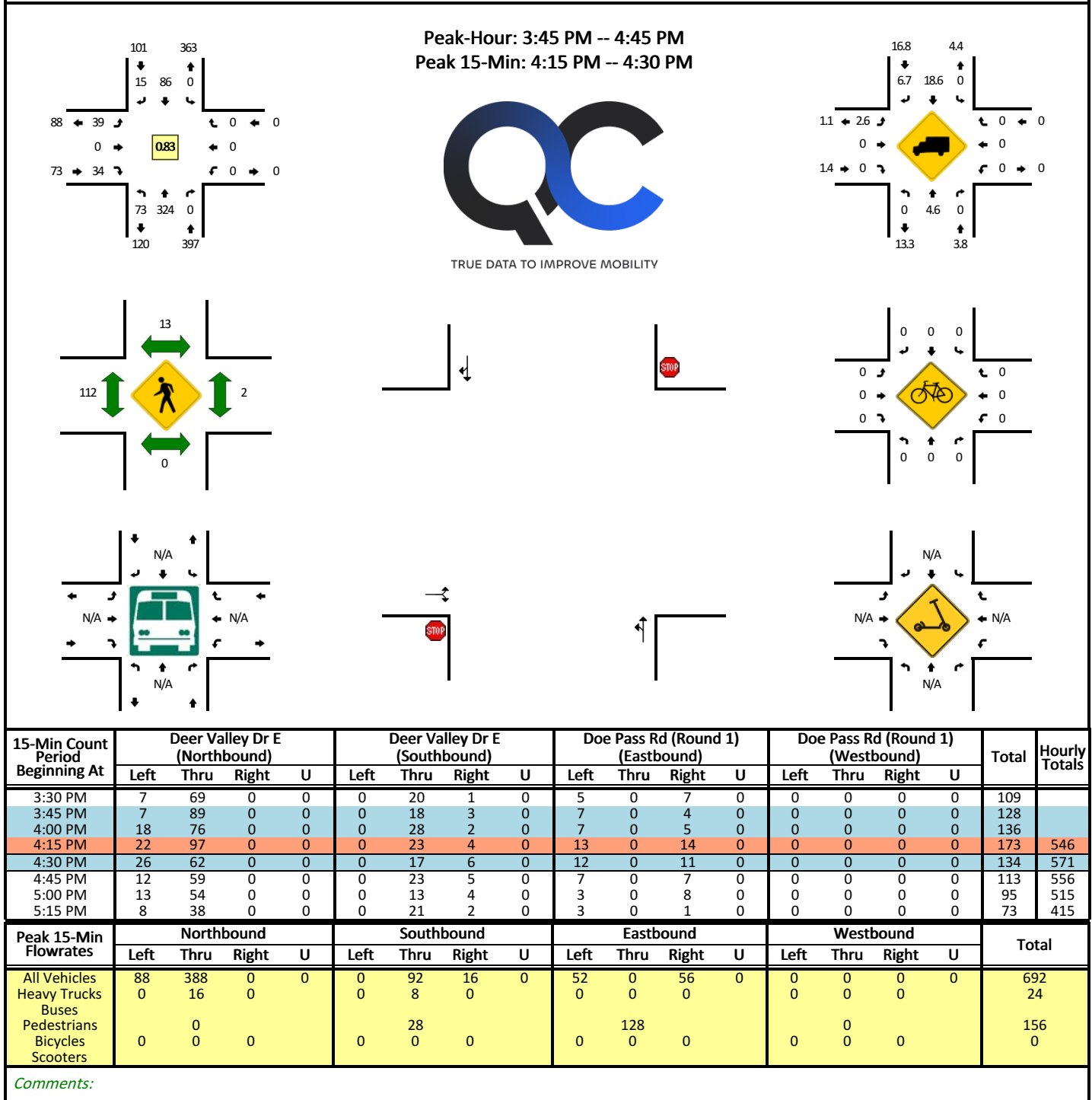


15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	11	0	0	0	41	2	0	0	0	0	0	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	0	36	0	0	0	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

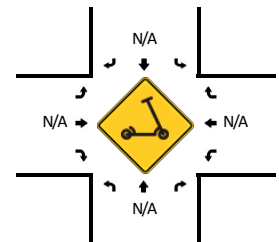
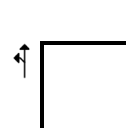
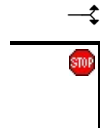
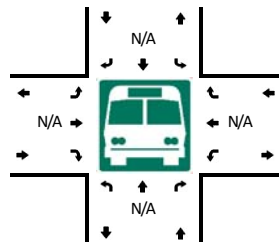
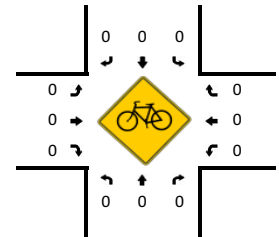
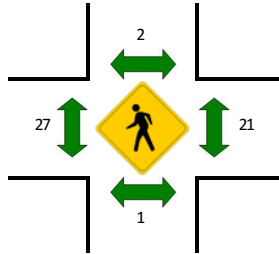
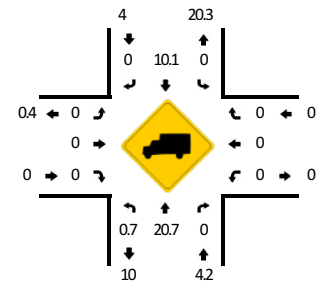
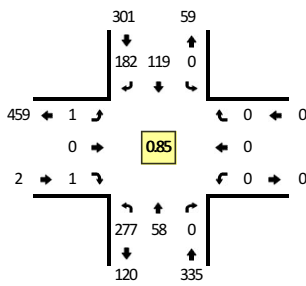
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1)**CITY/STATE:** Park City, UT**QC JOB #:** 16467010**DATE:** Fri, Feb 9 2024

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1)**QC JOB #:** 16467011**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 10 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM



TRUE DATA TO IMPROVE MOBILITY

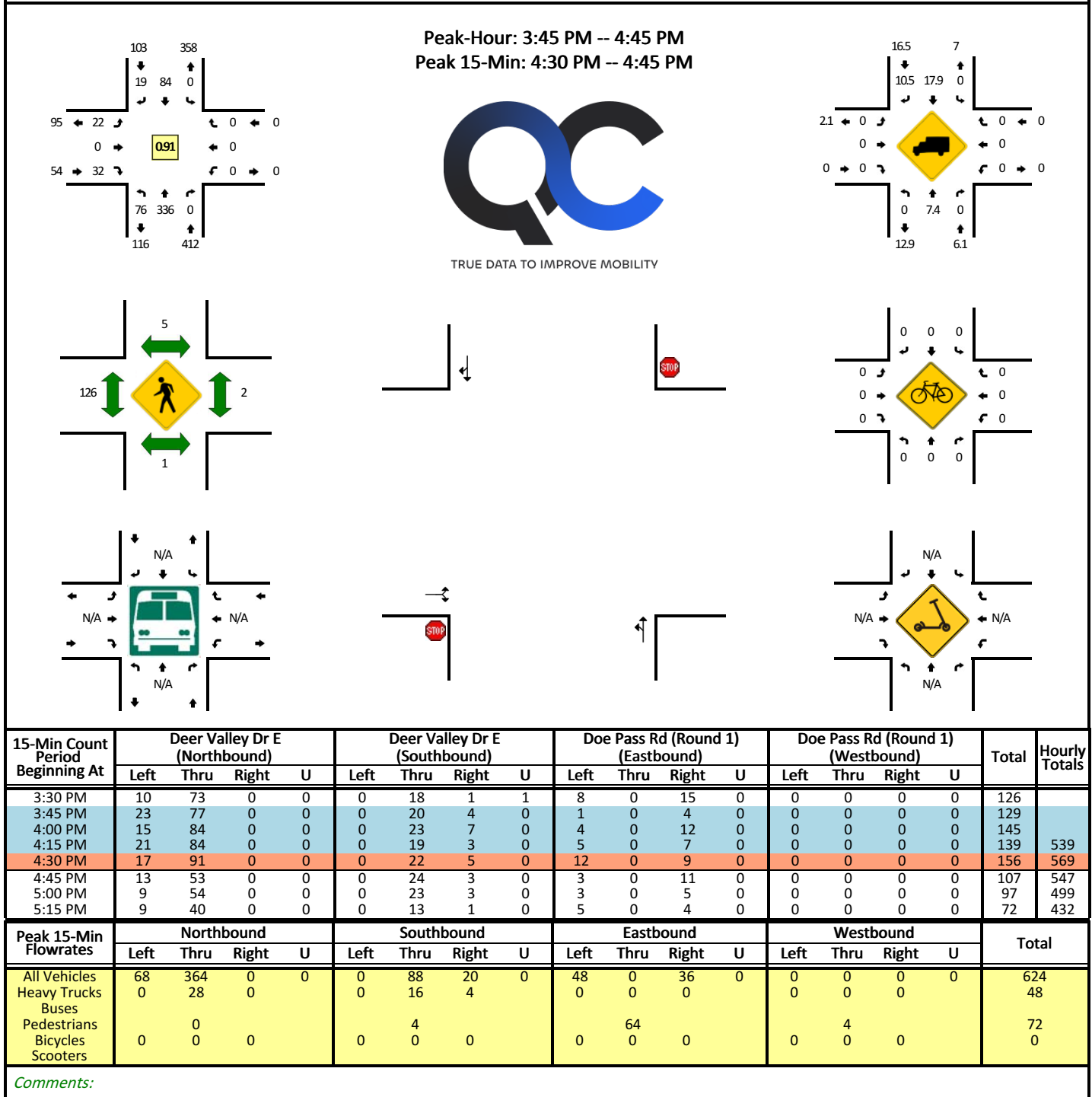


15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	12	8	0	0	0	63	16	0	0	0	0	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	0	12	0	0	0	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:

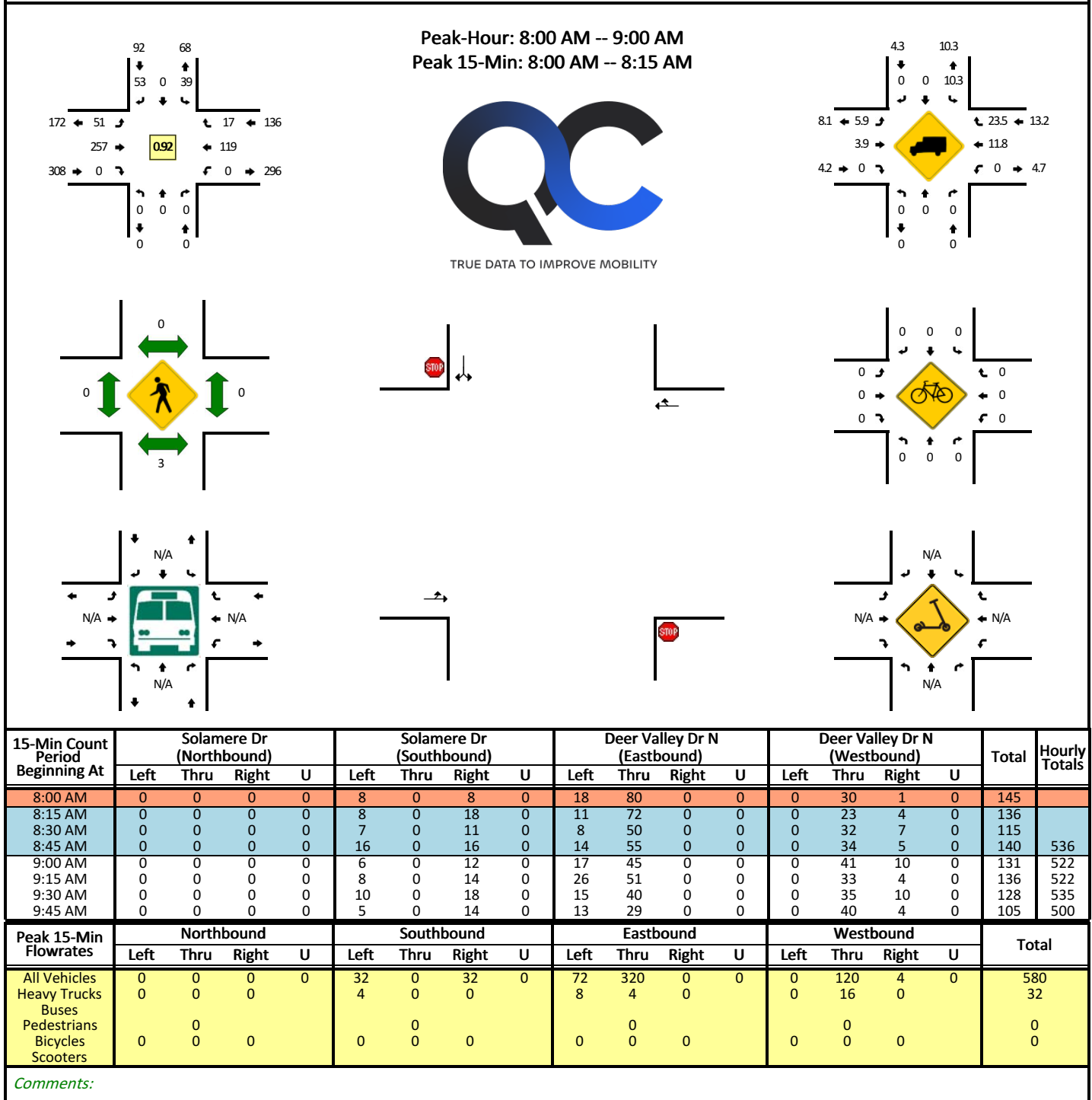
Report generated on 2/14/2024 10:27 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1)**QC JOB #:** 16467012**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 10 2024

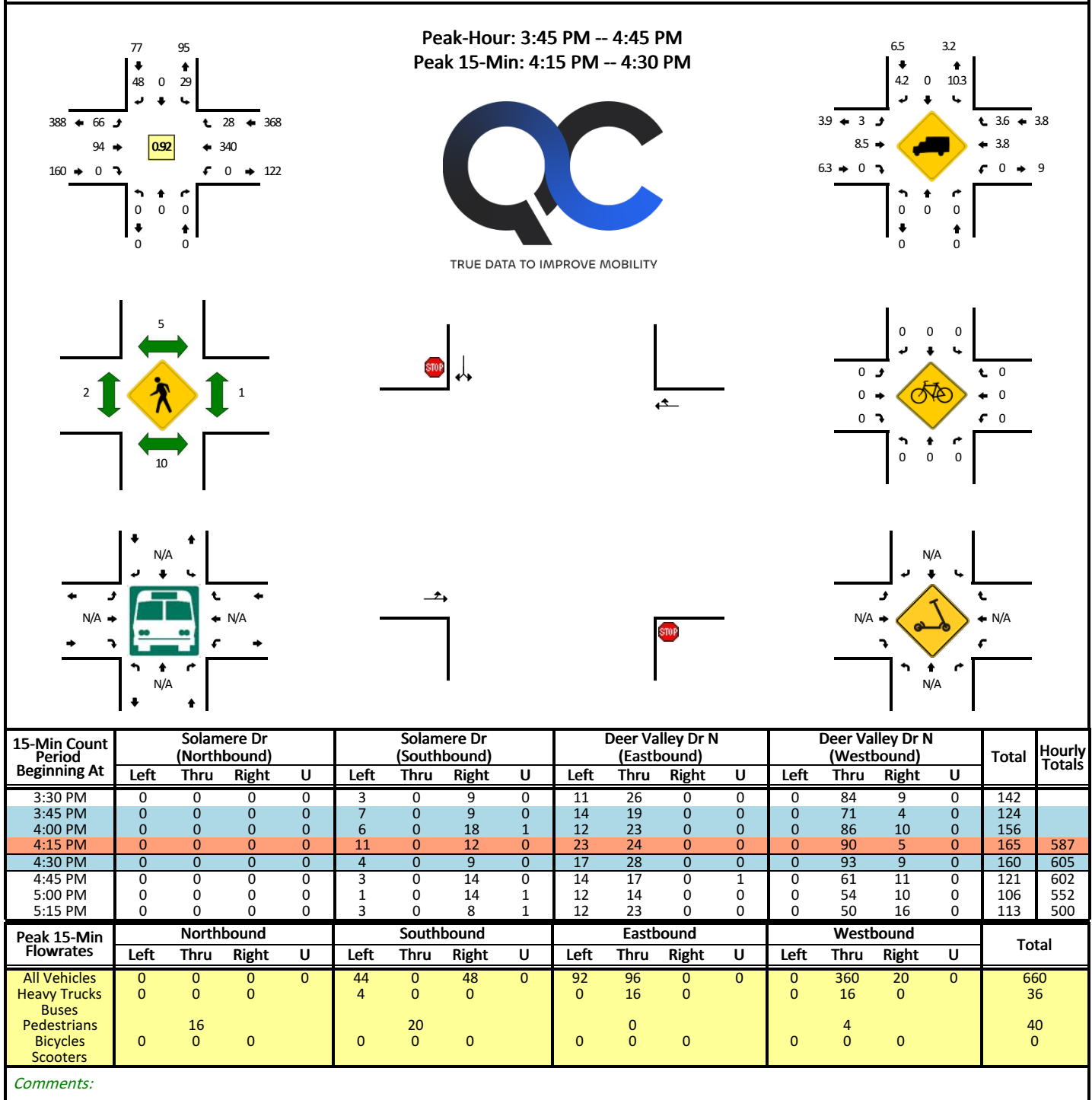
LOCATION: Solamere Dr -- Deer Valley Dr N
CITY/STATE: Park City, UT

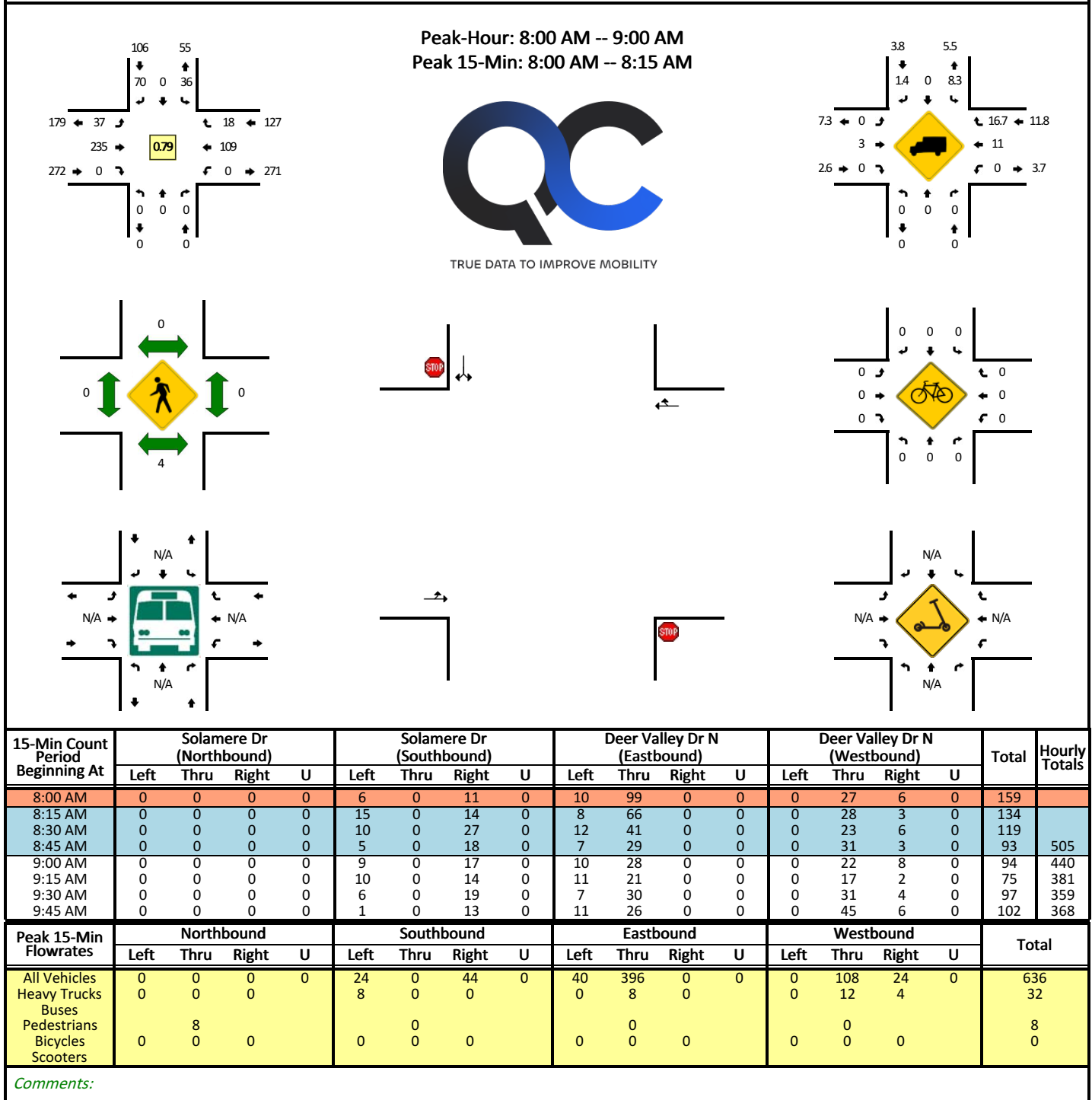
QC JOB #: 16467013
DATE: Fri, Feb 16 2024

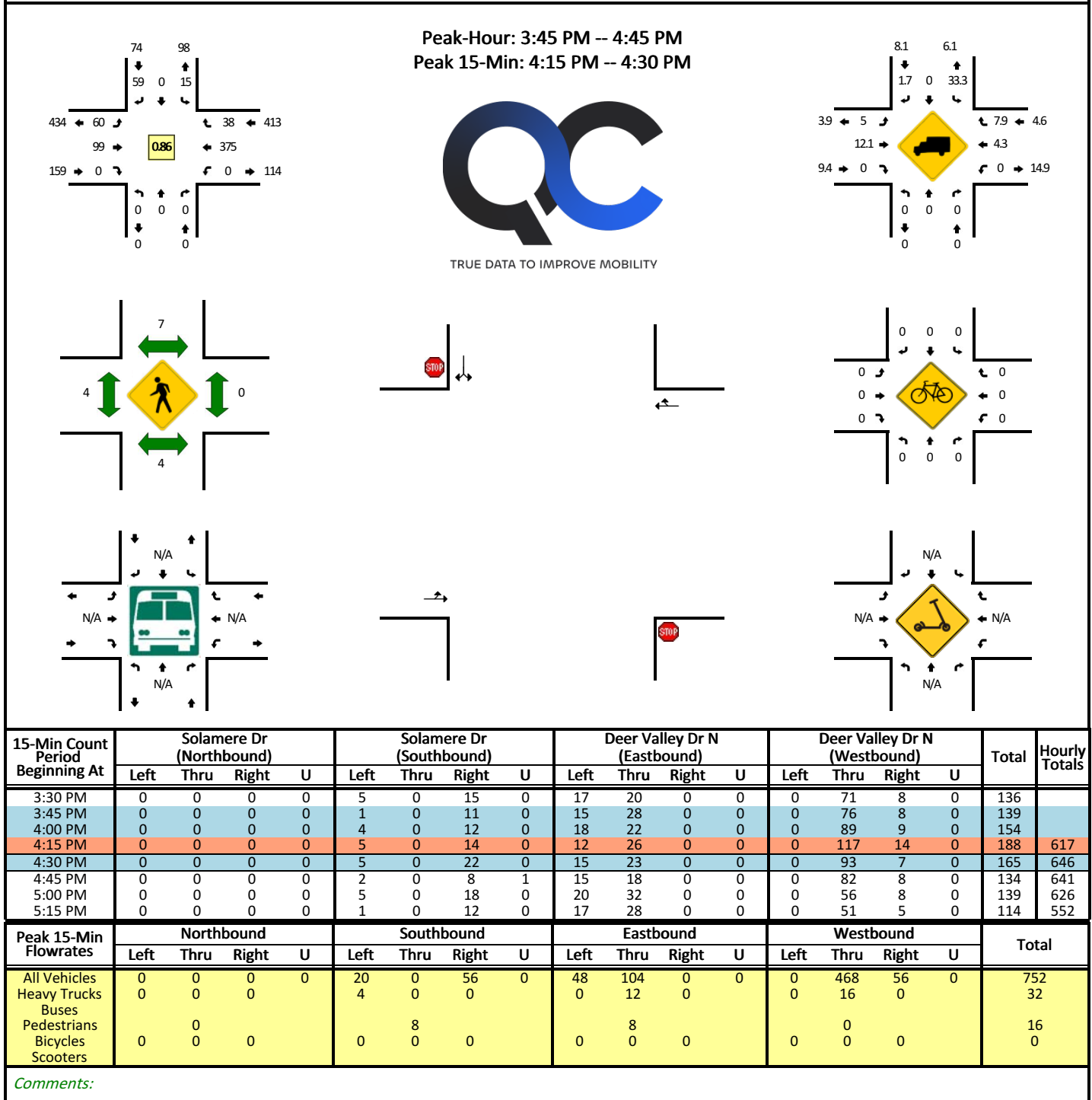


LOCATION: Solamere Dr -- Deer Valley Dr N
CITY/STATE: Park City, UT

QC JOB #: 16467014
DATE: Fri, Feb 16 2024

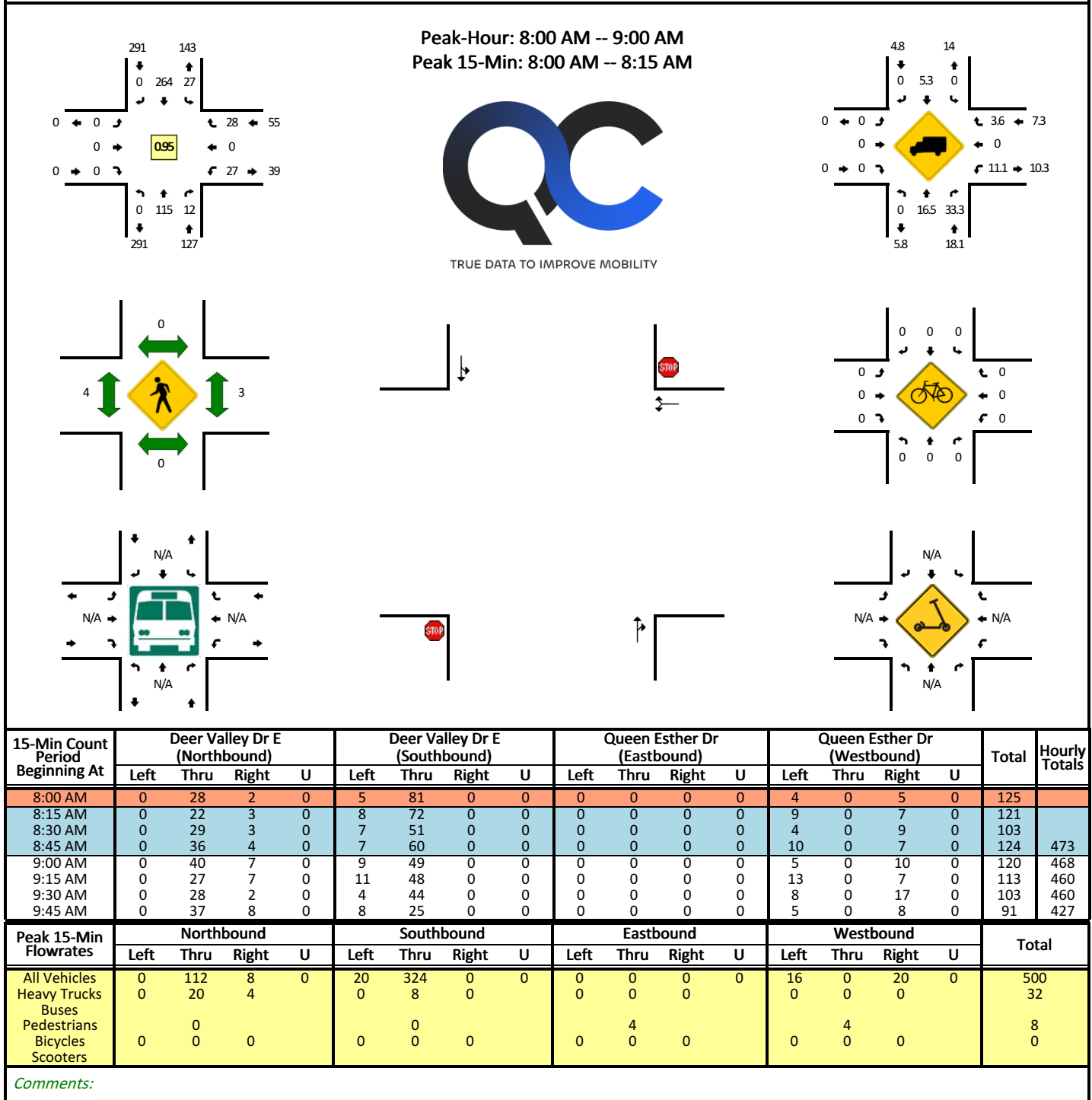


LOCATION: Solamere Dr -- Deer Valley Dr N**QC JOB #:** 16467015**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

LOCATION: Solamere Dr -- Deer Valley Dr N**CITY/STATE:** Park City, UT**QC JOB #:** 16467016**DATE:** Sat, Feb 17 2024

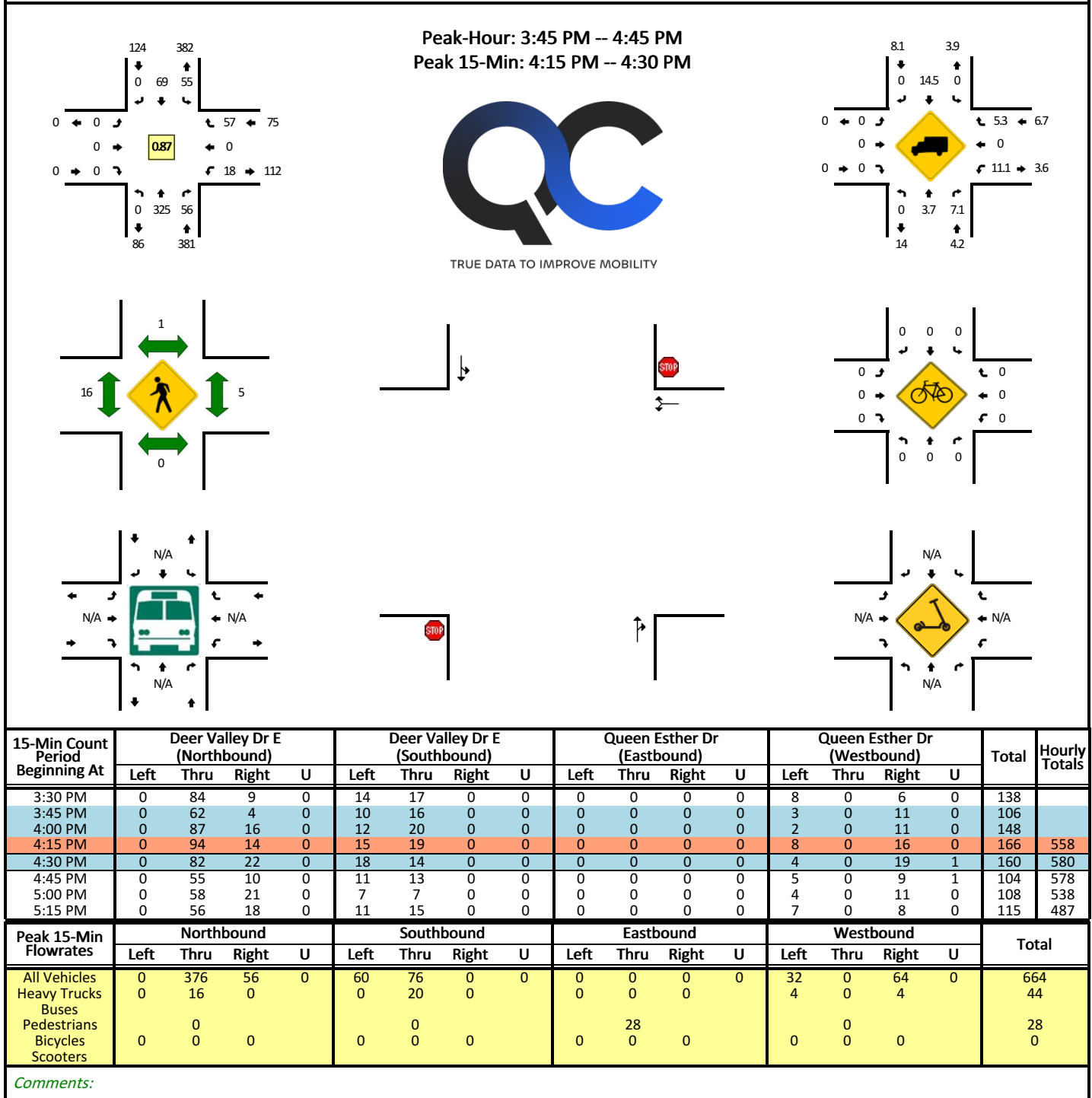
LOCATION: Deer Valley Dr E -- Queen Esther Dr
CITY/STATE: Park City, UT

QC JOB #: 16467017
DATE: Fri, Feb 16 2024



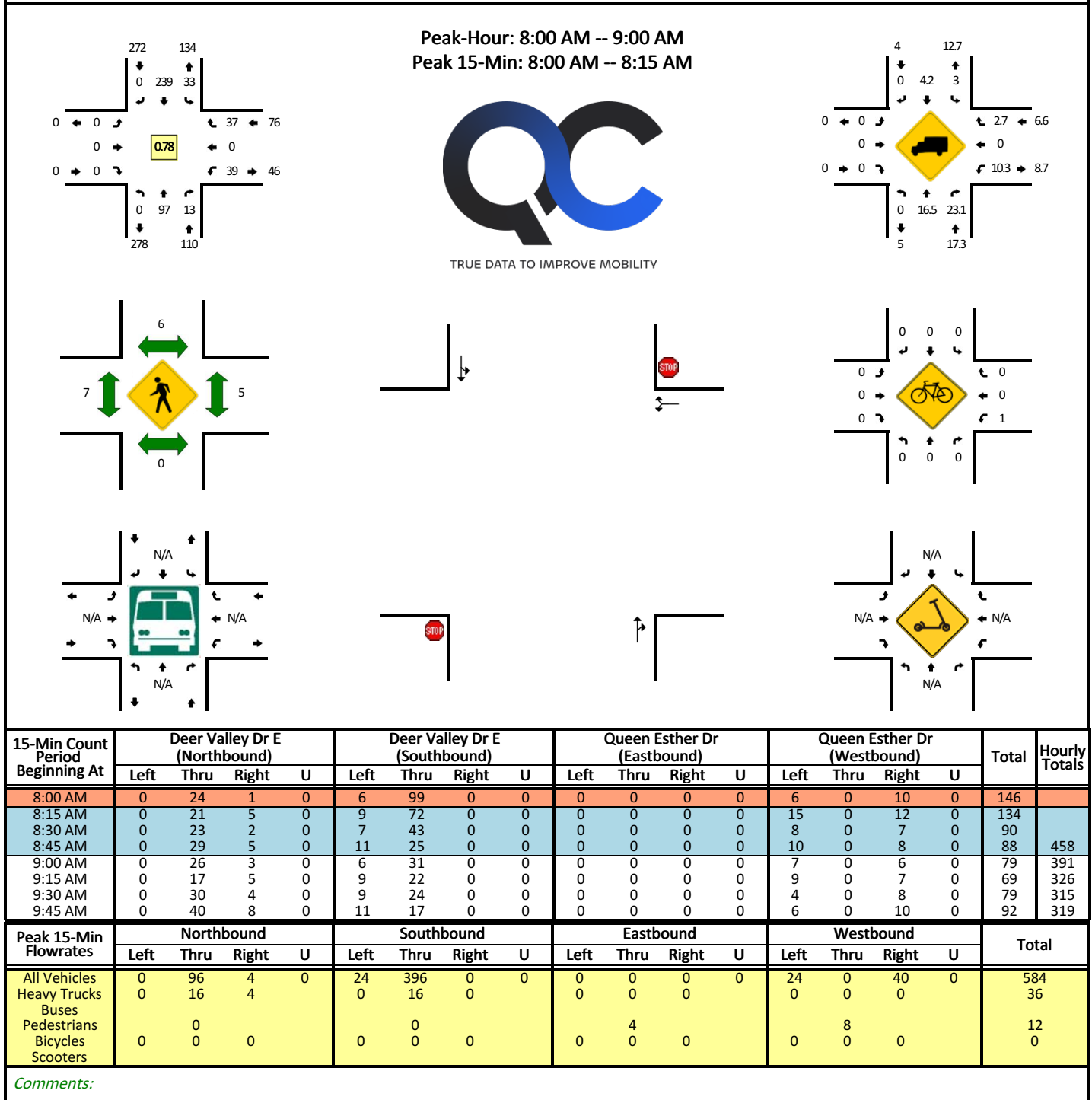
LOCATION: Deer Valley Dr E -- Queen Esther Dr
CITY/STATE: Park City, UT

QC JOB #: 16467018
DATE: Fri, Feb 16 2024



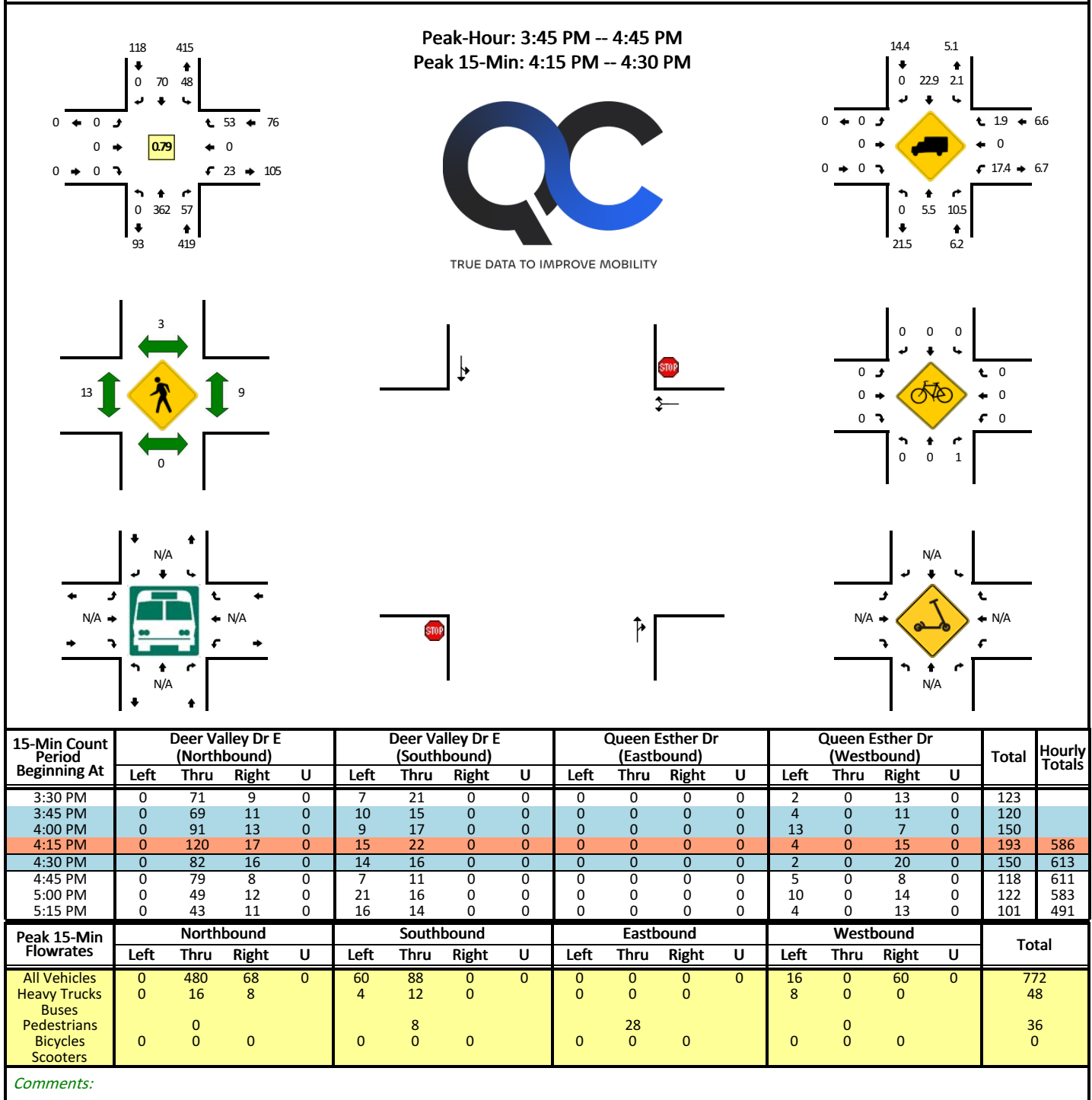
LOCATION: Deer Valley Dr E -- Queen Esther Dr
CITY/STATE: Park City, UT

QC JOB #: 16467019
DATE: Sat, Feb 17 2024



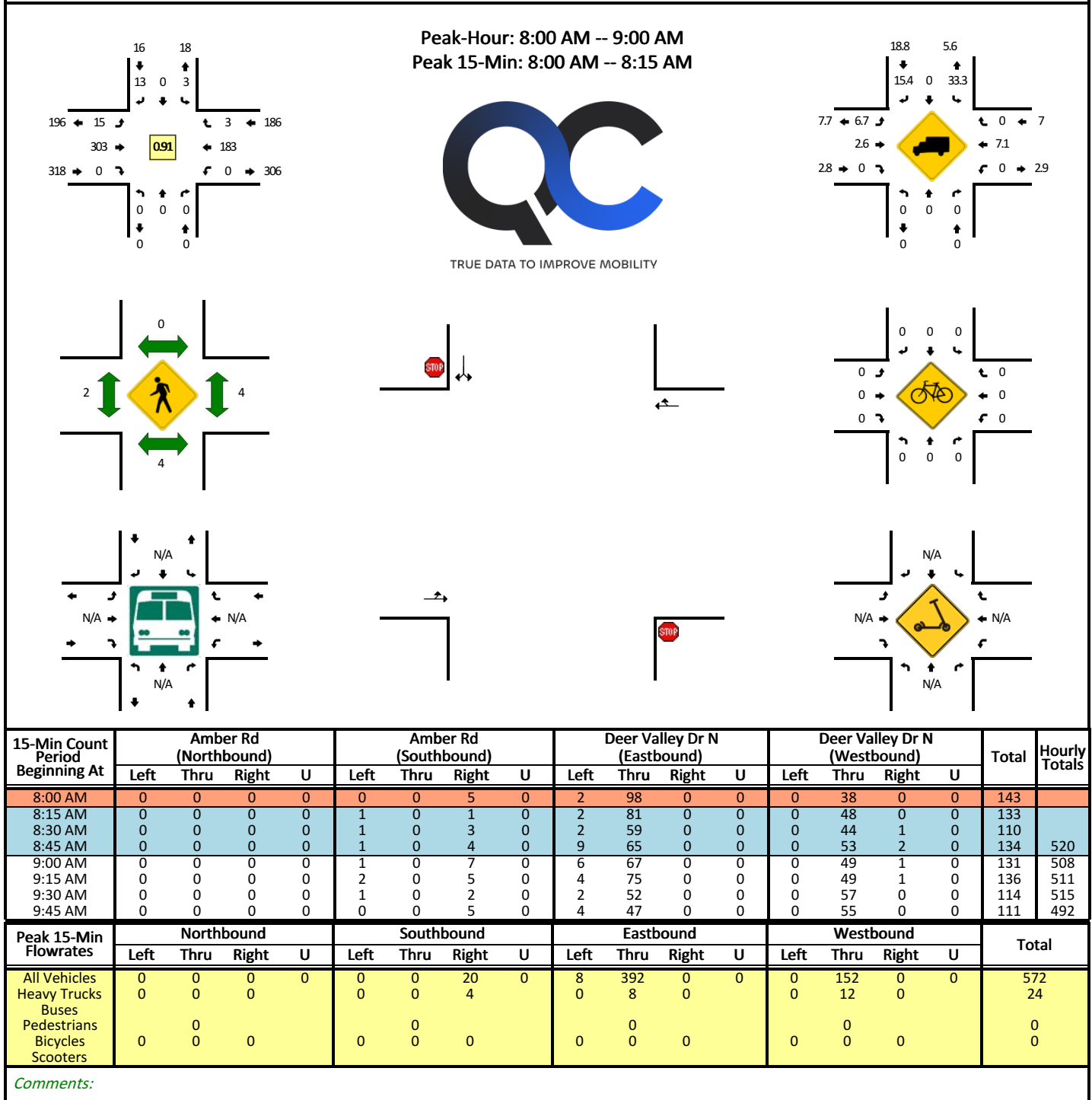
LOCATION: Deer Valley Dr E -- Queen Esther Dr
CITY/STATE: Park City, UT

QC JOB #: 16467020
DATE: Sat, Feb 17 2024



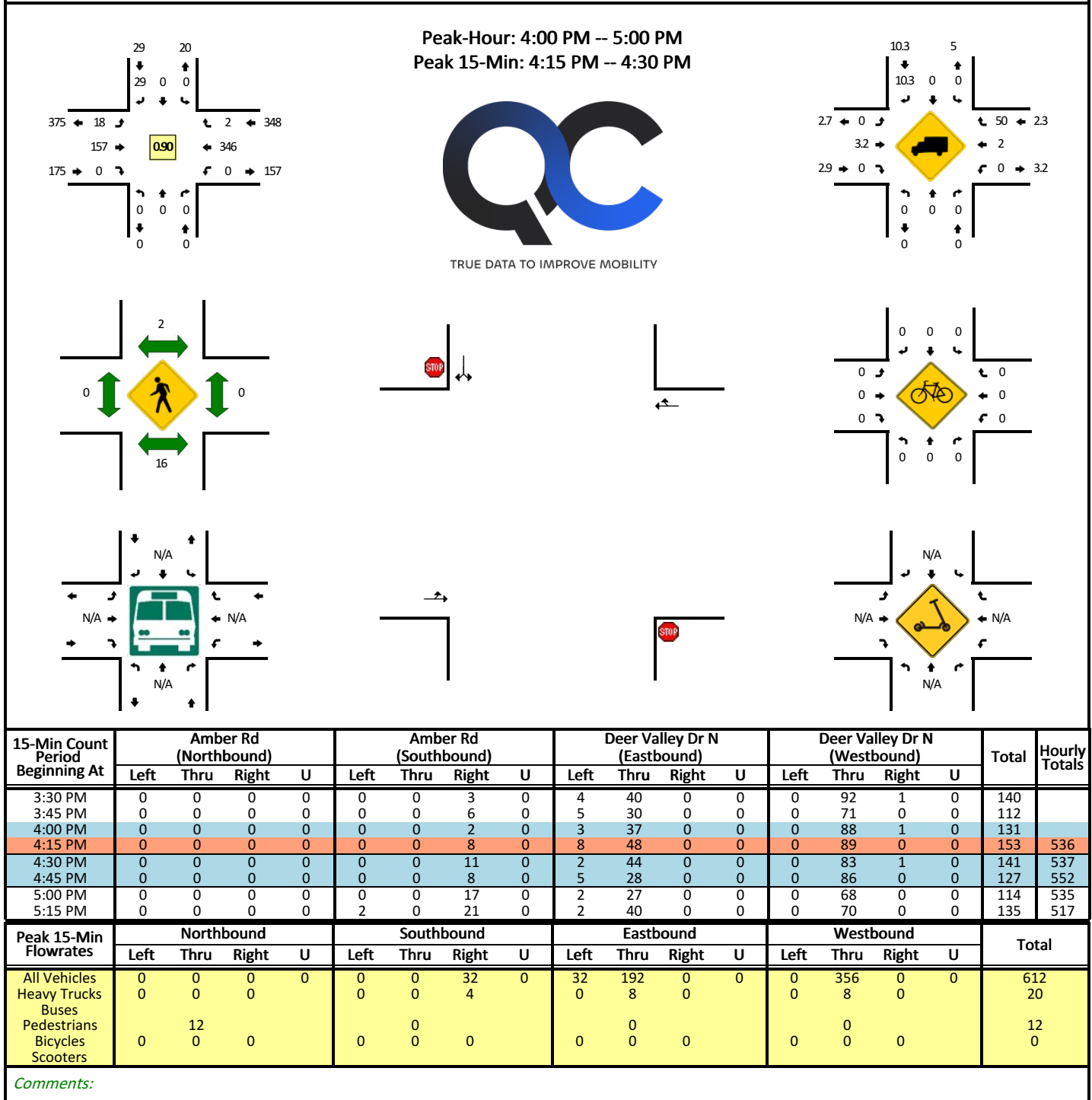
LOCATION: Amber Rd -- Deer Valley Dr N
CITY/STATE: Park City, UT

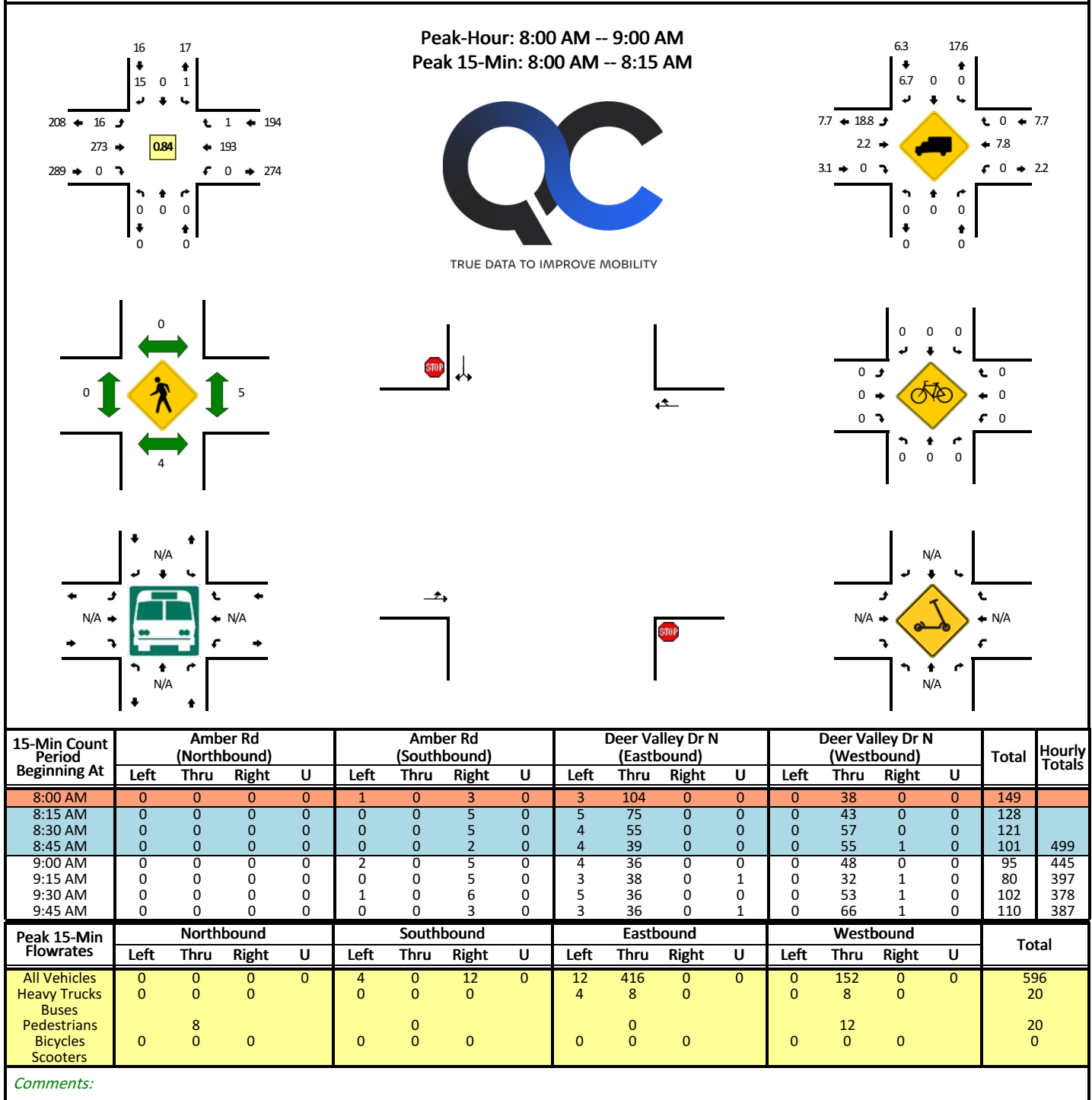
QC JOB #: 16467021
DATE: Fri, Feb 16 2024



LOCATION: Amber Rd -- Deer Valley Dr N
CITY/STATE: Park City, UT

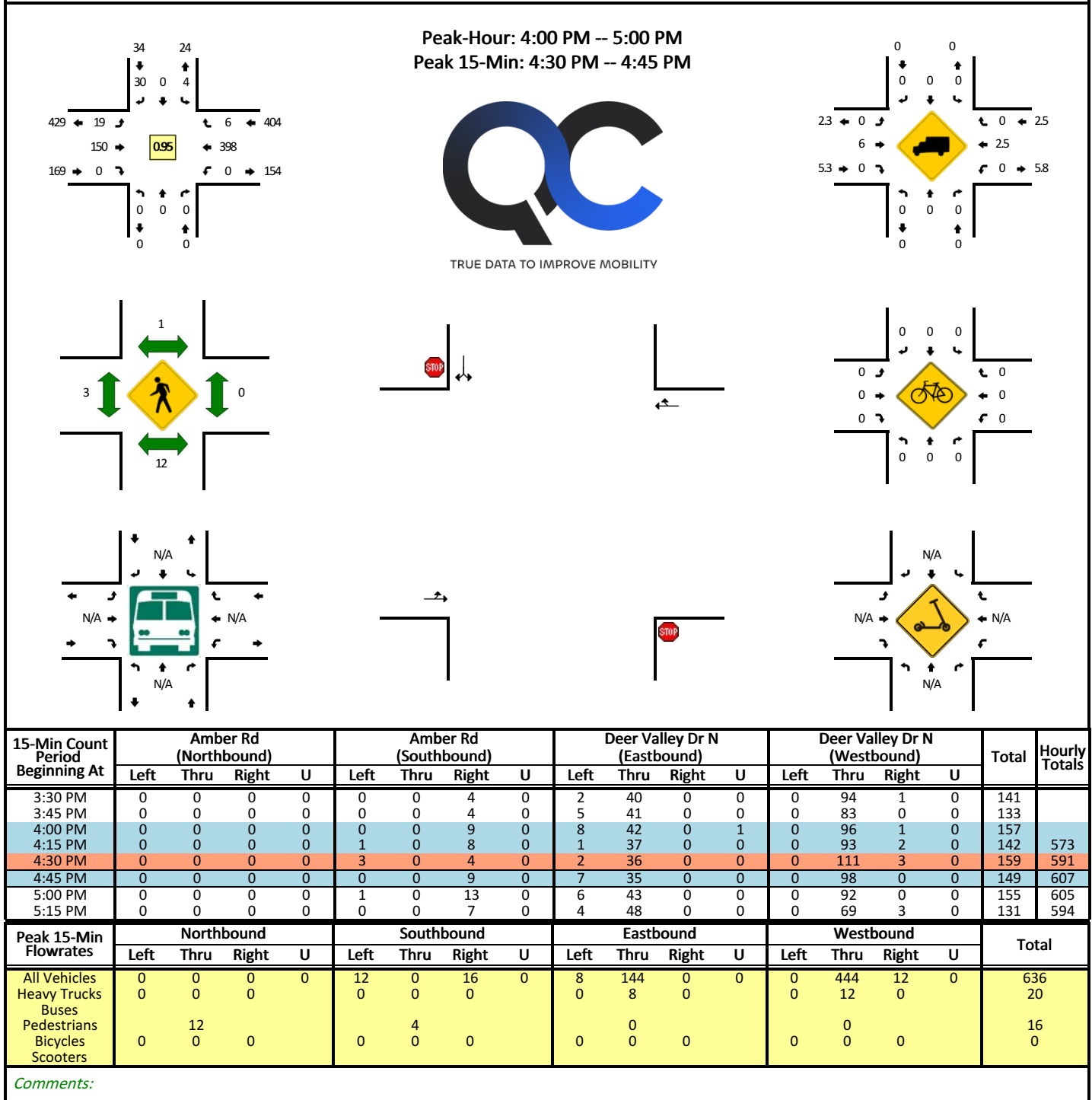
QC JOB #: 16467022
DATE: Fri, Feb 16 2024



LOCATION: Amber Rd -- Deer Valley Dr N**QC JOB #:** 16467023**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

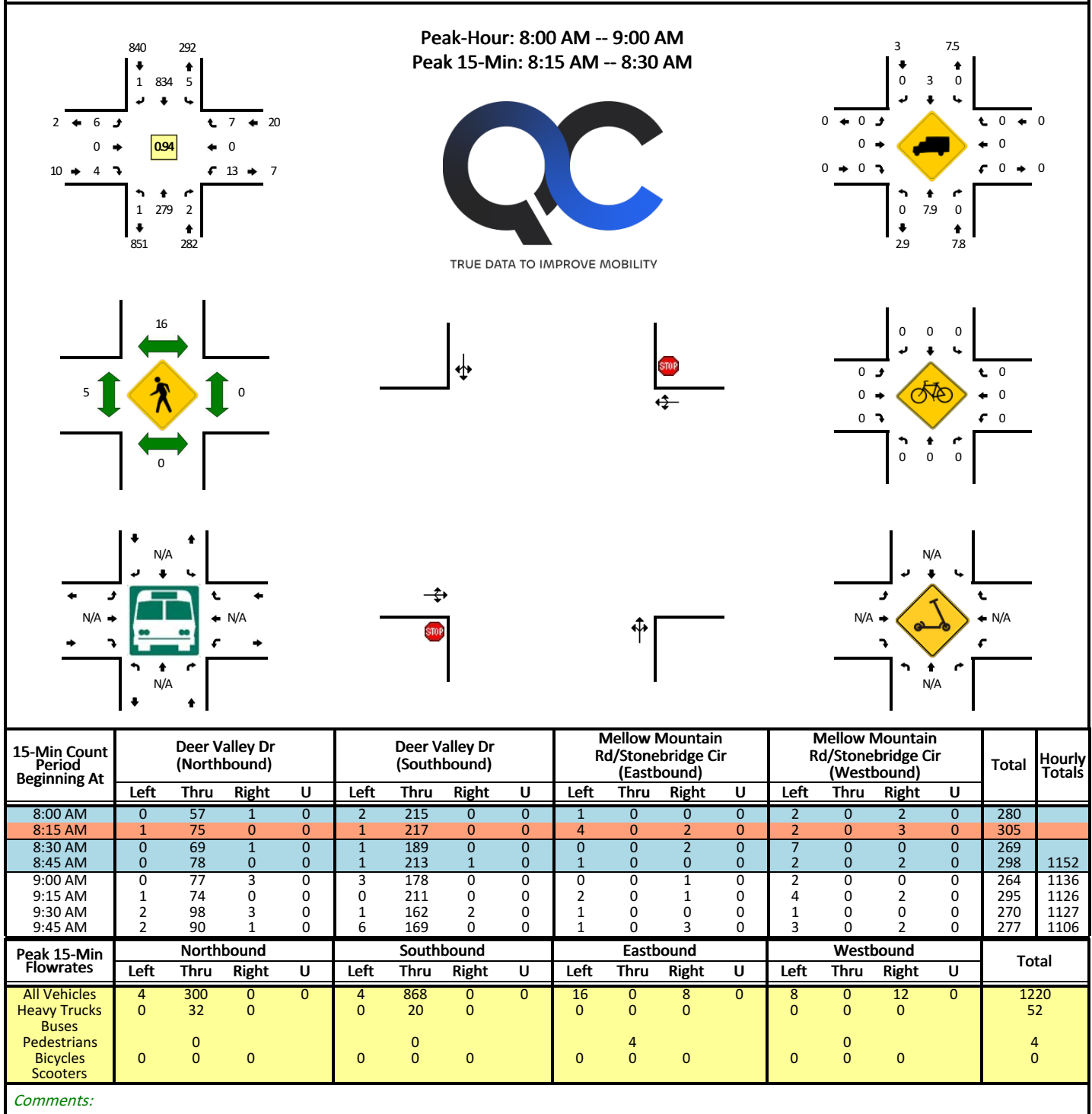
Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Amber Rd -- Deer Valley Dr N**QC JOB #:** 16467024**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

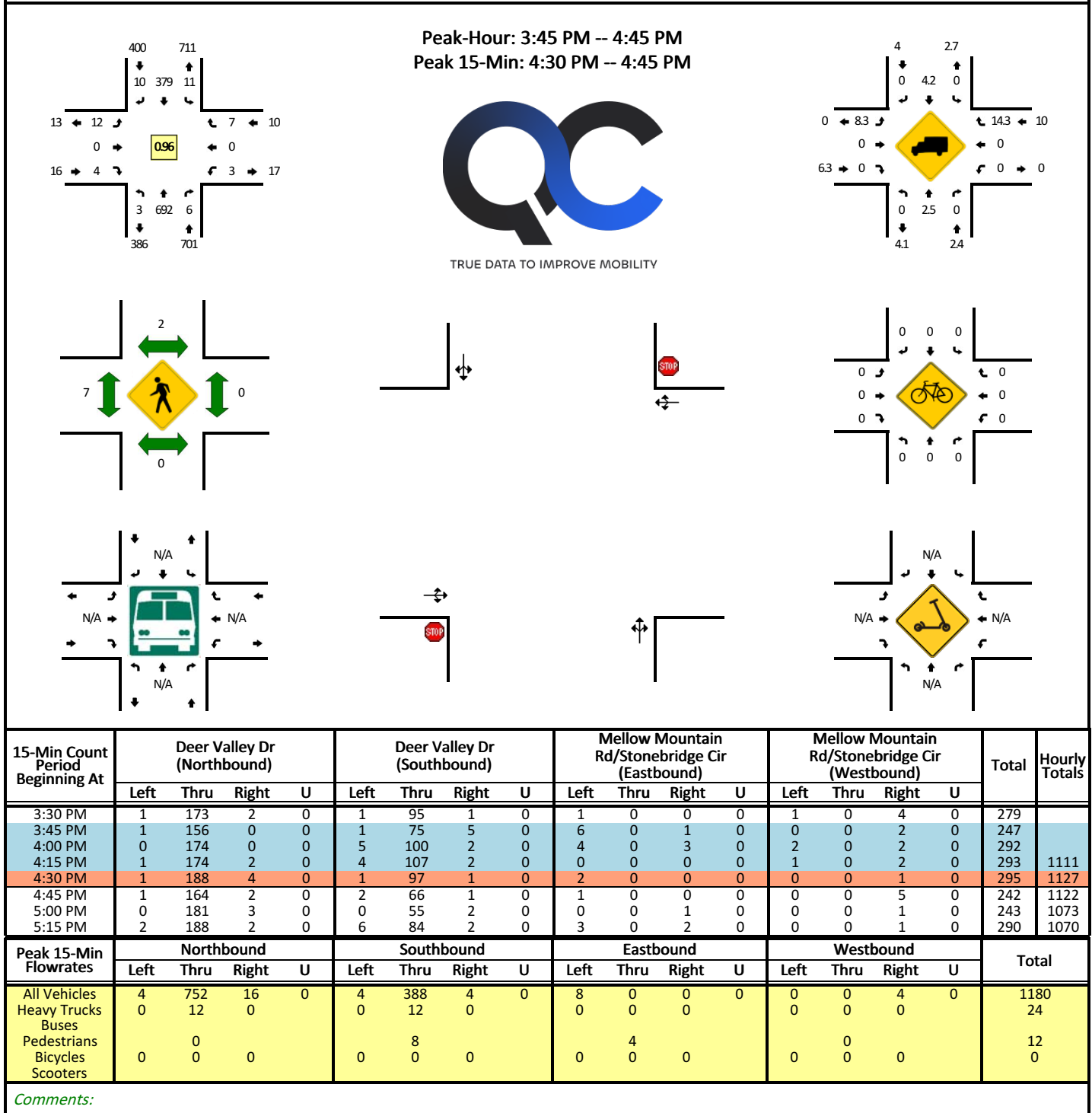
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

QC JOB #: 16467025
DATE: Fri, Feb 16 2024



LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

QC JOB #: 16467026
DATE: Fri, Feb 16 2024

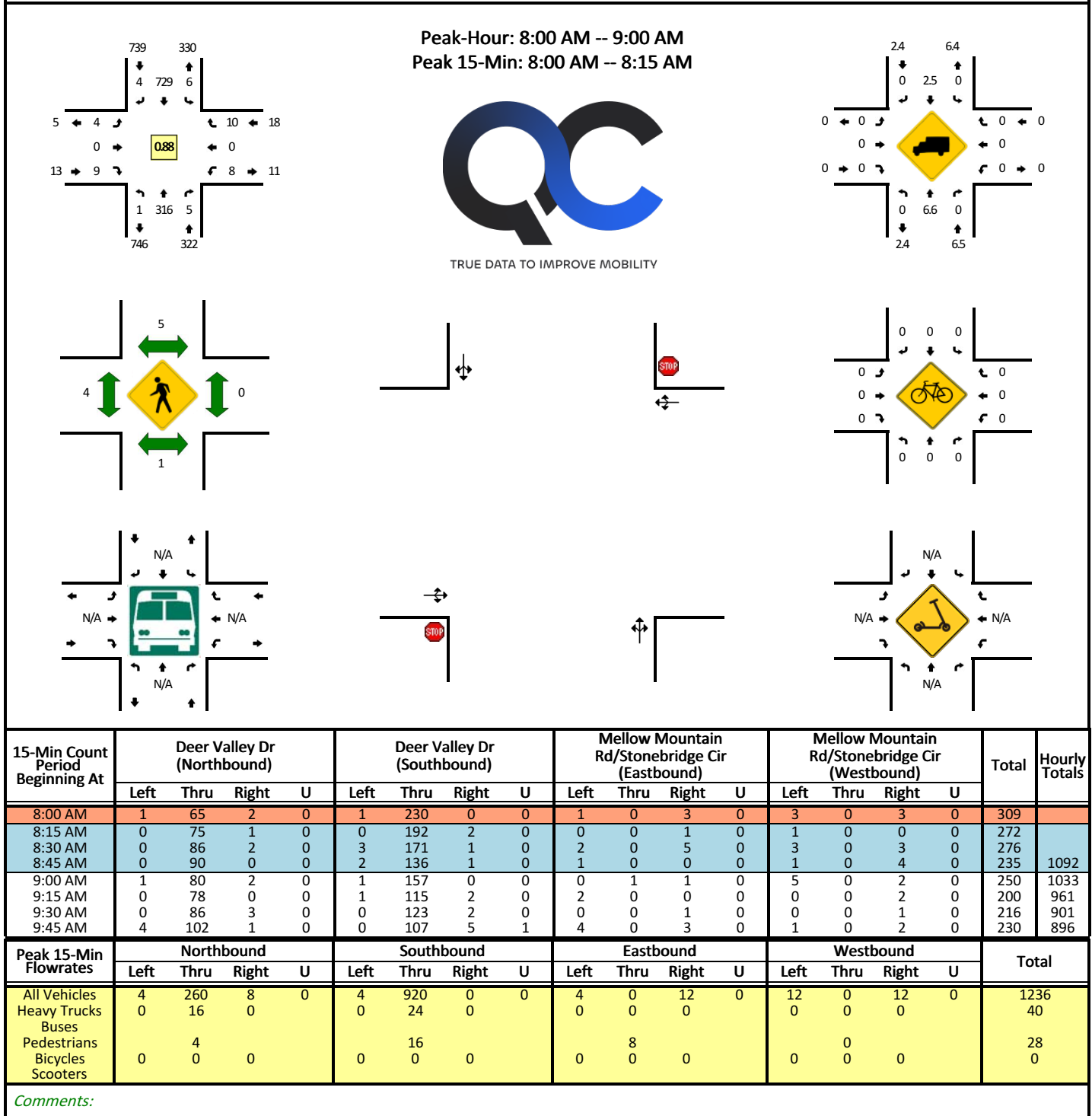


Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

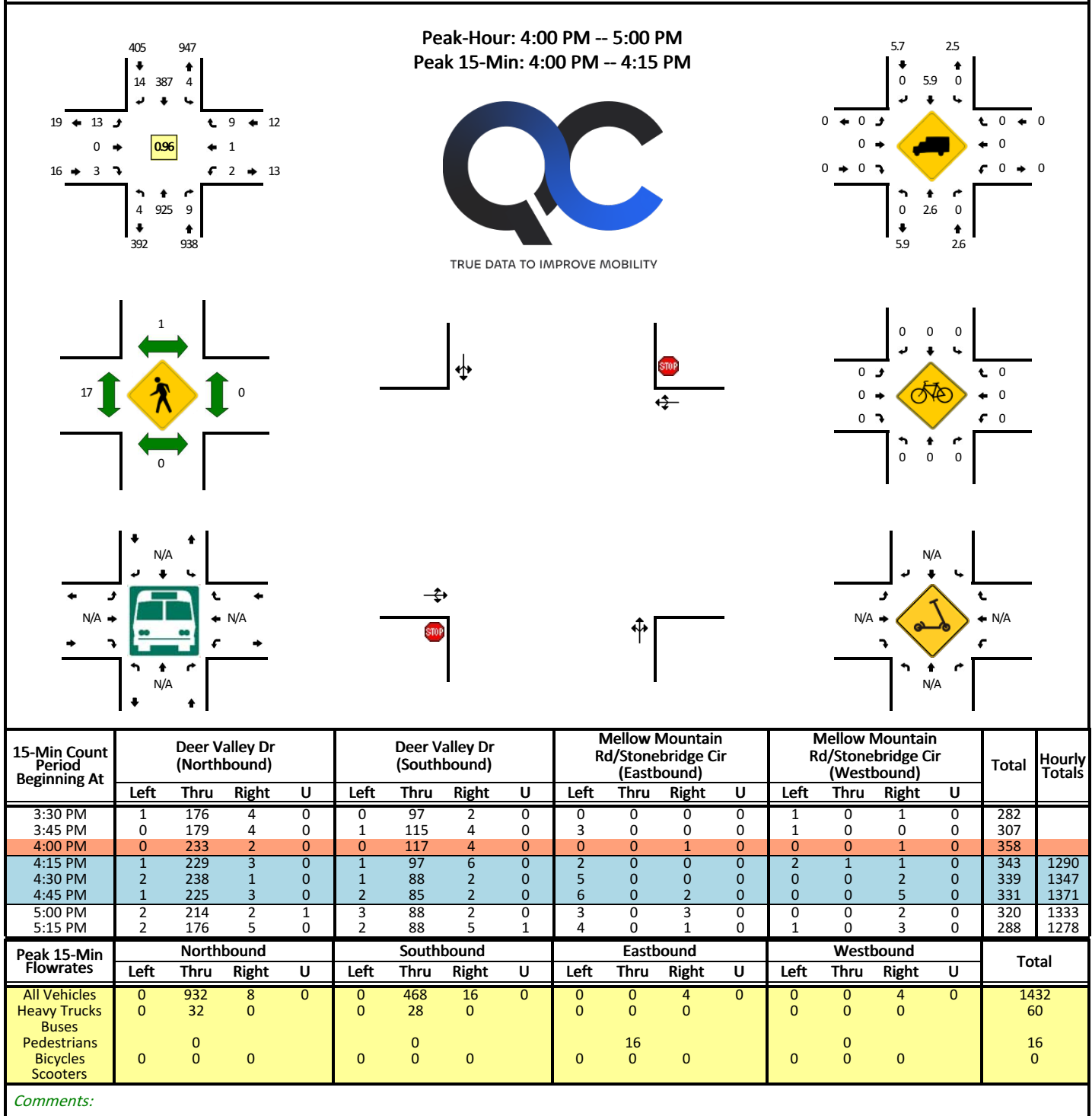
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

QC JOB #: 16467027
DATE: Sat, Feb 17 2024



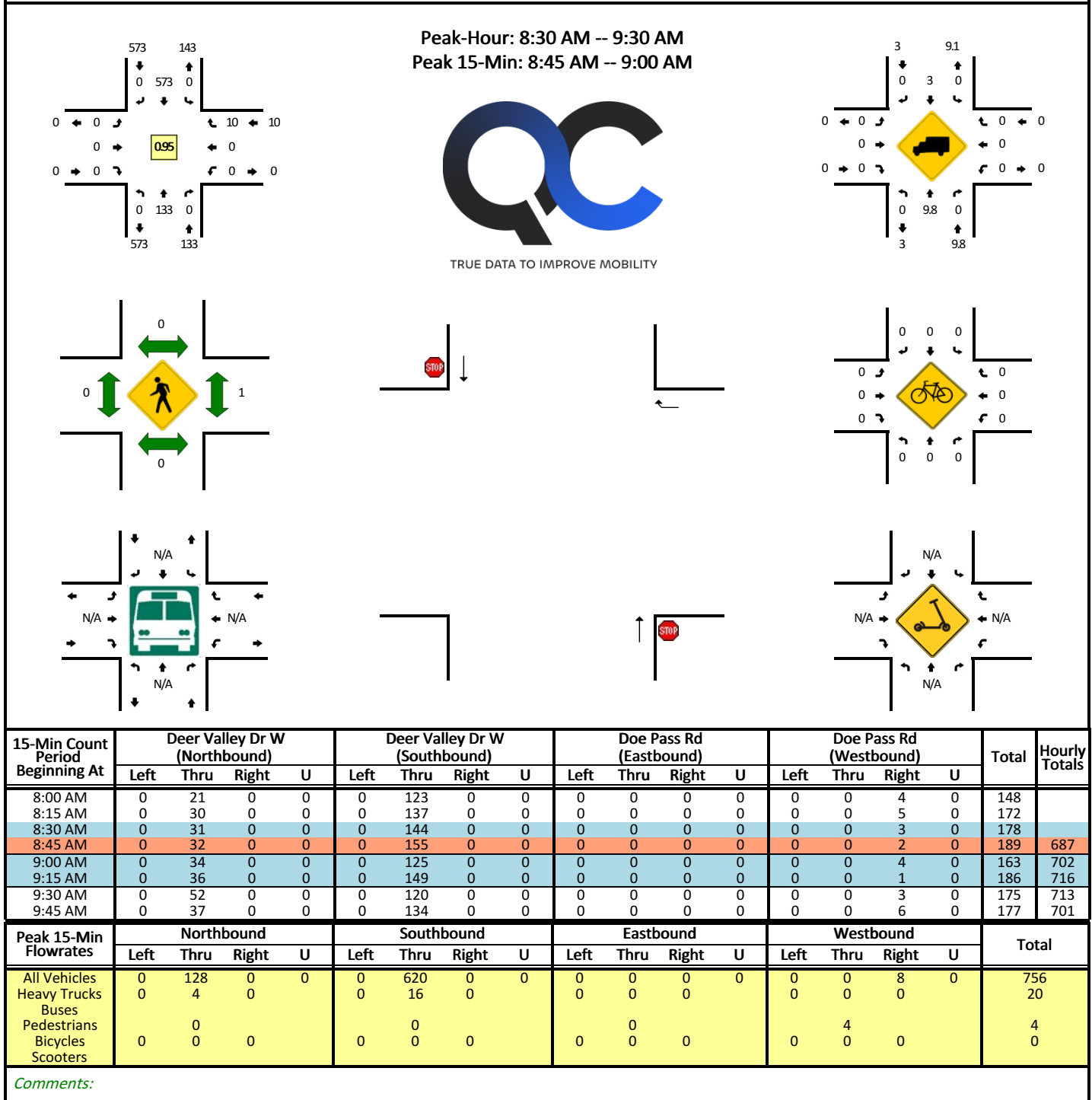
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

QC JOB #: 16467028
DATE: Sat, Feb 17 2024



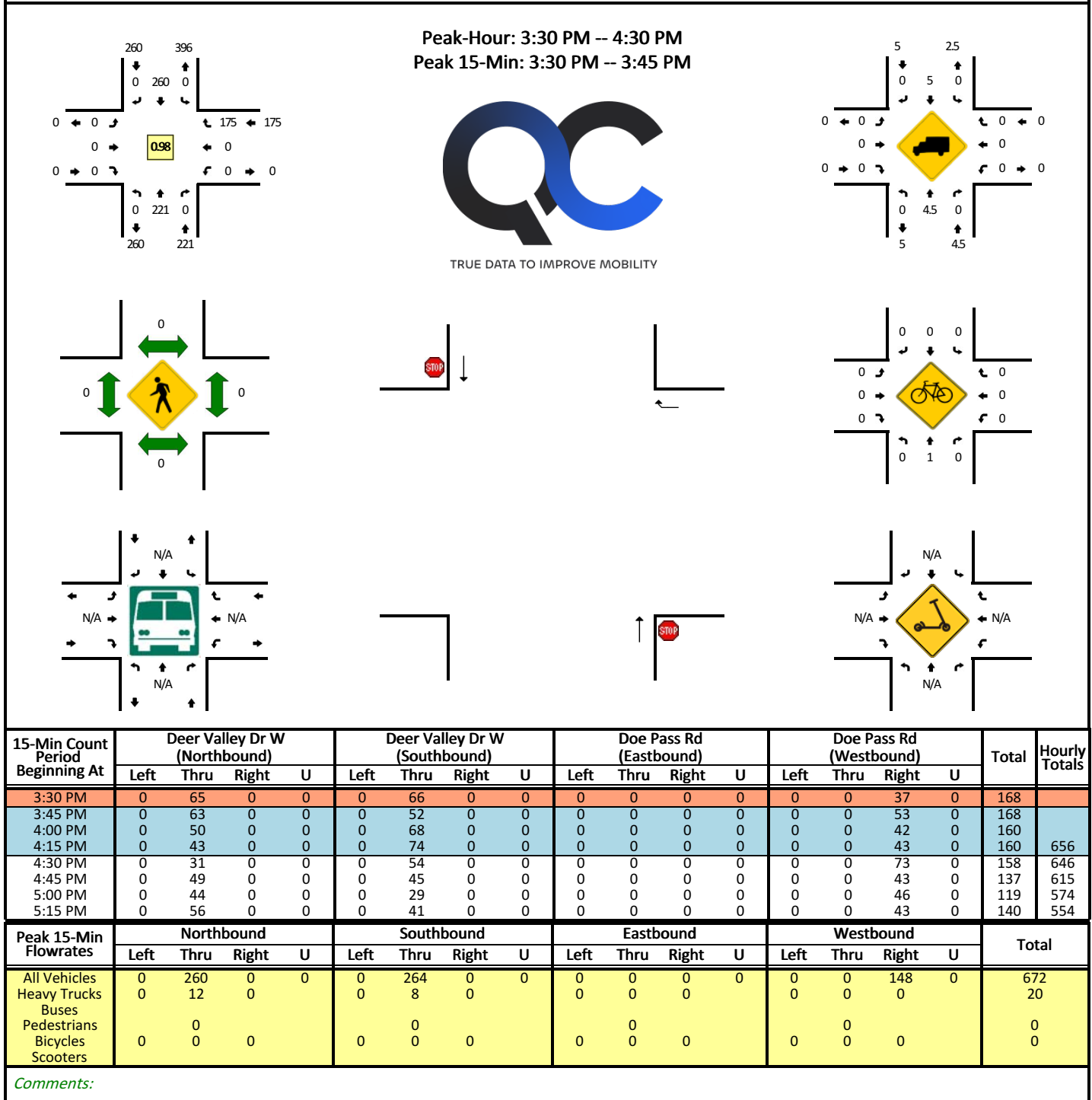
LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

QC JOB #: 16467029
DATE: Fri, Feb 16 2024



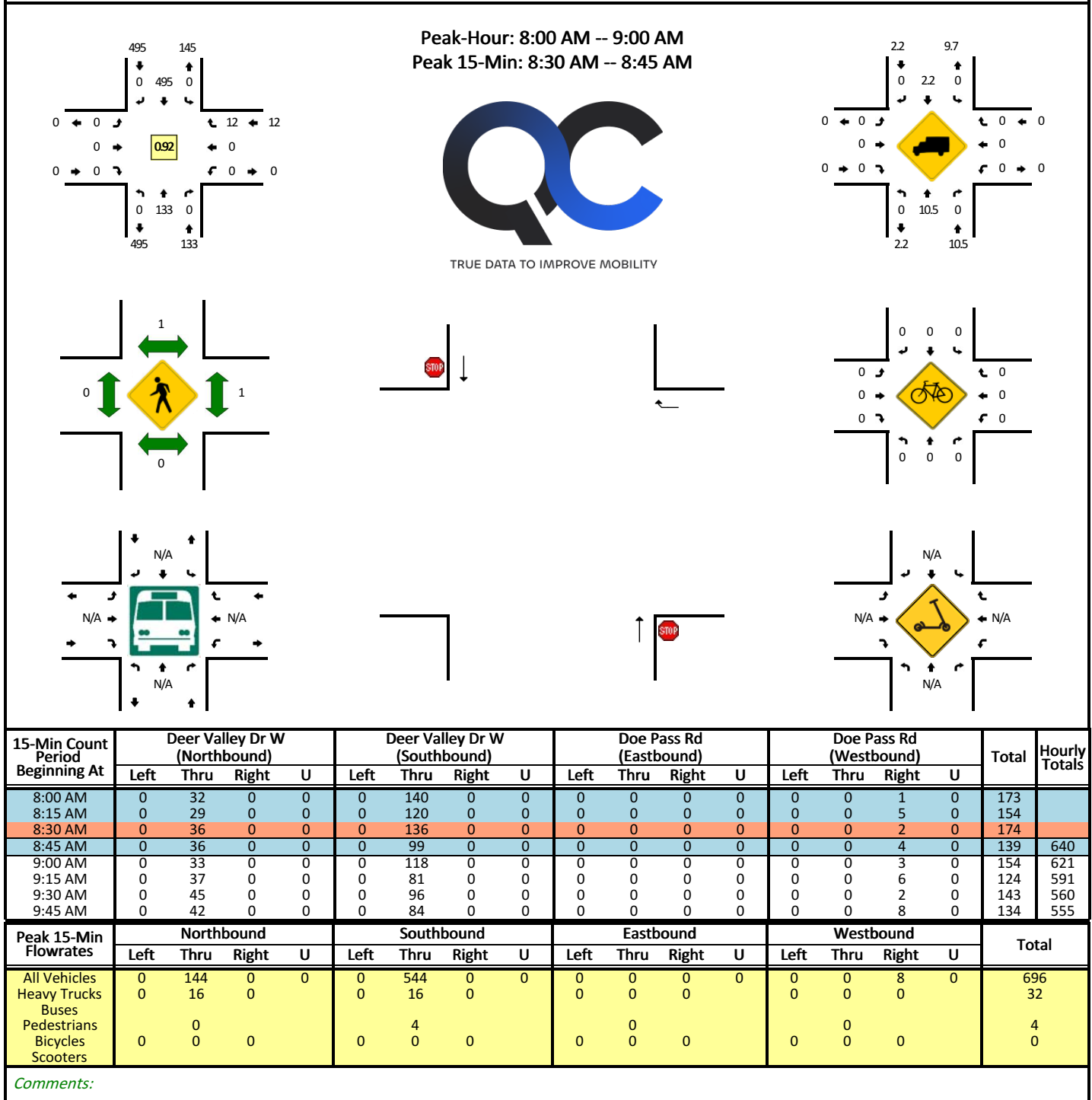
LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

QC JOB #: 16467030
DATE: Fri, Feb 16 2024



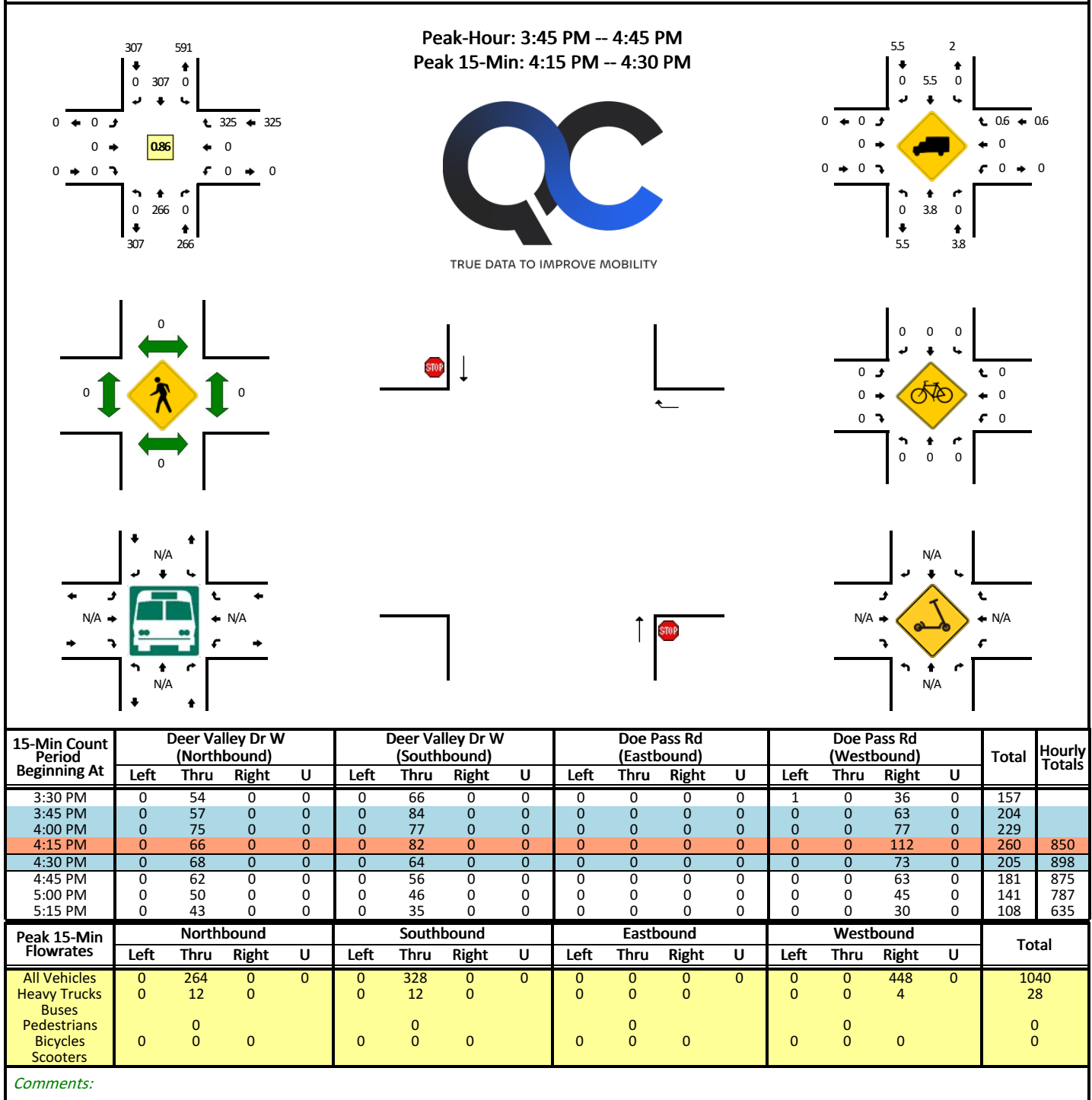
LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

QC JOB #: 16467031
DATE: Sat, Feb 17 2024



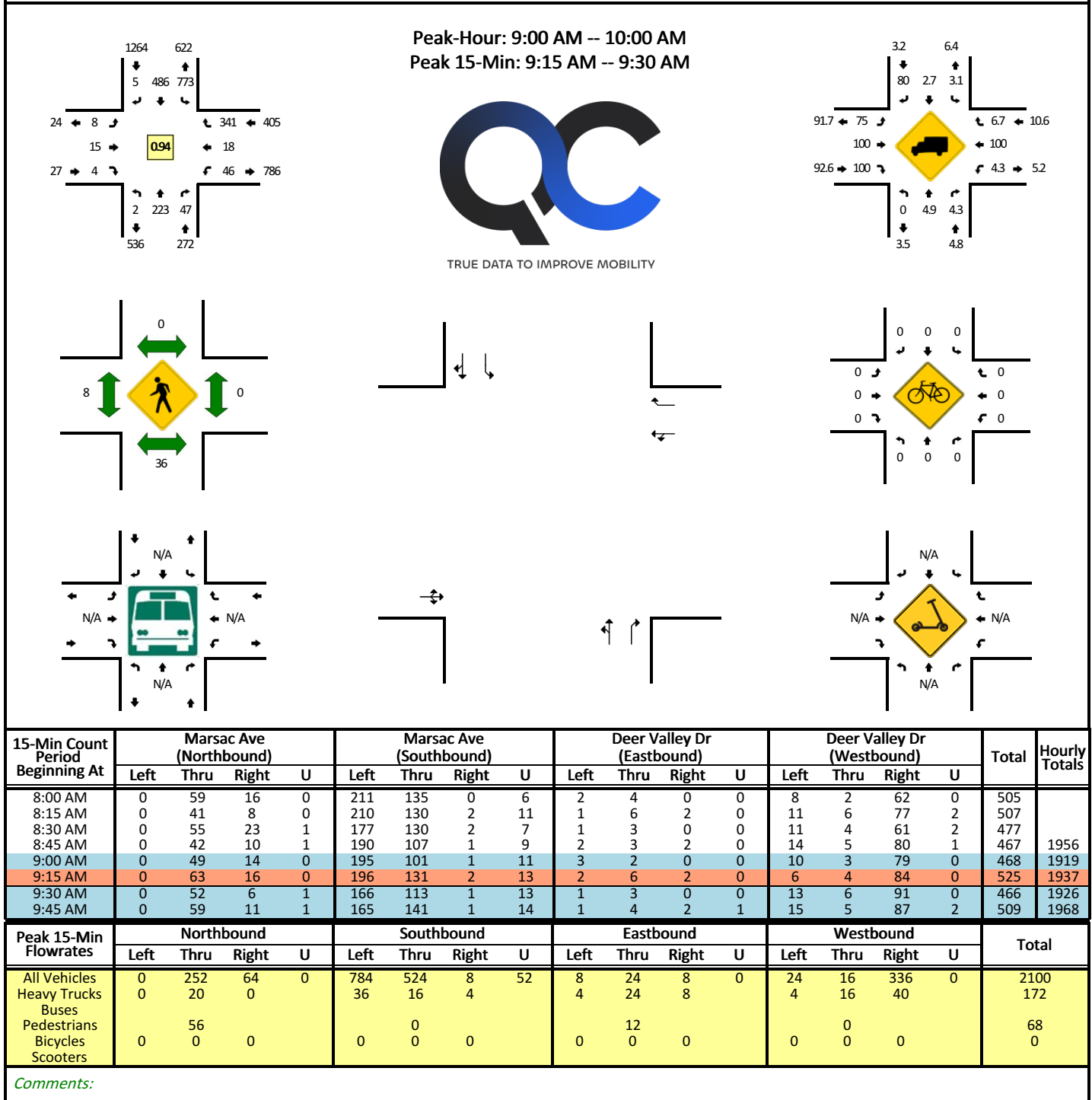
LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

QC JOB #: 16467032
DATE: Sat, Feb 17 2024



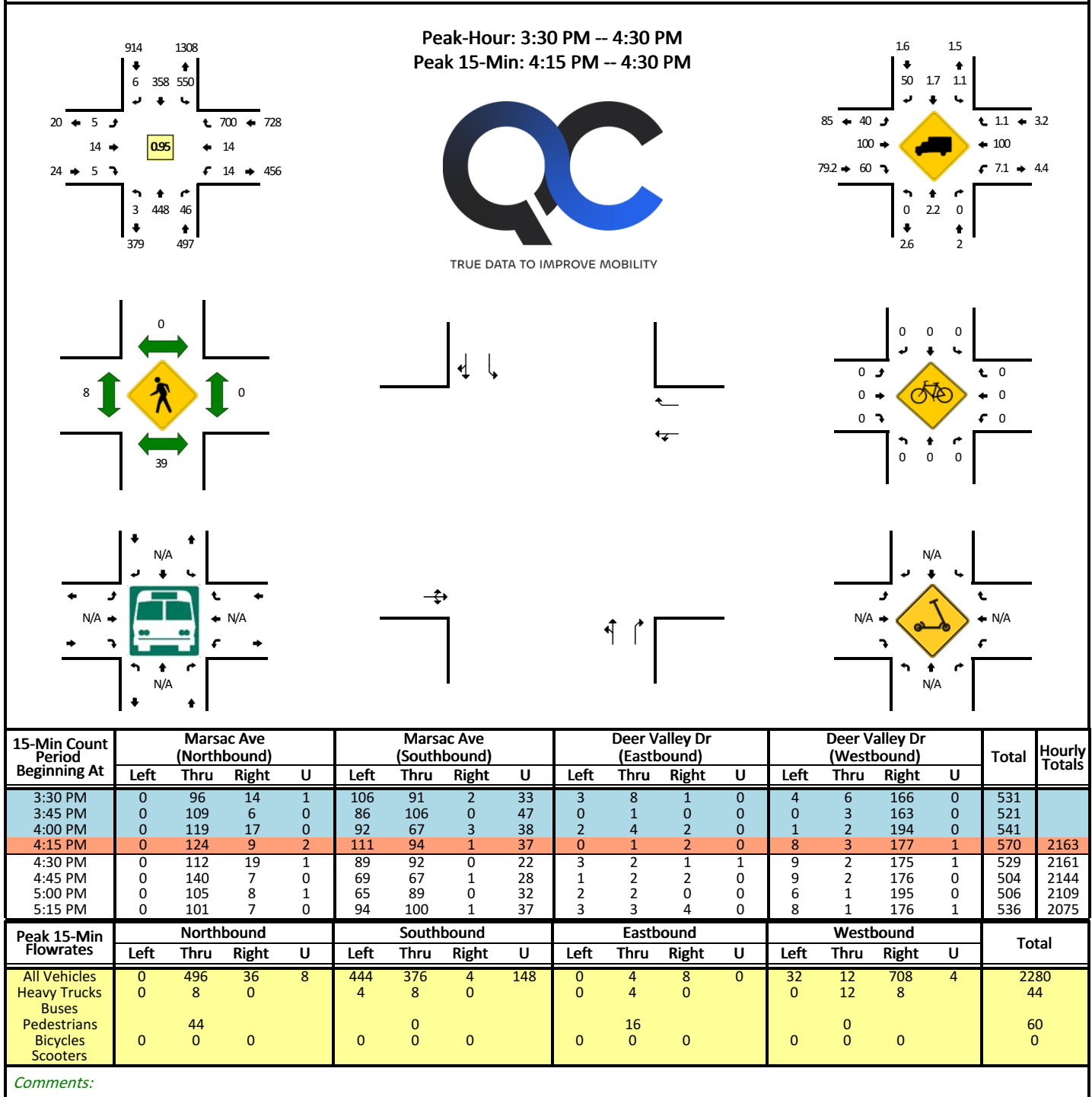
LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

QC JOB #: 16467033
DATE: Fri, Feb 16 2024



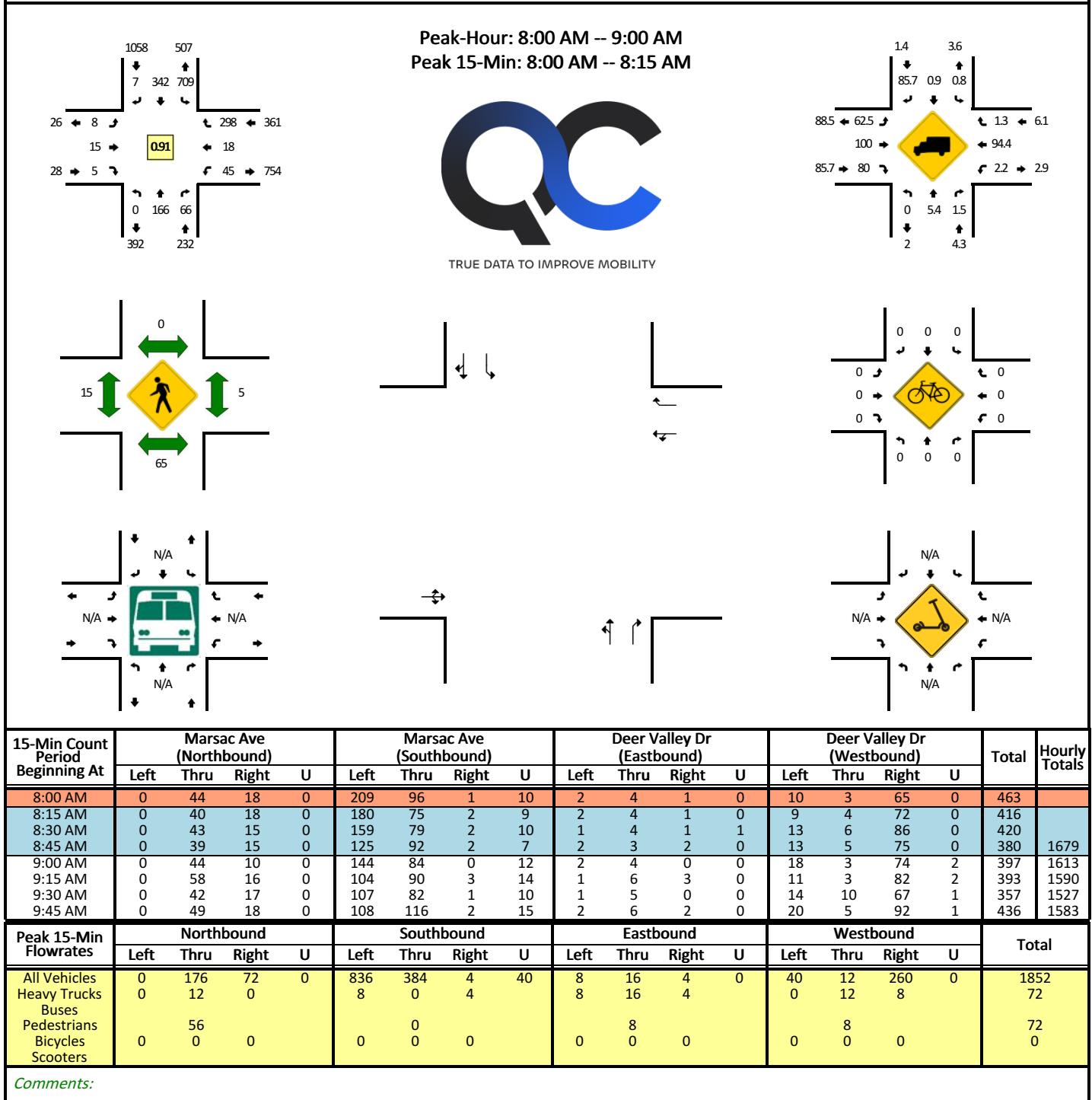
LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

QC JOB #: 16467034
DATE: Fri, Feb 16 2024



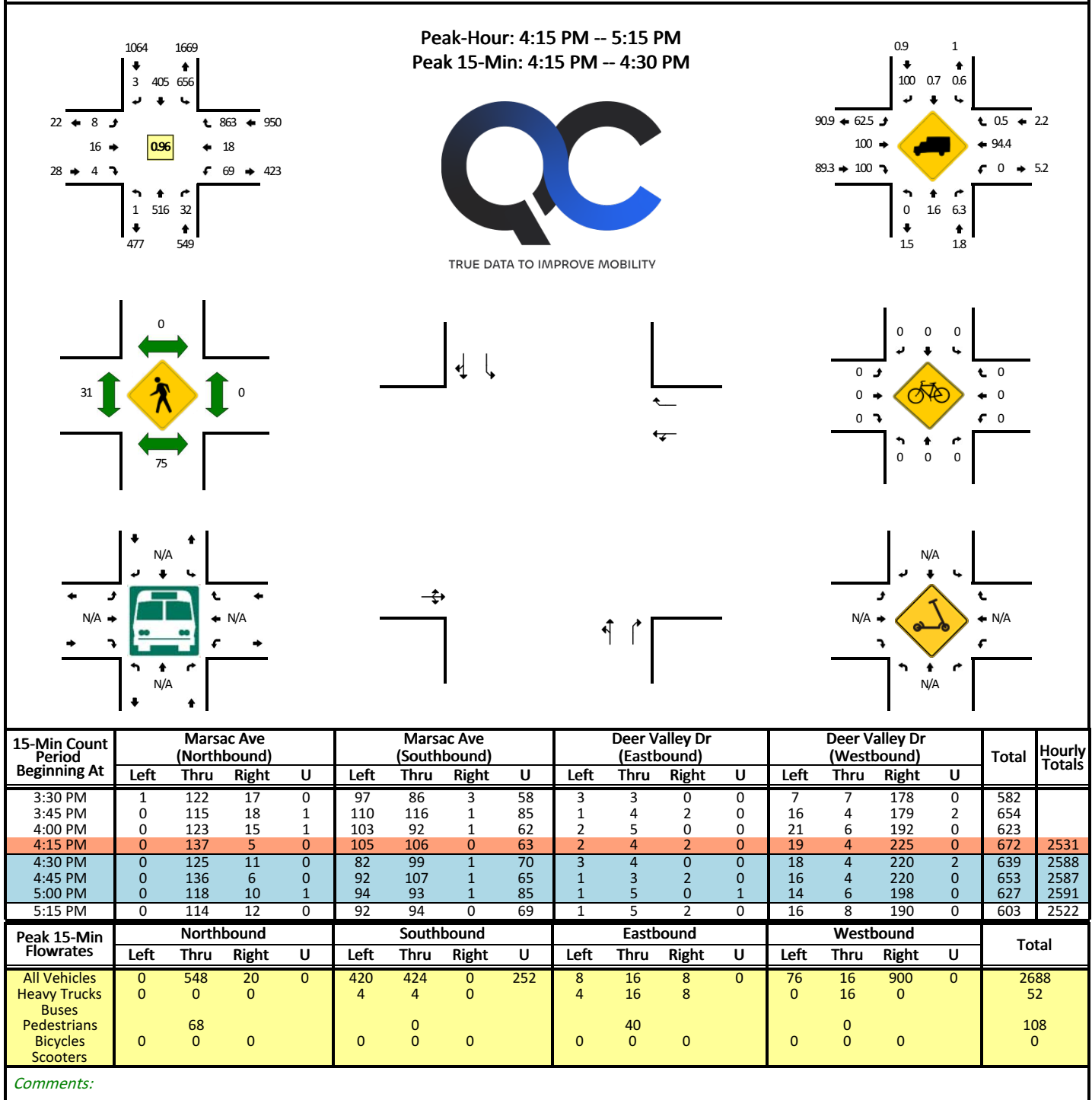
LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

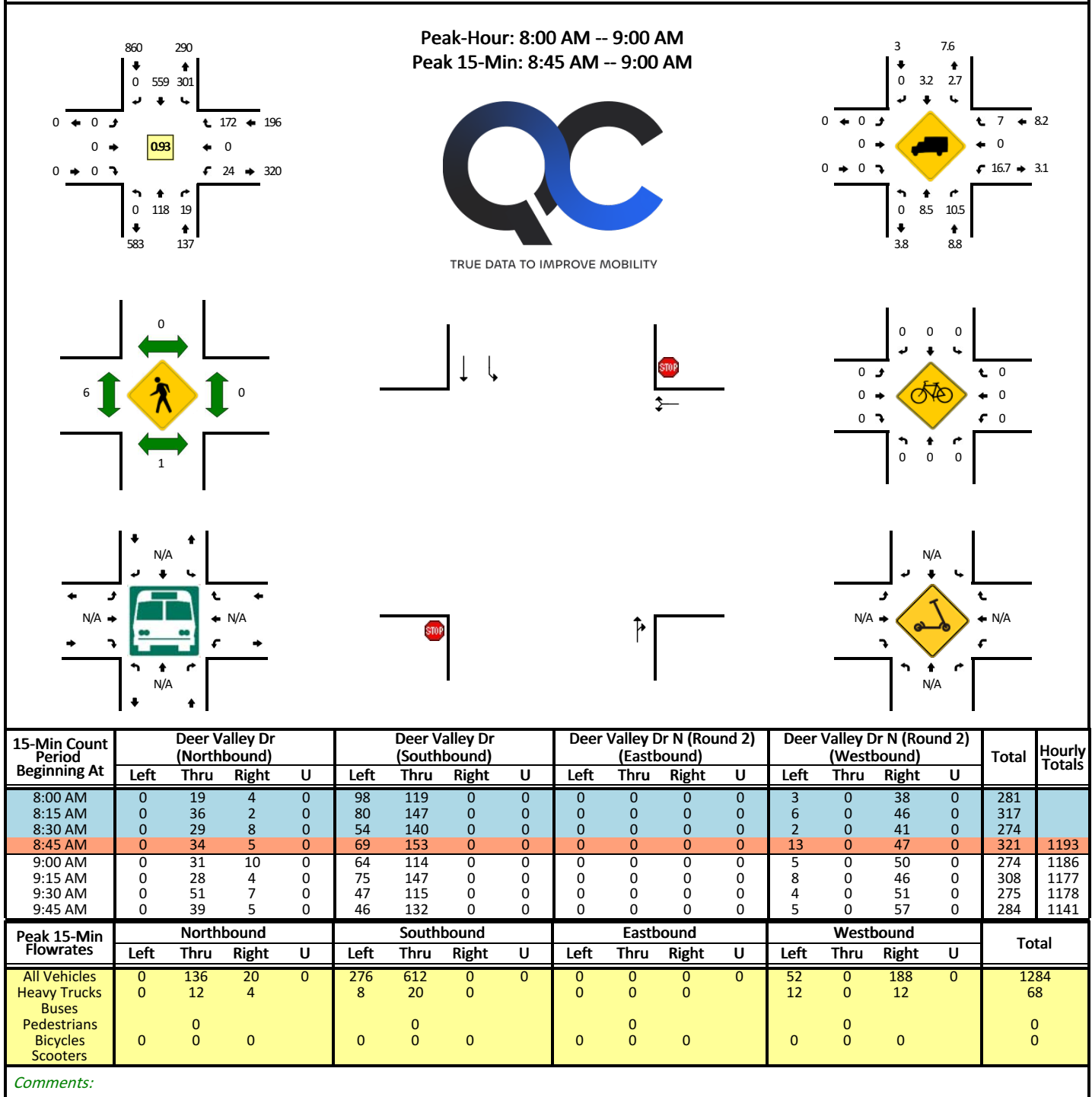
QC JOB #: 16467035
DATE: Sat, Feb 17 2024

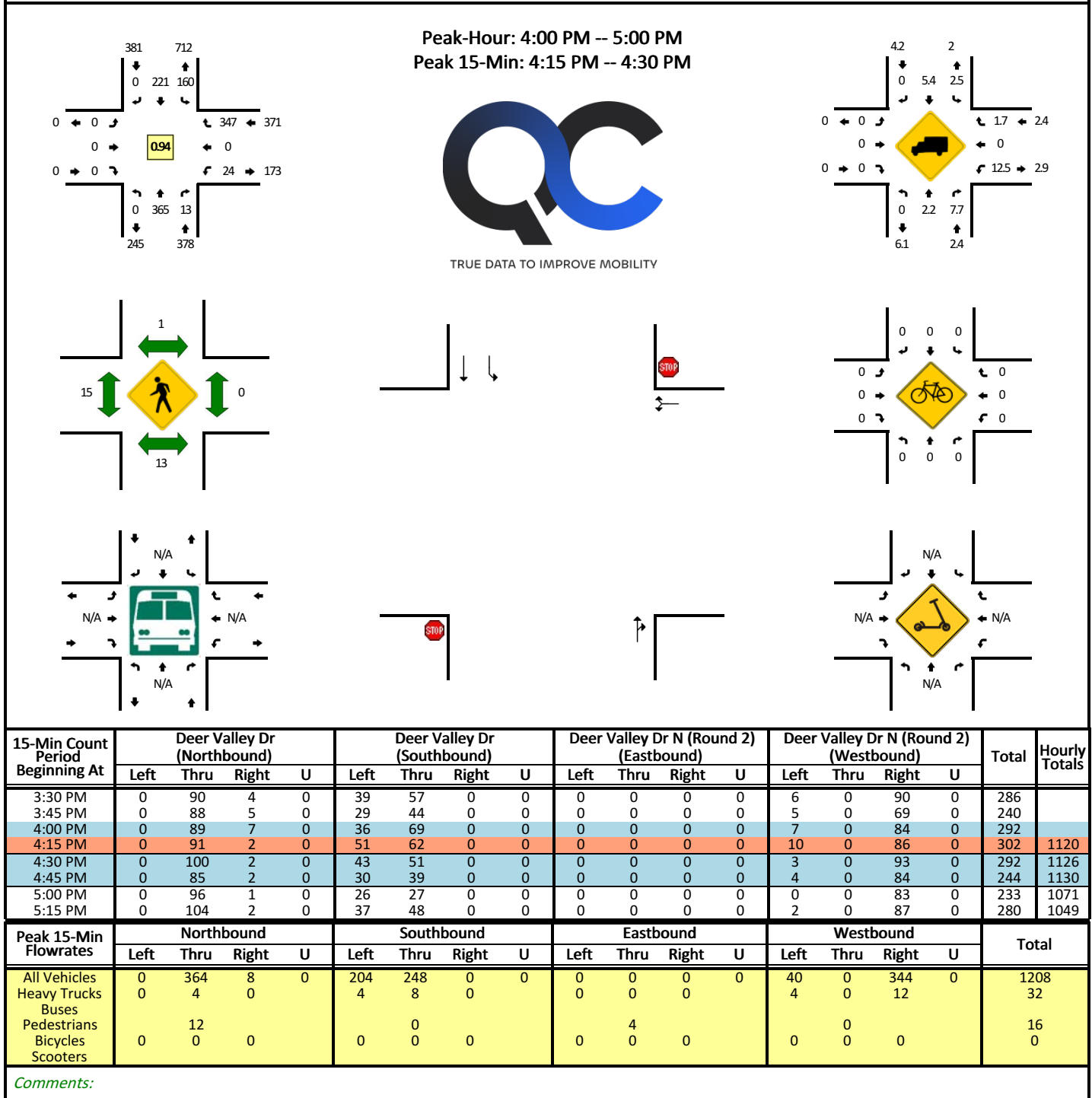


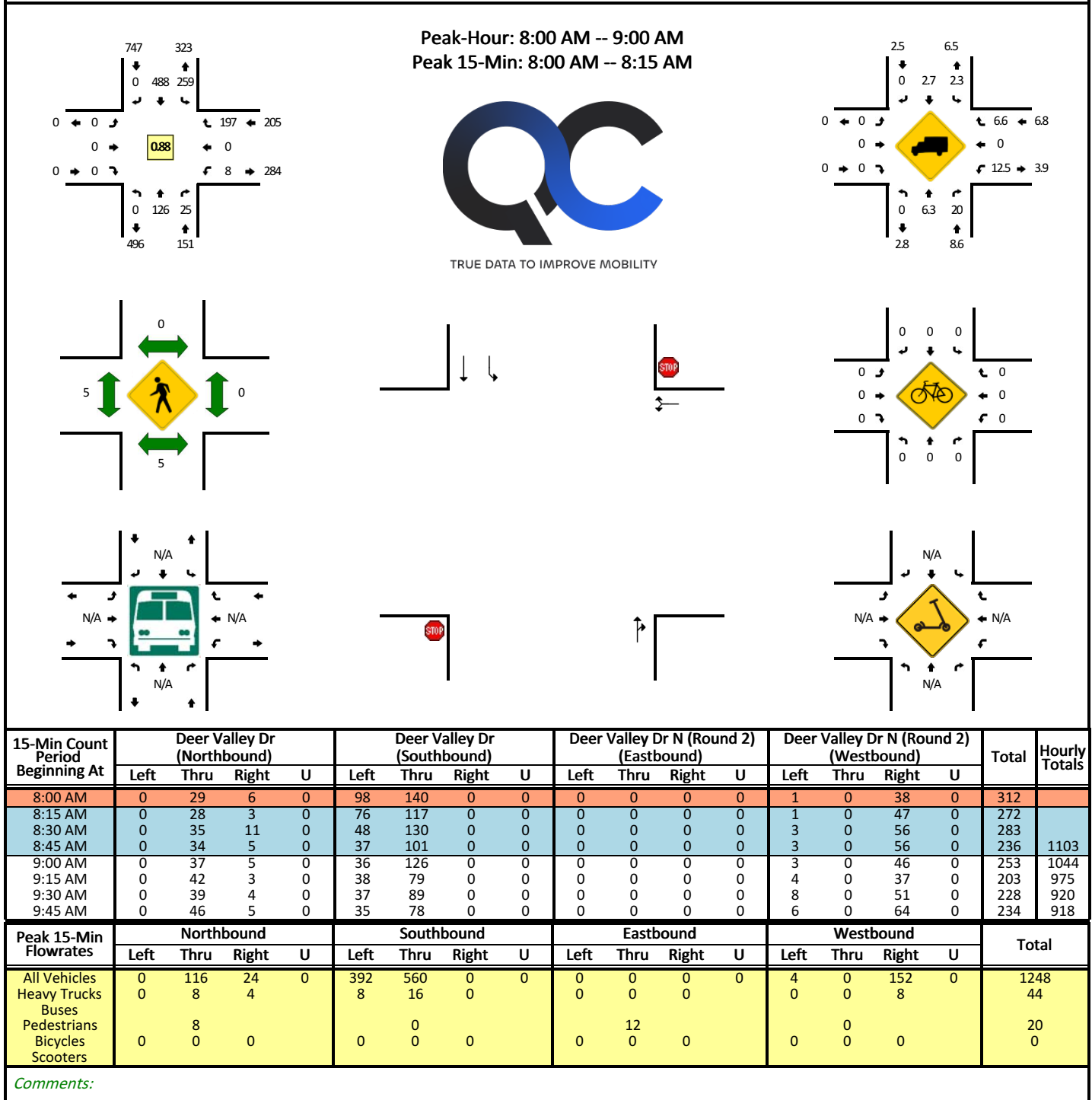
LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

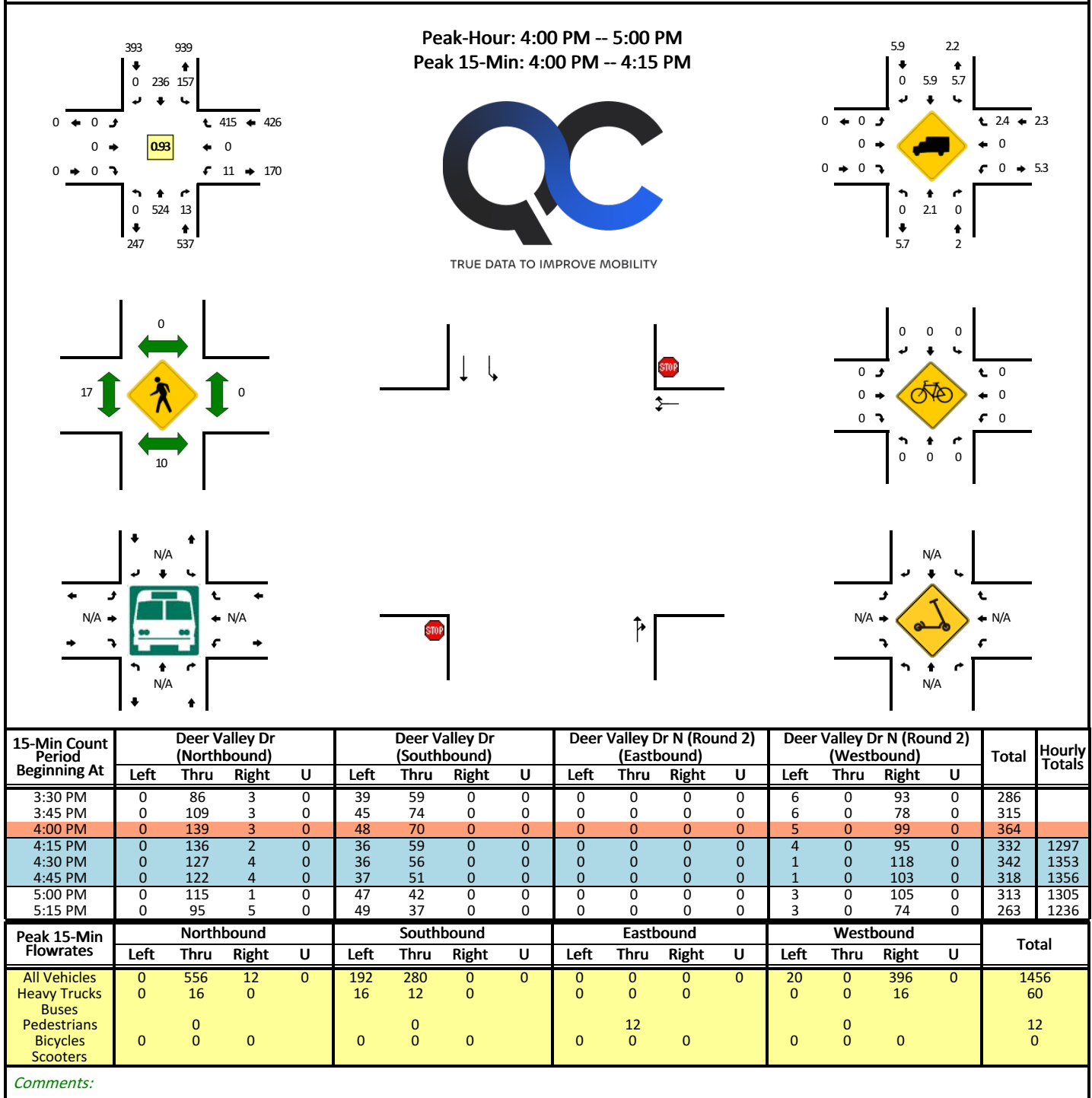
QC JOB #: 16467036
DATE: Sat, Feb 17 2024



LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2)**QC JOB #:** 16467053**CITY/STATE:** Park City, UT**DATE:** Fri, Feb 16 2024

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2)**CITY/STATE:** Park City, UT**QC JOB #:** 16467054**DATE:** Fri, Feb 16 2024

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2)**QC JOB #:** 16467055**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

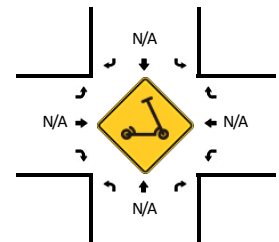
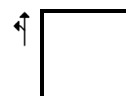
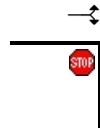
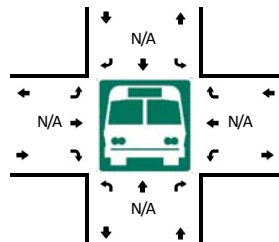
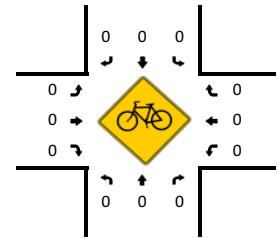
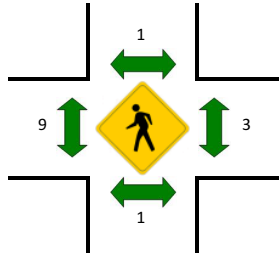
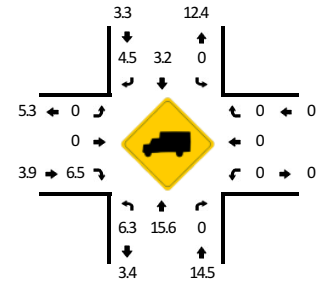
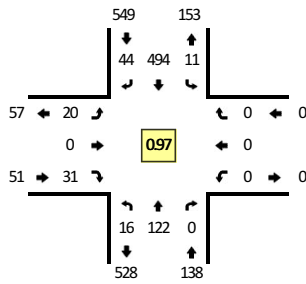
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2)**QC JOB #:** 16467056**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

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

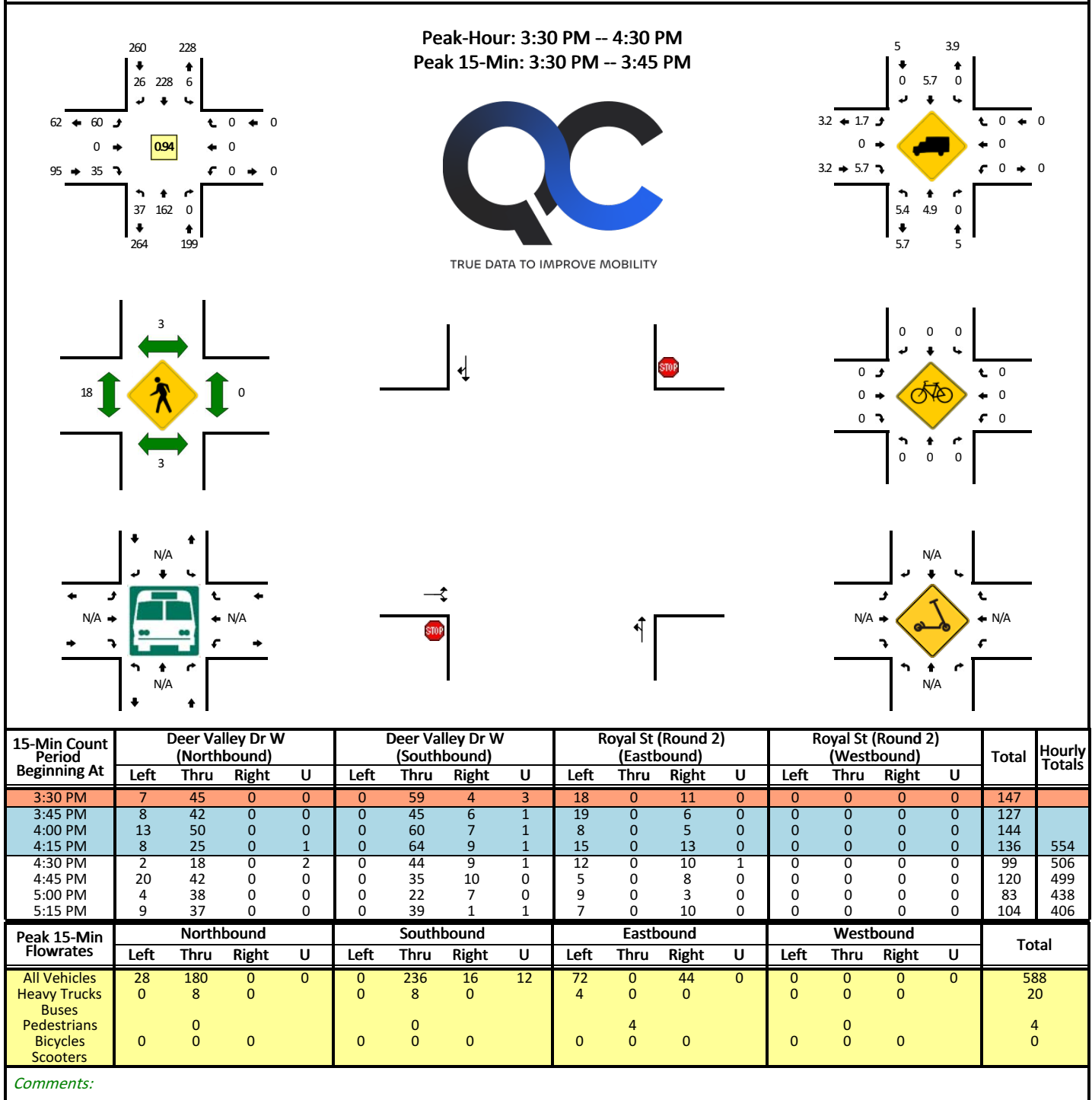


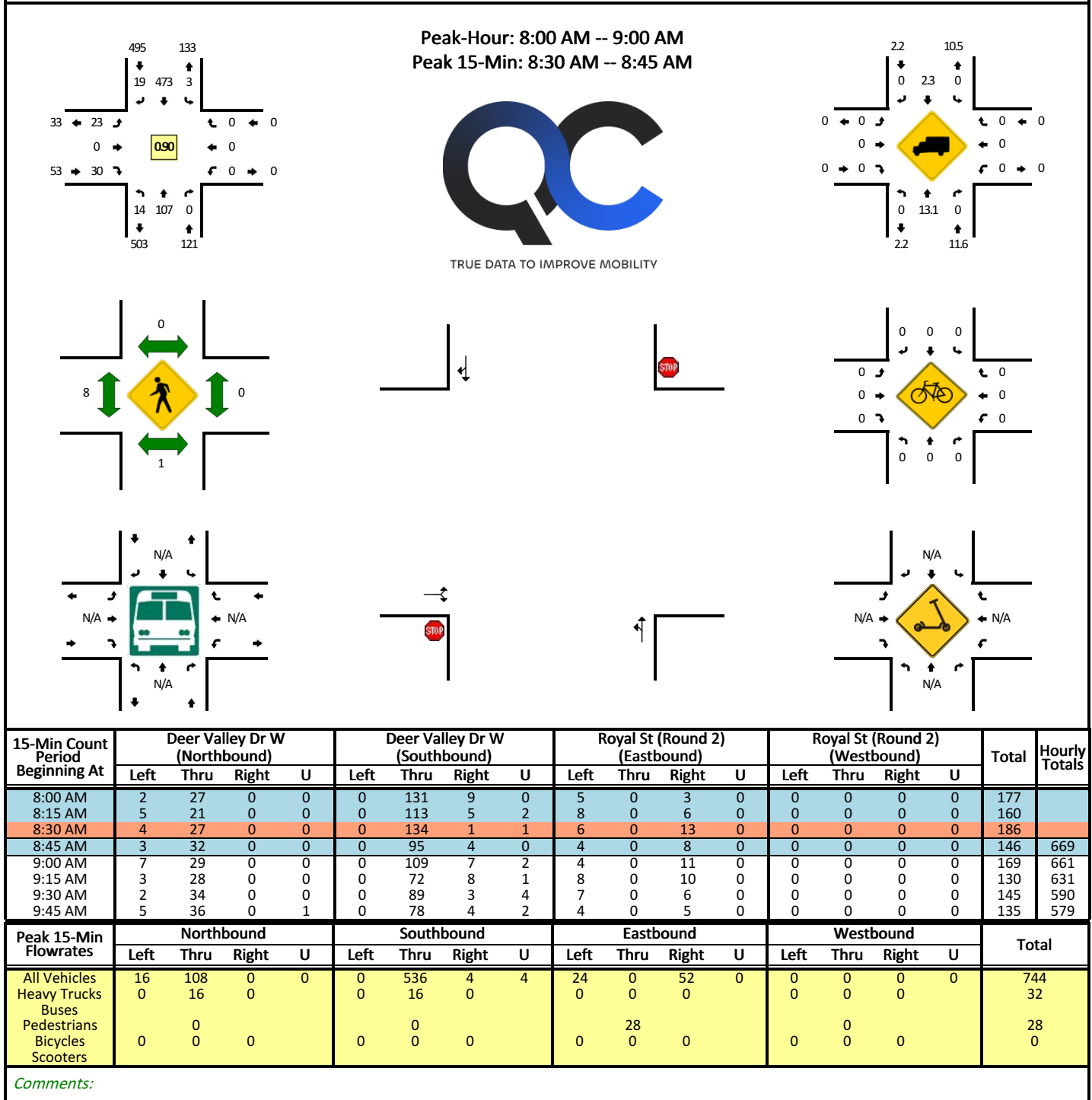
15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	4	17	0	0	0	118	5	0	5	0	6	0	0	0	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																		

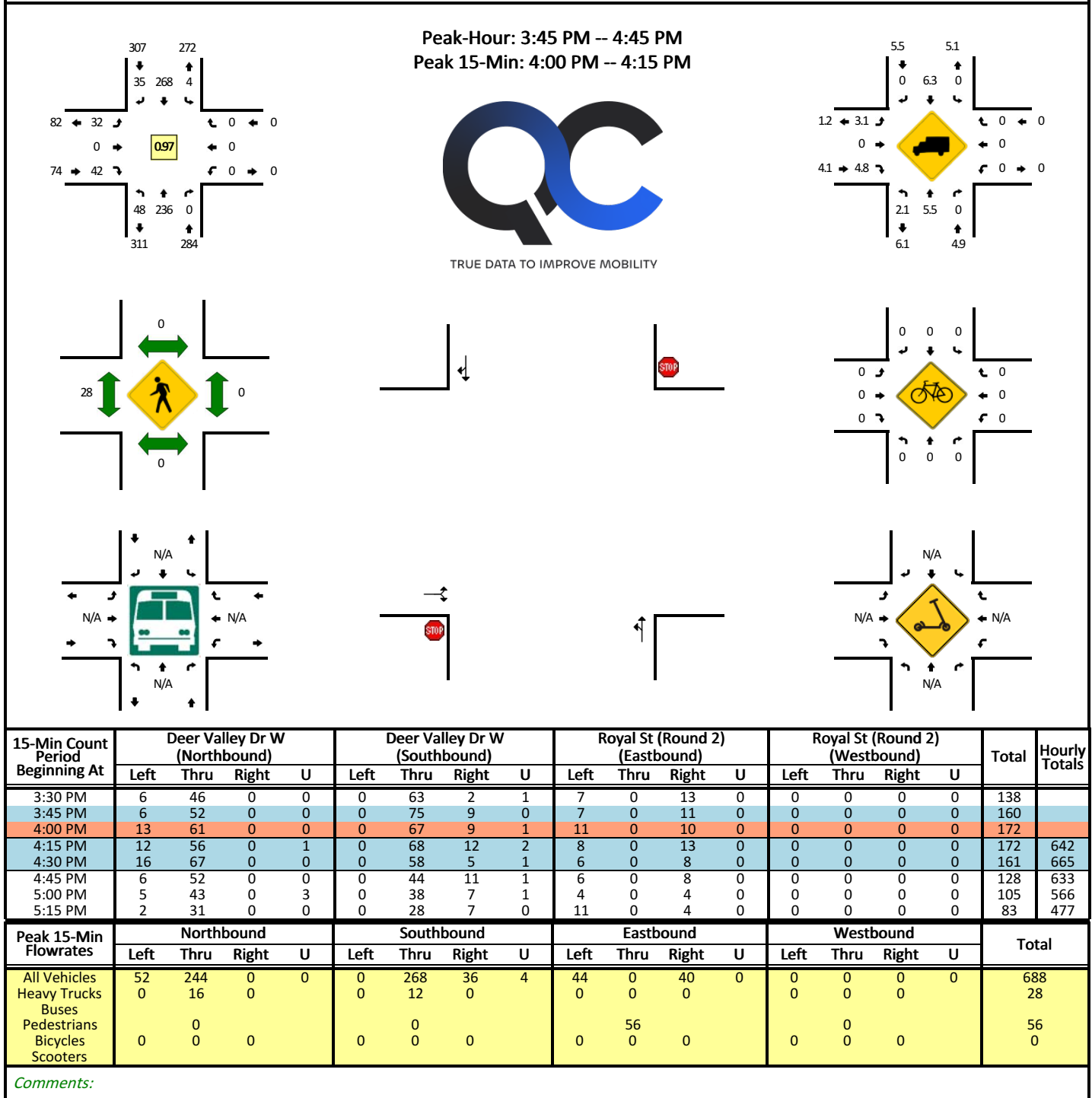
Comments:

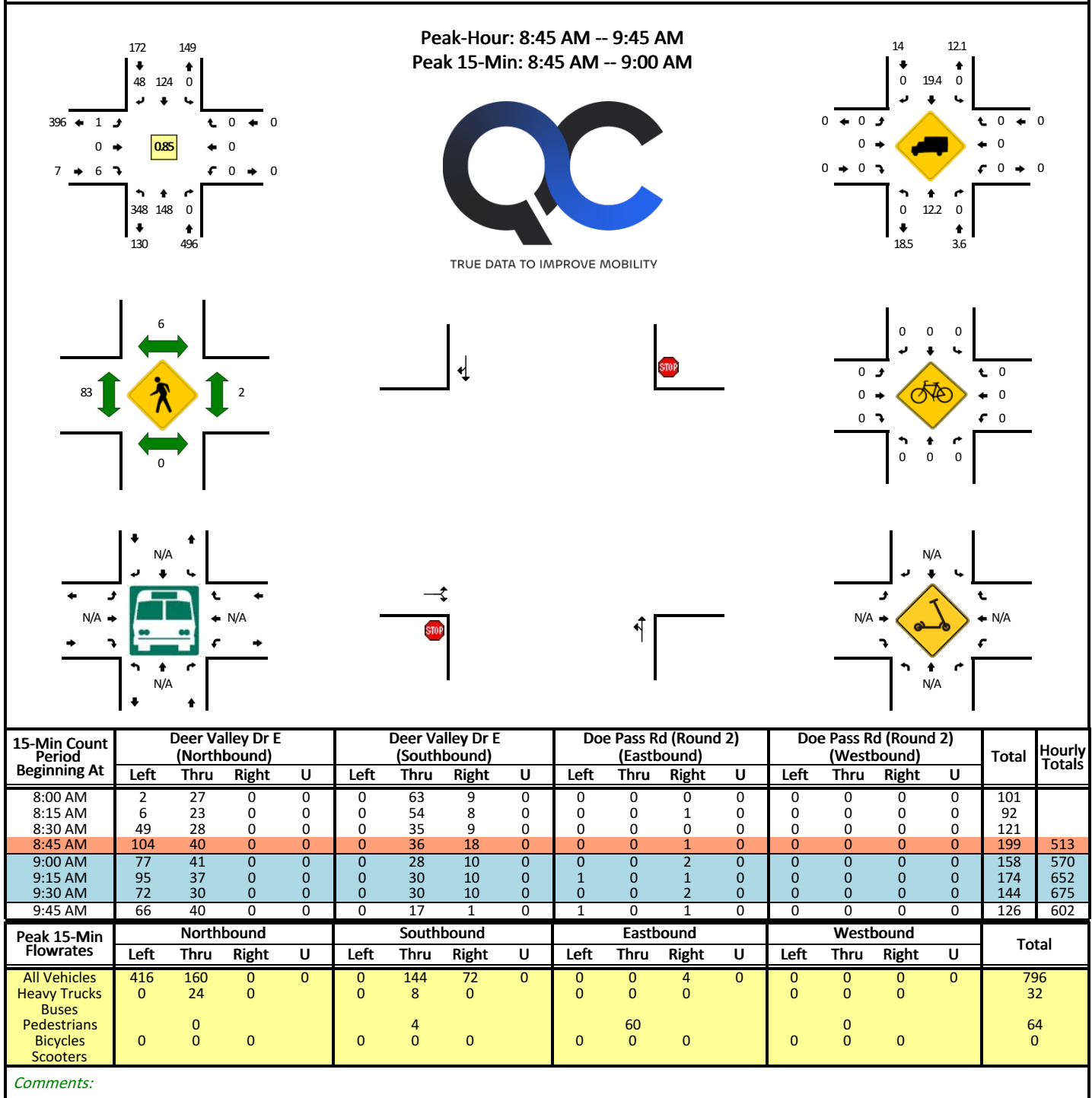
Report generated on 2/28/2024 7:03 AM

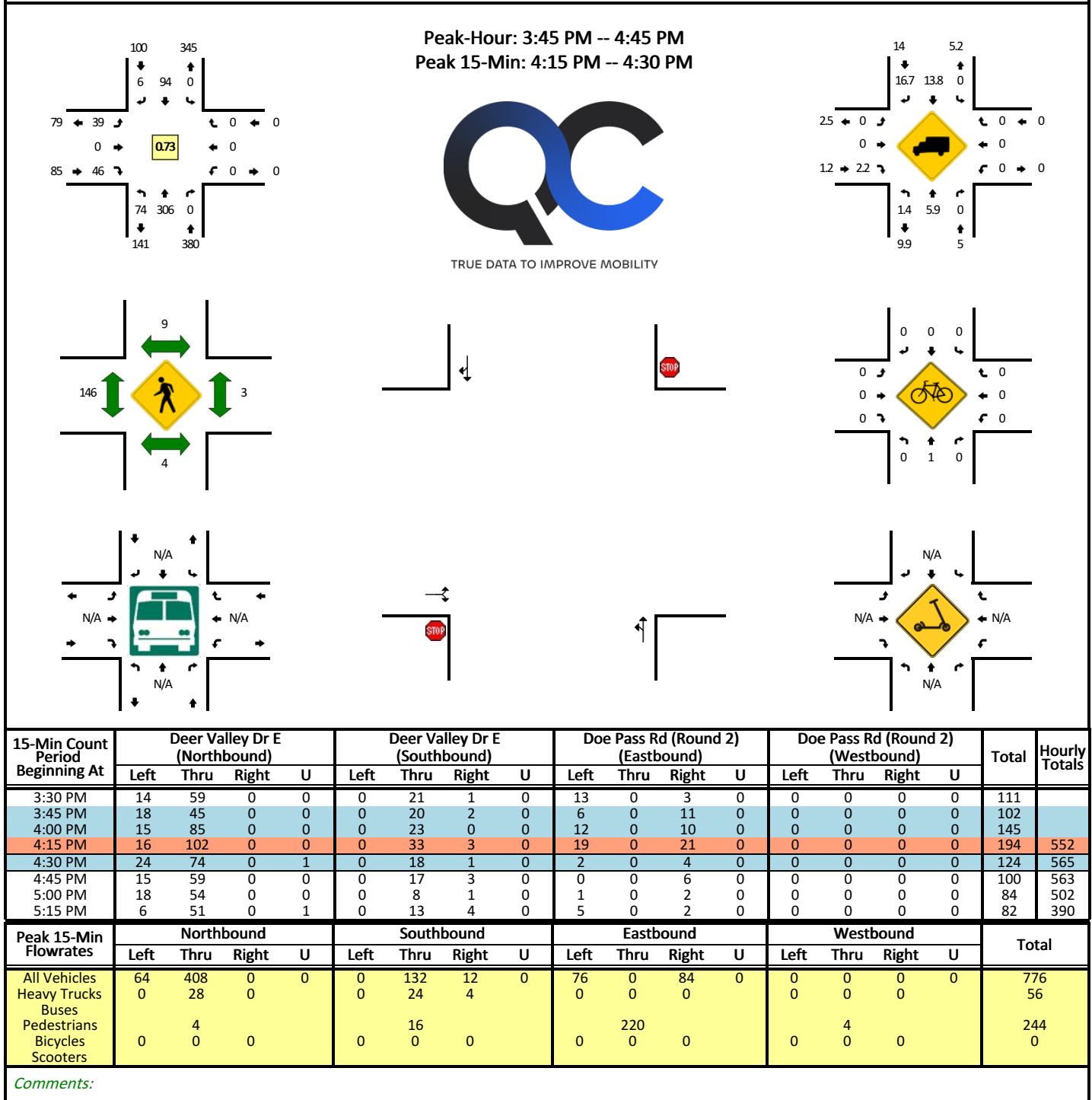
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

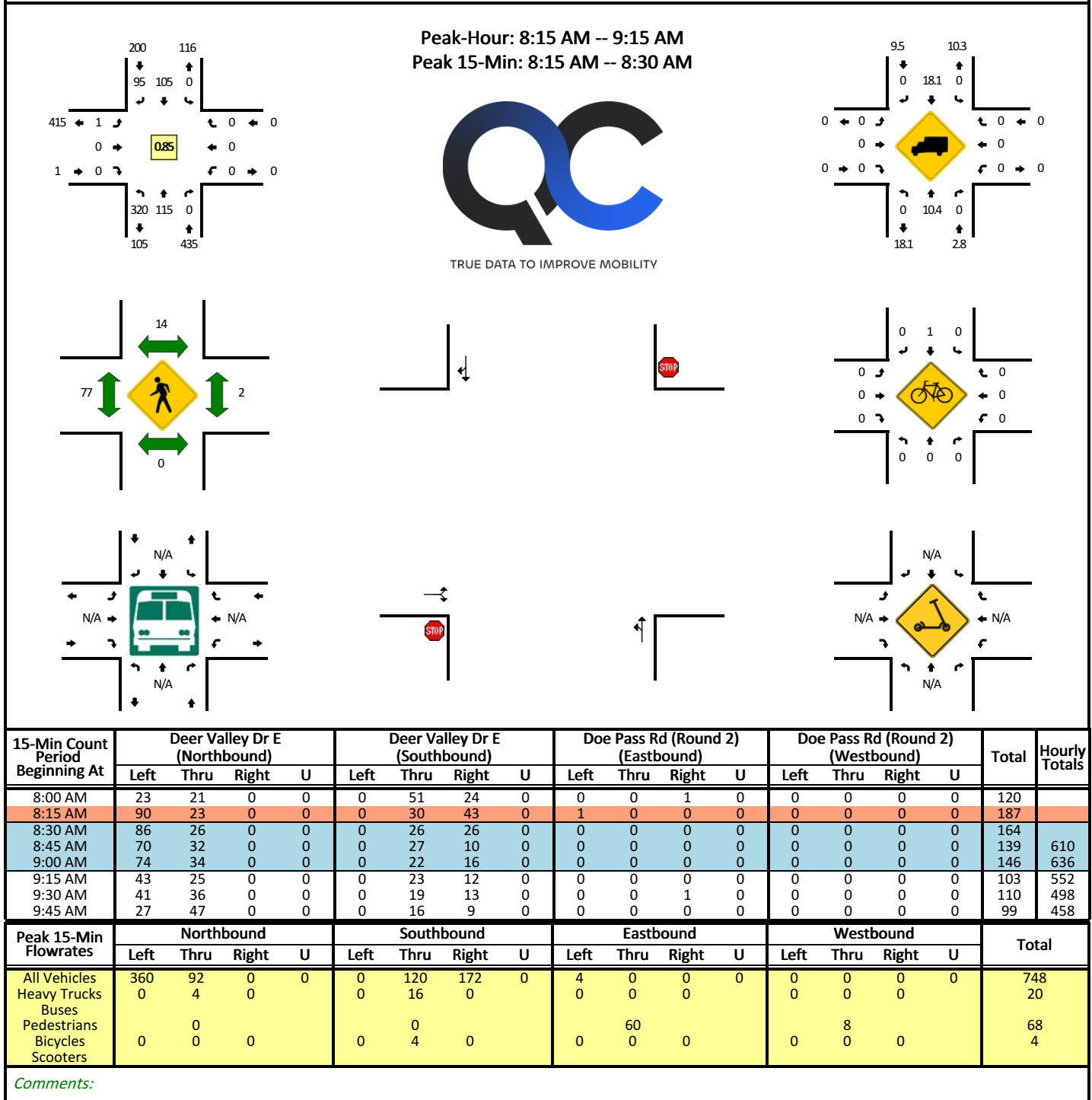
LOCATION: Deer Valley Dr W -- Royal St (Round 2)**CITY/STATE:** Park City, UT**QC JOB #:** 16467083**DATE:** Fri, Feb 16 2024

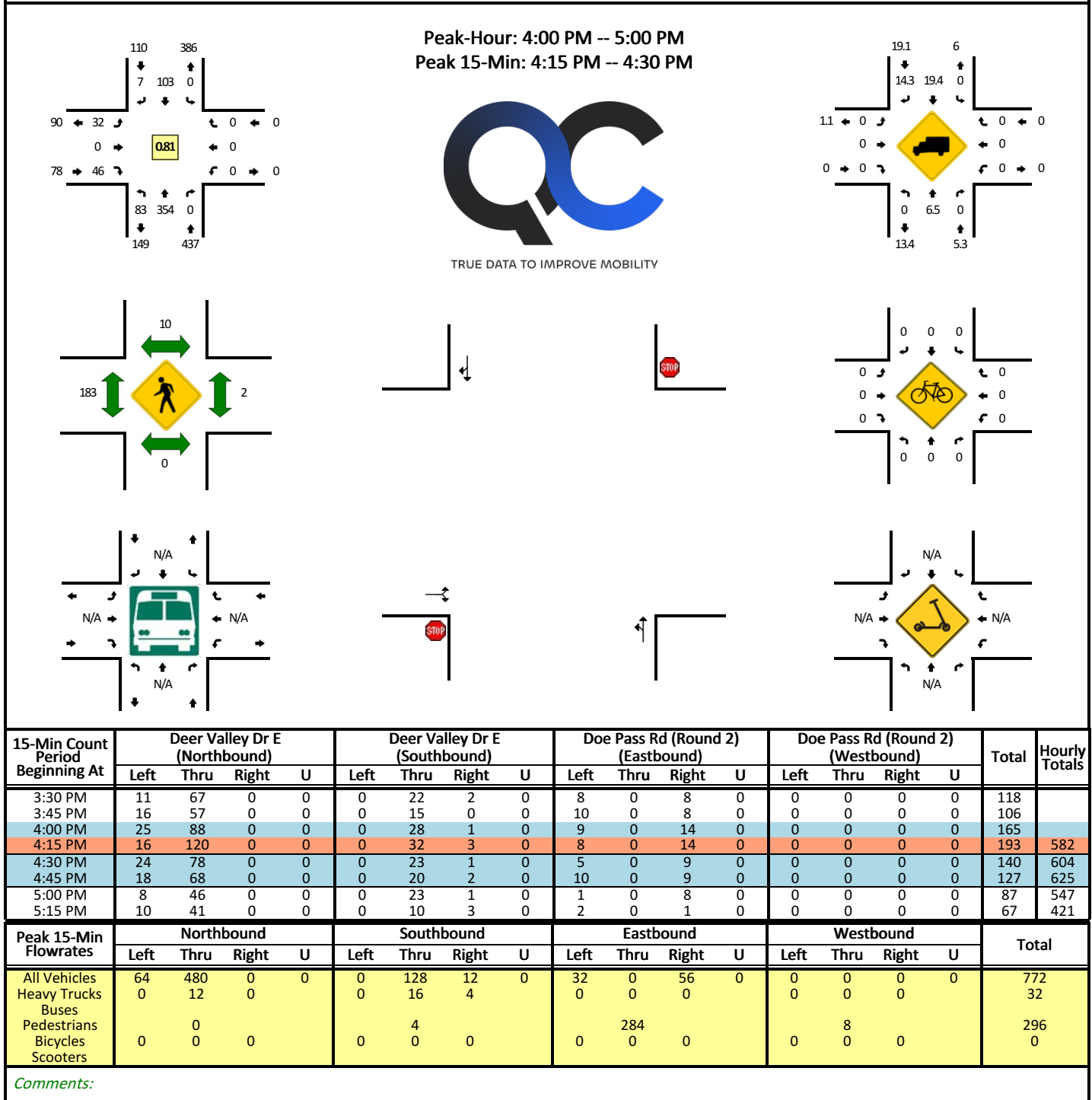
LOCATION: Deer Valley Dr W -- Royal St (Round 2)**QC JOB #:** 16467084**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

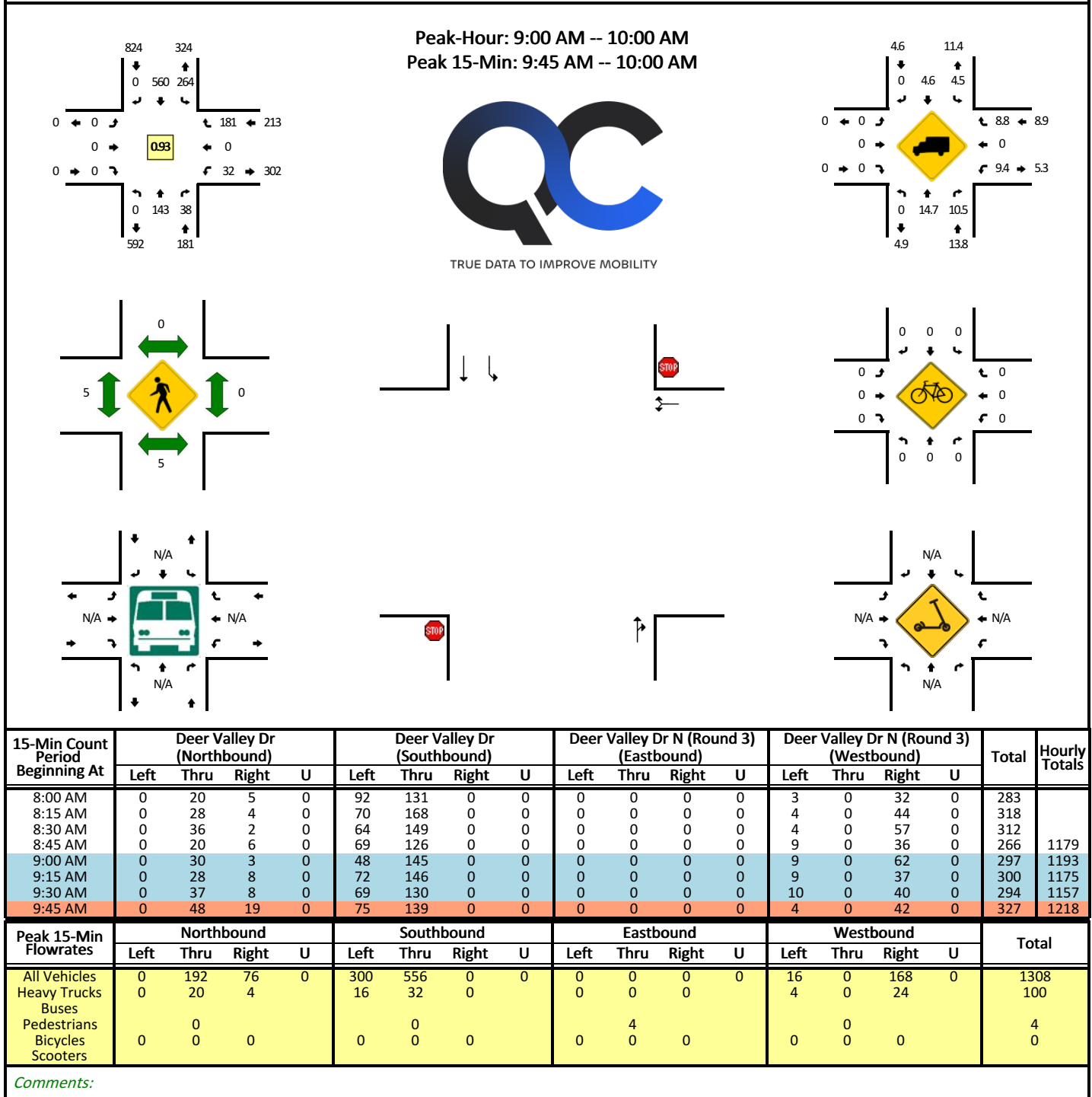
LOCATION: Deer Valley Dr W -- Royal St (Round 2)**QC JOB #:** 16467085**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2)**QC JOB #:** 16467086**CITY/STATE:** Park City, UT**DATE:** Fri, Feb 16 2024

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2)**CITY/STATE:** Park City, UT**QC JOB #:** 16467087**DATE:** Fri, Feb 16 2024

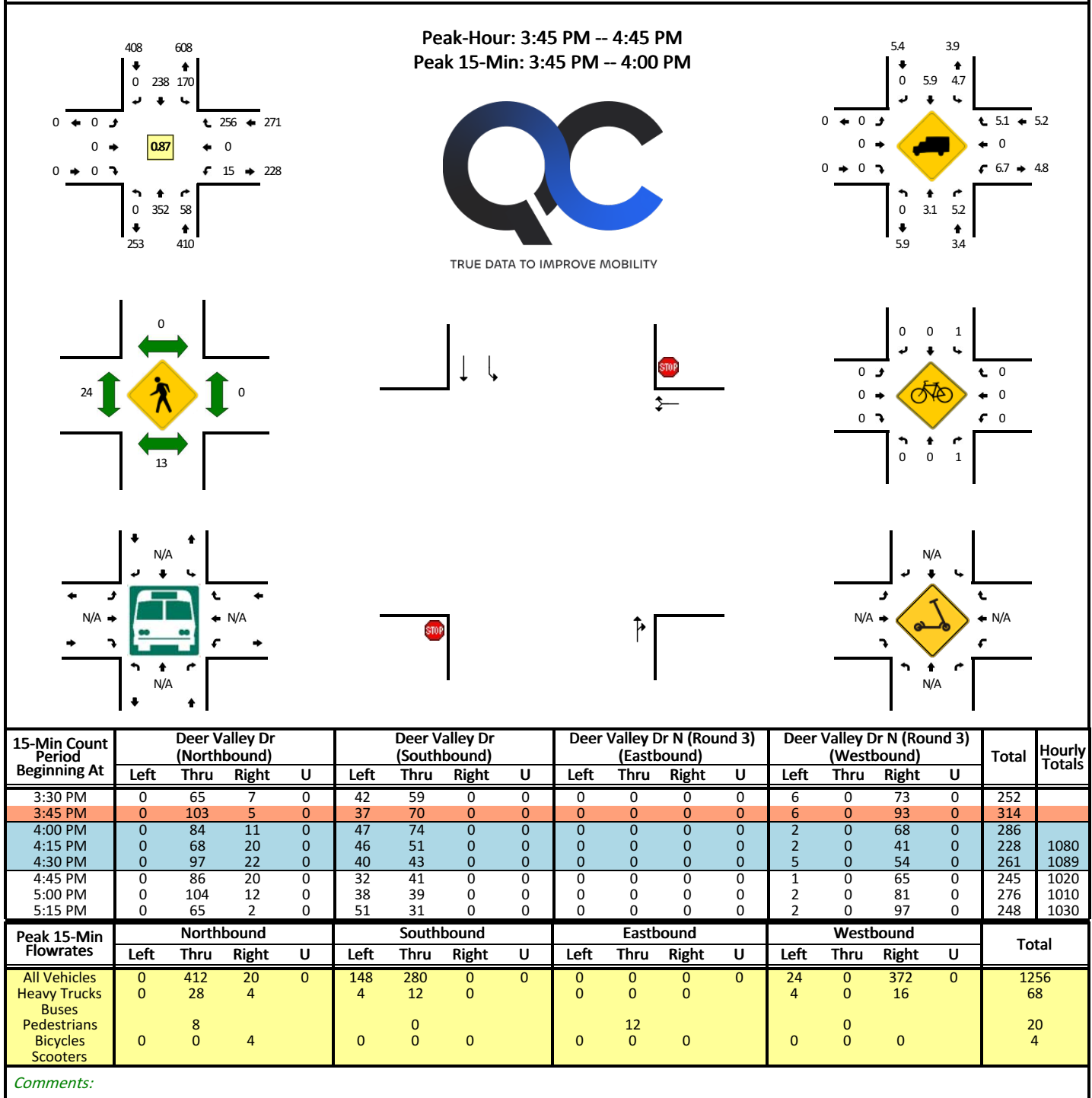
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2)**QC JOB #:** 16467088**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2)**QC JOB #:** 16467089**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 17 2024

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3)**QC JOB #:** 16467090**CITY/STATE:** Park City, UT**DATE:** Fri, Feb 23 2024

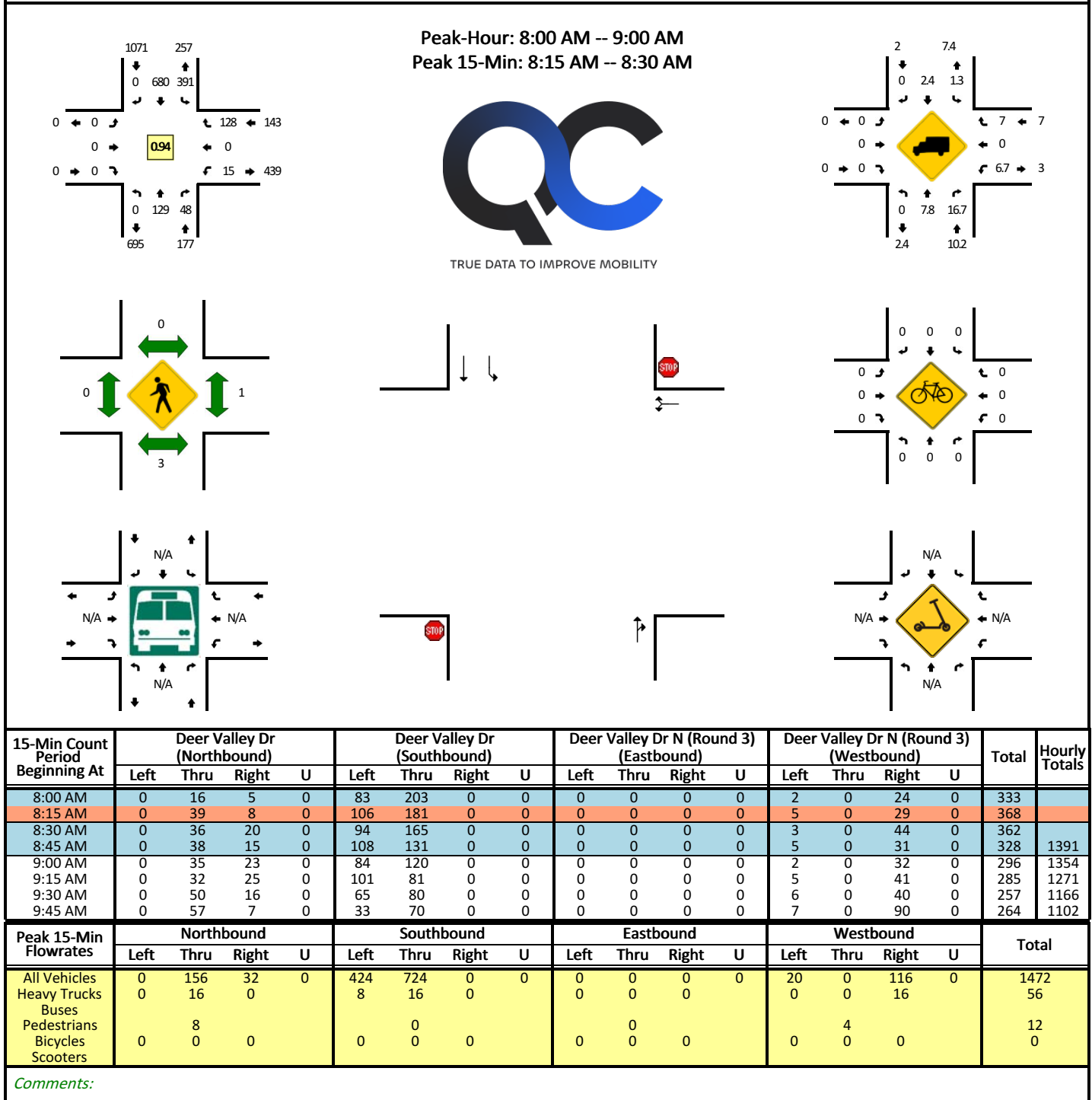
Report generated on 3/6/2024 8:14 AM

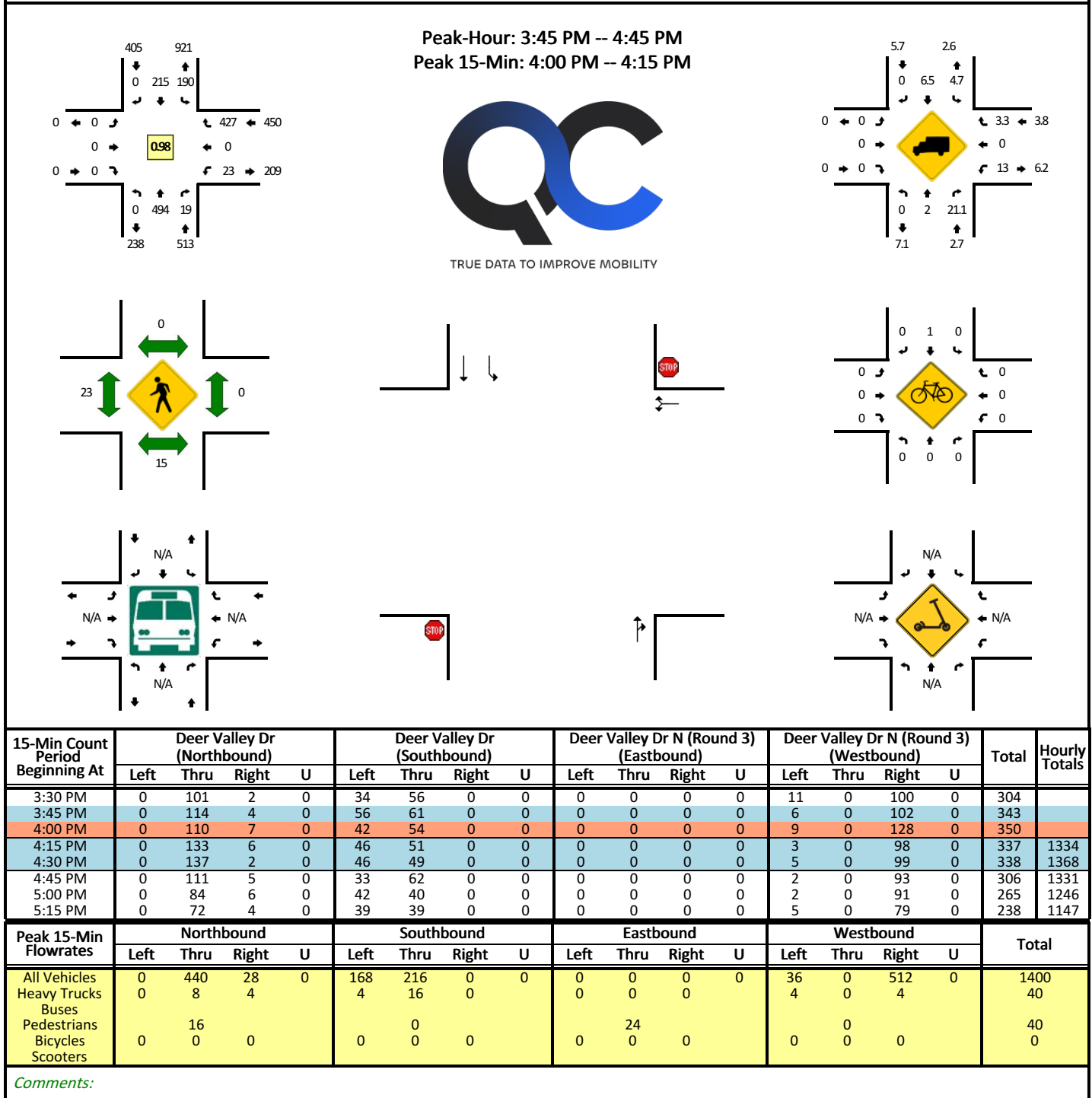
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3)**CITY/STATE:** Park City, UT**QC JOB #:** 16467091**DATE:** Fri, Feb 23 2024

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3)**QC JOB #:** 16467092**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 24 2024

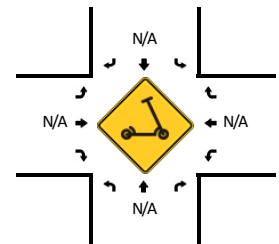
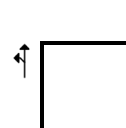
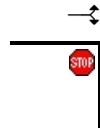
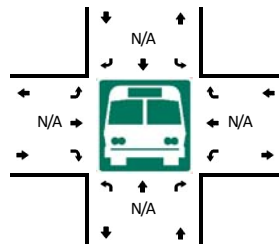
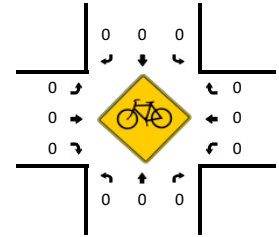
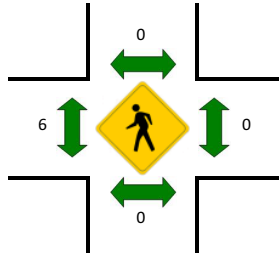
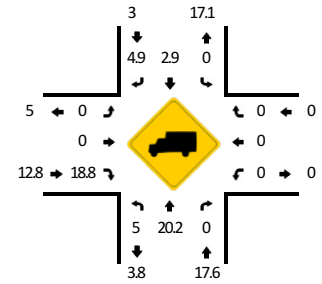
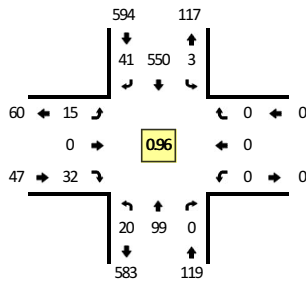
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3)**QC JOB #:** 16467093**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 24 2024

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr W -- Royal St (Round 3)**CITY/STATE:** Park City, UT**QC JOB #:** 16467094**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	0	16	4	0	0	0	8	0	0	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																		

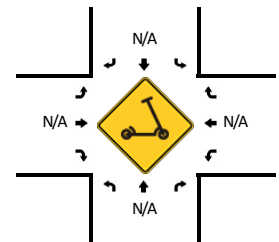
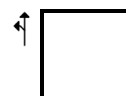
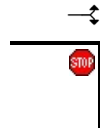
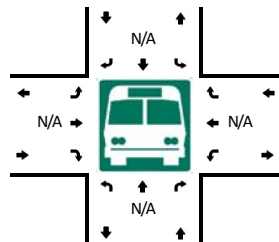
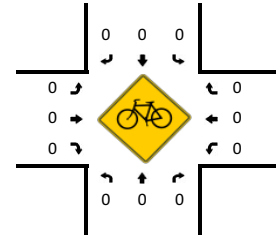
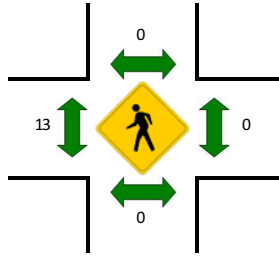
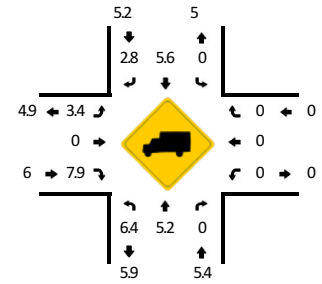
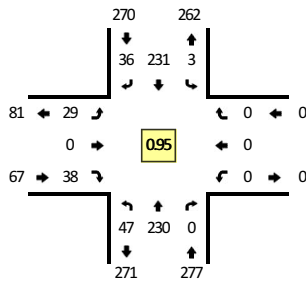
Comments:

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr W -- Royal St (Round 3)**QC JOB #:** 16467095**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 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

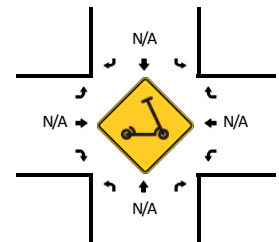
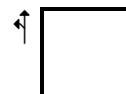
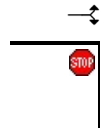
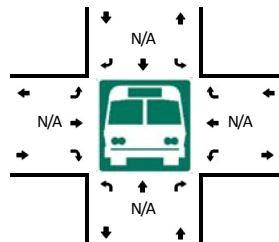
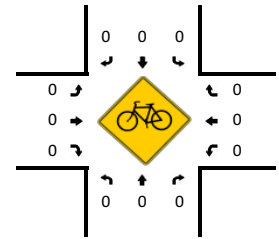
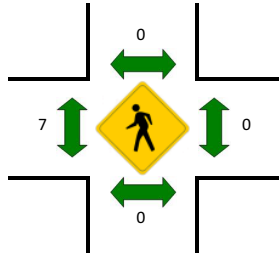
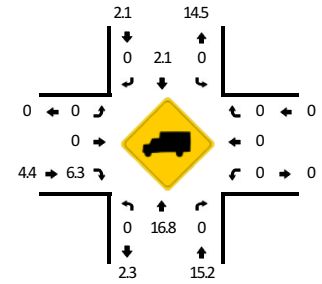
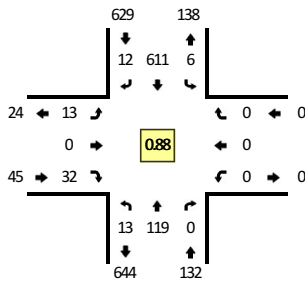
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr W -- Royal St (Round 3)**QC JOB #:** 16467096**CITY/STATE:** Park City, UT**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 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	0	16	0	0	0	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																		

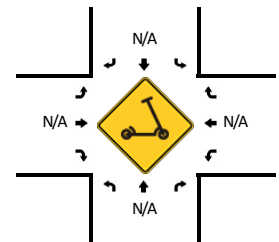
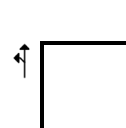
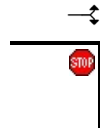
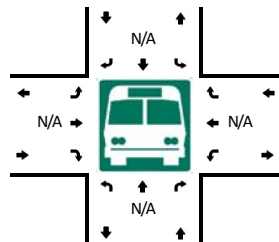
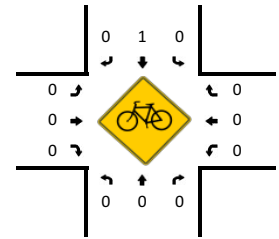
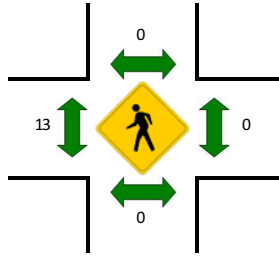
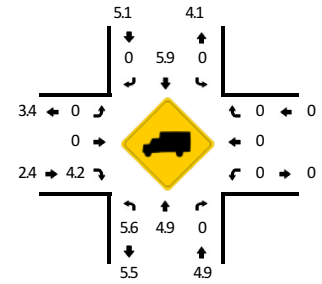
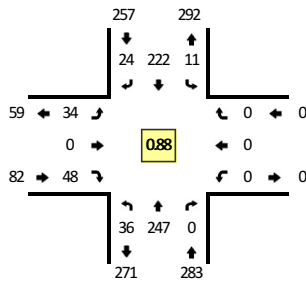
Comments:

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr W -- Royal St (Round 3)**QC JOB #:** 16467097**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 24 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

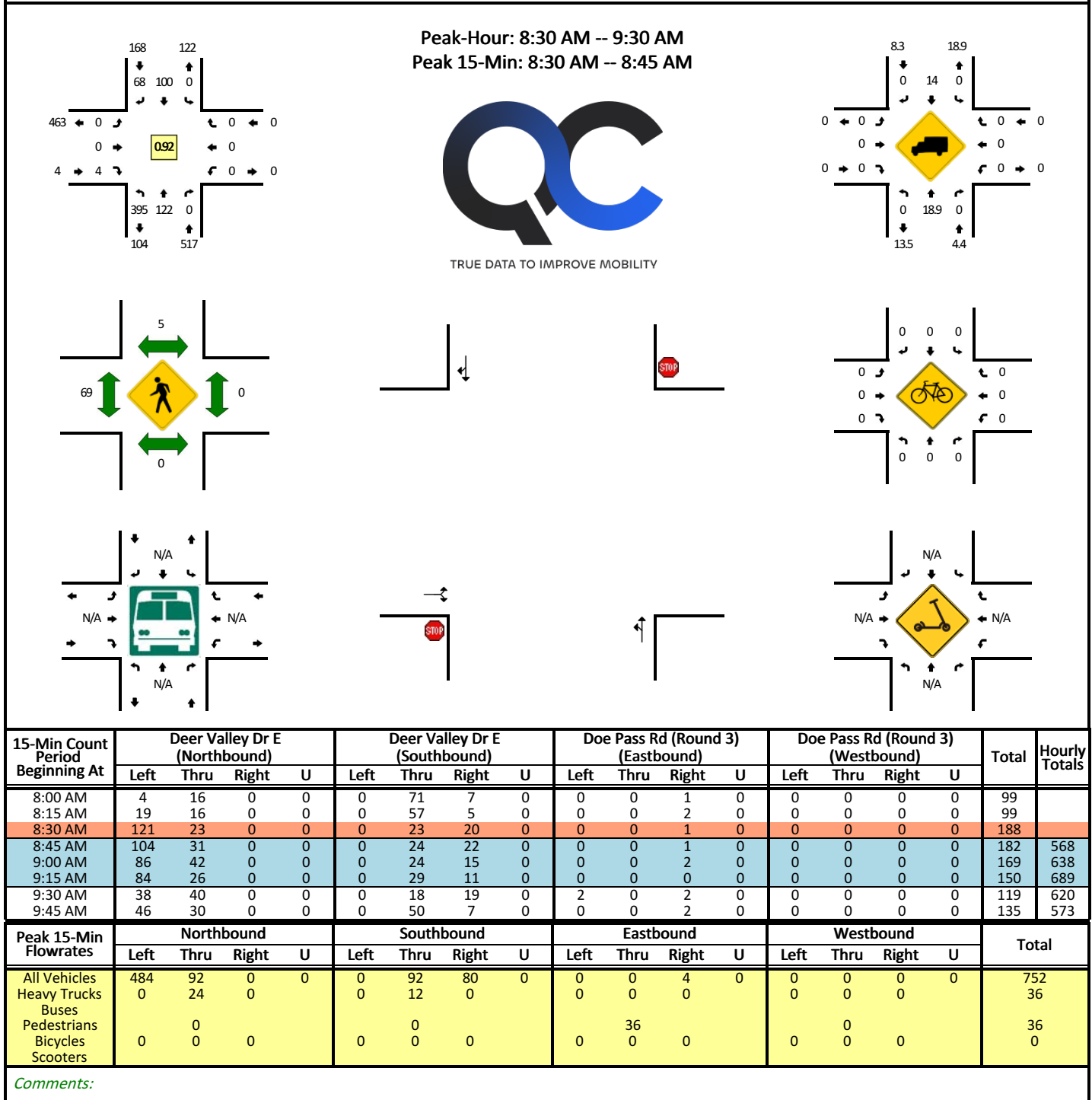


15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	56	0	0	0	61	8	1	6	0	12	0	0	0	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:

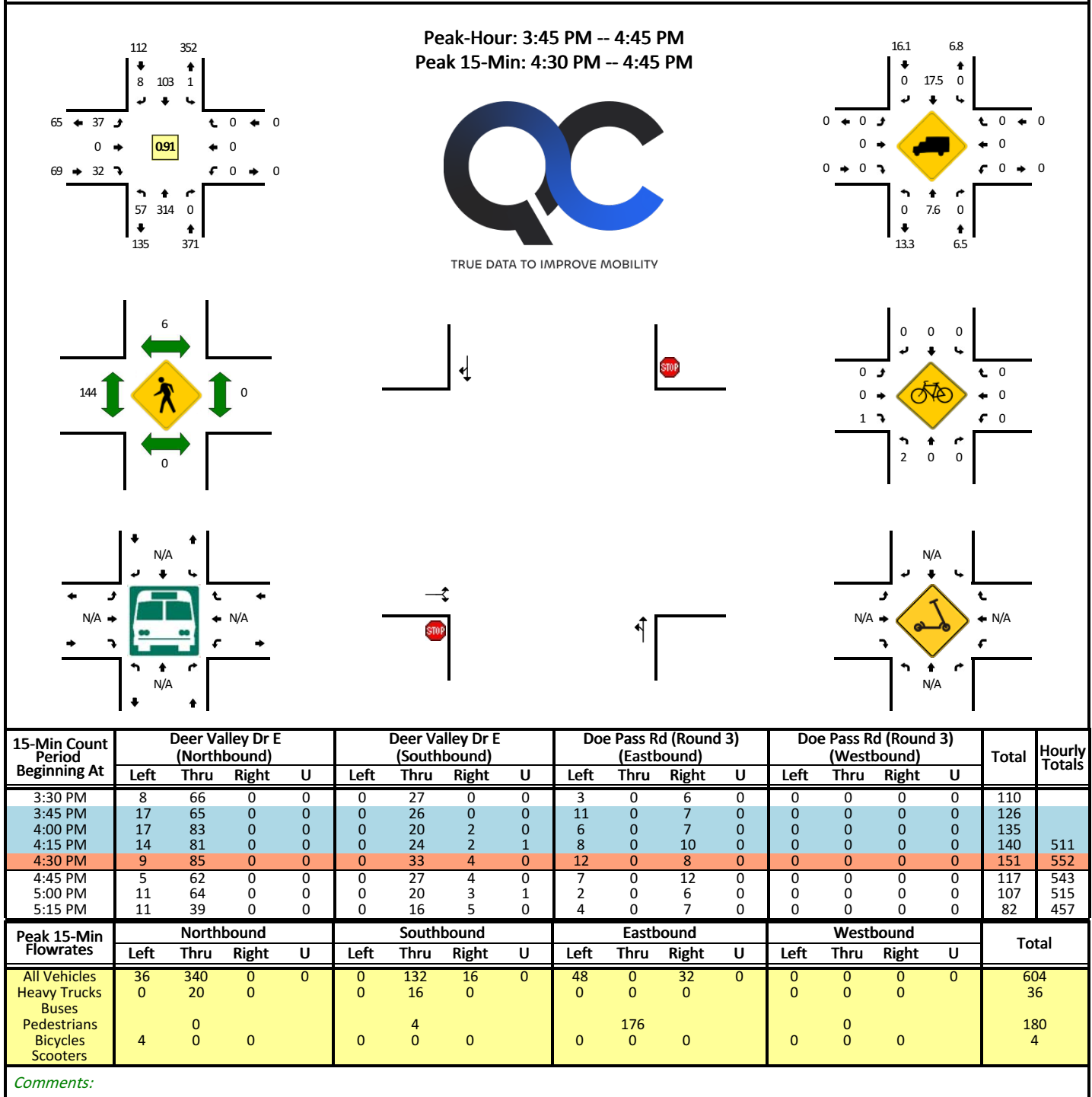
Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3)**CITY/STATE:** Park City, UT**QC JOB #:** 16467098**DATE:** Fri, Feb 23 2024

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

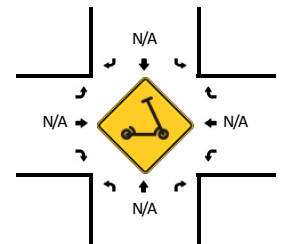
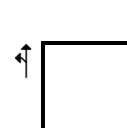
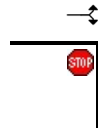
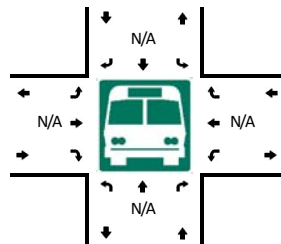
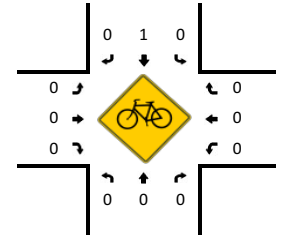
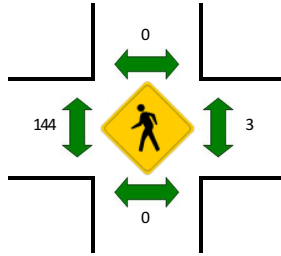
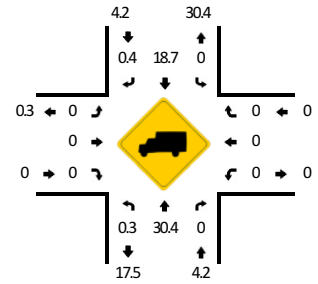
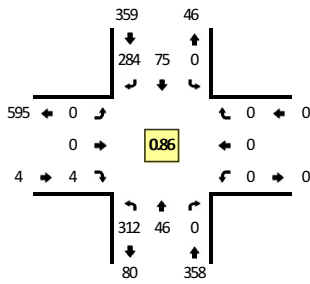
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3)**CITY/STATE:** Park City, UT**QC JOB #:** 16467099**DATE:** Fri, Feb 23 2024

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



TRUE DATA TO IMPROVE MOBILITY

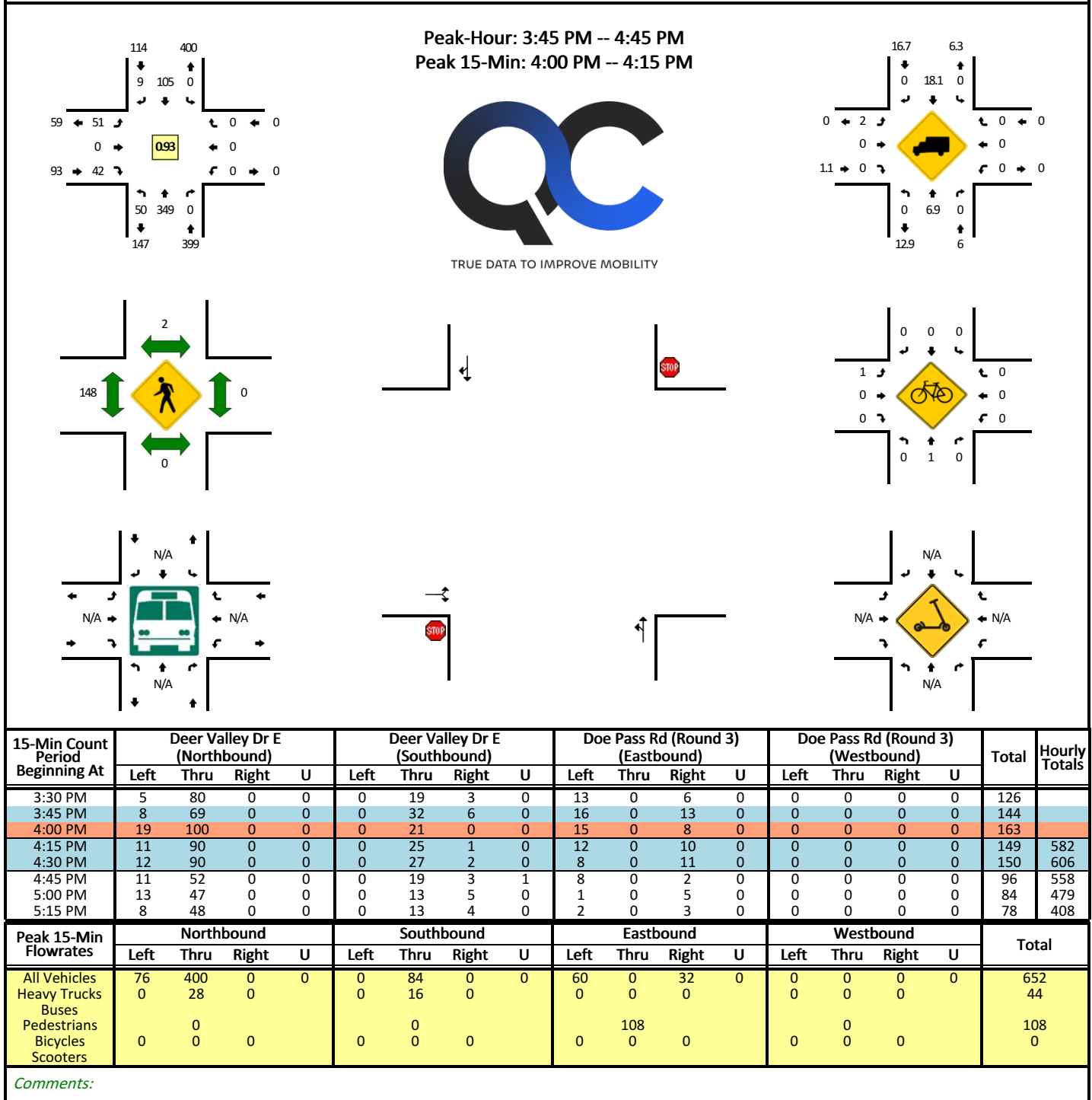


15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	10	0	0	0	62	22	0	0	0	0	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

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3)**QC JOB #:** 164670101**CITY/STATE:** Park City, UT**DATE:** Sat, Feb 24 2024

Attachment C: Model Outputs

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

Snow Park Village
Existing Conditions
AM Peak Hour

Intersection 1

Deer Valley Drive West/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
Existing Conditions
AM Peak Hour

Intersection 3

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

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

Snow Park Village
Existing Conditions
AM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
Existing Conditions
AM Peak Hour

Intersection 7

Deer Valley Drive West/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

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

Snow Park Village
Existing Conditions
AM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
Existing Conditions
PM Peak Hour

Intersection 1 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
Existing Conditions
PM Peak Hour

Intersection 3

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

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

Snow Park Village
Existing Conditions
PM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
Existing Conditions
PM Peak Hour

Intersection 7

Deer Valley Drive West/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
Existing Conditions
PM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Background Conditions
AM Peak Hour

Intersection 1 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Background Conditions
AM Peak Hour

Intersection 3 Solamere Drive/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Background Conditions
AM Peak Hour

Intersection 5 Deer Valley Drive East/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Background Conditions
AM Peak Hour

Intersection 7 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	140	137	97.6%	0.3	0.1	A
	Through						
	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	15	14	94.7%	9.4	0.7	A
	Through						
	Right Turn						
	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	4	84.0%	6.6	12.2	A
	Through	10	10	98.0%	7.2	6.7	A
	Right Turn						
	Subtotal	15	14	93.3%	12.9	10.1	B
SB	Left Turn	10	10	99.0%	16.7	6.4	C
	Through	10	8	83.0%	7.9	3.2	A
	Right Turn						
	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

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

Snow Park Village
2030 Background Conditions
AM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Background Conditions
PM Peak Hour

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Background Conditions
PM Peak Hour

Intersection 3 Solamere Drive/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Background Conditions
PM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

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

Snow Park Village
2030 Background Conditions
PM Peak Hour

Intersection 7 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	280	270	96.3%	6.5	5.0	A
	Through						
	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	330	325	98.5%	88.1	69.1	F
	Through						
	Right Turn						
	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	8	79.0%	11.7	5.2	B
	Through	5	5	100.0%	3.4	4.4	A
	Right Turn						
	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

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

Snow Park Village
2030 Background Conditions
PM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
AM Peak Hour

Intersection 1 Deer Valley Drive West/Deer Valley Drive East Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

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

Snow Park Village
2030 Build Conditions
AM Peak Hour

Intersection 3

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
AM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
AM Peak Hour

Intersection 7

Deer Valley Drive West/Doe Pass Road

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
AM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
AM Peak Hour

Intersection 11 East Driveway (P2)/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
AM Peak Hour

Intersection 13

Deer Valley Drive East/South Driveway (P1)

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2030 Build Conditions
PM Peak Hour

Intersection 1 Deer Valley Drive West/Deer Valley Drive East Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
PM Peak Hour

Intersection 3 Solamere Drive/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2030 Build Conditions
PM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
PM Peak Hour

Intersection 7 Deer Valley Drive West/Doe Pass Road Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	67	65	96.7%	14.8	10.6	B
	Through						
	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
PM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
PM Peak Hour

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2030 Build Conditions
PM Peak Hour

Intersection 13 Deer Valley Drive East/South Driveway (P1) Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Background Conditions
AM Peak Hour

Intersection 1 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Background Conditions
AM Peak Hour

Intersection 3

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

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

Snow Park Village
2040 Background Conditions
AM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Background Conditions
AM Peak Hour

Intersection 7 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	145	141	97.4%	0.2	0.1	A
	Through						
	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	15	14	94.7%	9.4	0.7	A
	Through						
	Right Turn						
	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	4	84.0%	13.0	5.5	B
	Through	10	10	97.0%	9.8	3.0	A
	Right Turn						
	Subtotal	15	14	92.7%	10.8	3.3	B
SB	Left Turn	10	10	98.0%	17.6	5.6	C
	Through	10	8	83.0%	6.6	2.2	A
	Right Turn						
	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

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

Snow Park Village
2040 Background Conditions
AM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Background Conditions
PM Peak Hour

Intersection 1 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Background Conditions
PM Peak Hour

Intersection 3

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Background Conditions
PM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Background Conditions
PM Peak Hour

Intersection 7 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	285	274	96.1%	7.4	4.4	A
	Through						
	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	330	323	97.8%	92.5	65.4	F
	Through						
	Right Turn						
	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	8	79.0%	9.5	1.4	A
	Through	5	5	100.0%	7.3	3.5	A
	Right Turn						
	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

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

Snow Park Village
2040 Background Conditions
PM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
AM Peak Hour

Intersection 1 Deer Valley Drive West/Deer Valley Drive East Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
AM Peak Hour

Intersection 3

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
AM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
AM Peak Hour

Intersection 7 Deer Valley Drive West/Doe Pass Road Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
AM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
AM Peak Hour

Intersection 11 East Driveway (P2)/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
AM Peak Hour

Intersection 13 Deer Valley Drive East/South Driveway (P1) Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

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

Snow Park Village
2040 Build Conditions
PM Peak Hour

Intersection 1 Deer Valley Drive West/Deer Valley Drive East Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
PM Peak Hour

Intersection 3

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
PM Peak Hour

Intersection 5

Deer Valley Drive East/Doe Pass Road

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
PM Peak Hour

Intersection 7 Deer Valley Drive West/Doe Pass Road Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

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

Snow Park Village
2040 Build Conditions
PM Peak Hour

Intersection 9

Deer Valley Drive-Marsac Avenue/OTTC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
PM Peak Hour

Intersection 11 East Driveway (P2)/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	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)		Total Delay (sec/veh)		
			Average	Percent	Average	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

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

Snow Park Village
2040 Build Conditions
PM Peak Hour

Intersection 13 Deer Valley Drive East/South Driveway (P1) Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	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)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	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

Intersection & Movement	Storage Length	Existing		2030 Background		95th % Queue 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

Intersection & Movement	Storage Length	95th % Queue									
		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_SBR	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

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 queueing 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 and 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

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 1**. 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 1: 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

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.

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 TDM 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
Après-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



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.



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

December 2, 2024

Park City Planning Commission
445 Marsac Ave.
Park City, UT 84060

Re: Deer Valley Snow Park Village Development Transit Center and Transit Circulation

Dear Members of the Park City Planning Commission,

On behalf of High Valley Transit, I am writing to express my strong support for the Snow Park Village Development at Deer Valley Resort and the critical improvements it will bring to transit access and overall mobility in the region. This development represents a significant step forward in improving transportation infrastructure and supporting a more sustainable and efficient transit system for both locals and visitors.

I would like to highlight several key elements of the project that directly align with our goals of enhancing transit access, promoting sustainability, and improving the overall guest experience at Deer Valley Resort:

Dedicated Bus Lane along Deer Valley Drive: The introduction of a dedicated bus lane providing direct access to the Snow Park Village will be a game-changer for the efficiency of transit operations. It will allow buses to bypass traffic congestion, especially during peak times, significantly reducing delays and improving reliability. This will make public transit a more attractive and efficient option for both residents and visitors, contributing to reduced vehicle traffic and a more seamless resort experience.

New, Expanded Transit Center: The redesign and expansion of the Snow Park Village transit center will create a modern, larger facility capable of accommodating increased demand. The new transit center will provide passengers with improved amenities, ease of access, and better connections to other modes of transportation in the area. This will enhance the overall experience for riders and ensure that the transit system can keep pace with the growing demand as Deer Valley continues to thrive.

End-of-Line Facilities for Bus Operators: The planned addition of end-of-line facilities for bus drivers will address an important operational need. These facilities will offer essential rest areas and operational support, helping ensure the wellbeing of transit staff and promoting consistent, high-quality service. Well-rested drivers are essential for maintaining the efficiency and safety of our public transit system, particularly during peak seasons.

Electric Bus Charger: The installation of a bus charger as part of the development will support the transition to electric buses, aligning with Park City's broader sustainability goals. This infrastructure will help reduce the carbon footprint of the resort and improve air quality for the surrounding community. It's a forward-thinking solution that enhances the environmental responsibility of Deer Valley Resort and the broader Park City area.

I firmly believe that these transit enhancements will not only improve the daily commuting experience for our residents but will also contribute to the long-term sustainability and growth of Deer Valley Resort and the entire Park City community. By improving access, reducing traffic congestion, and investing in environmentally-friendly technologies, the Snow Park Village Development represents a holistic approach to creating a more livable, connected, and sustainable future.

I appreciate your consideration of these important transit improvements and the positive impact they will have on the region. I fully support the Snow Park Village Development and look forward to the continued collaboration between the planning commission, the resort, and our transit agency.

Thank you for your dedication to creating a better future for our community.

A handwritten signature in black ink that reads "Caroline Rodriguez". The script is cursive and fluid, with the first name and last name clearly distinguishable.

Caroline Rodriguez

Executive Director

High Valley Transit

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.

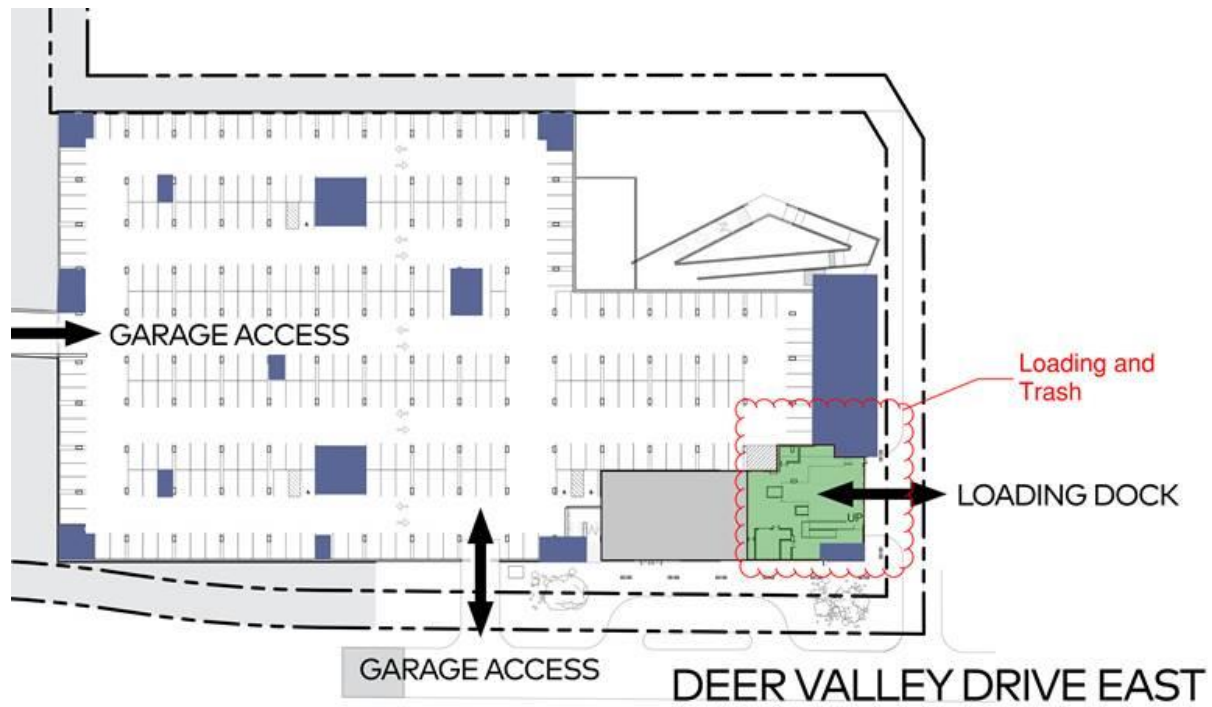
As I mentioned I am generally supportive of the project but there clearly needs to be more thought put into the north edge.

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]

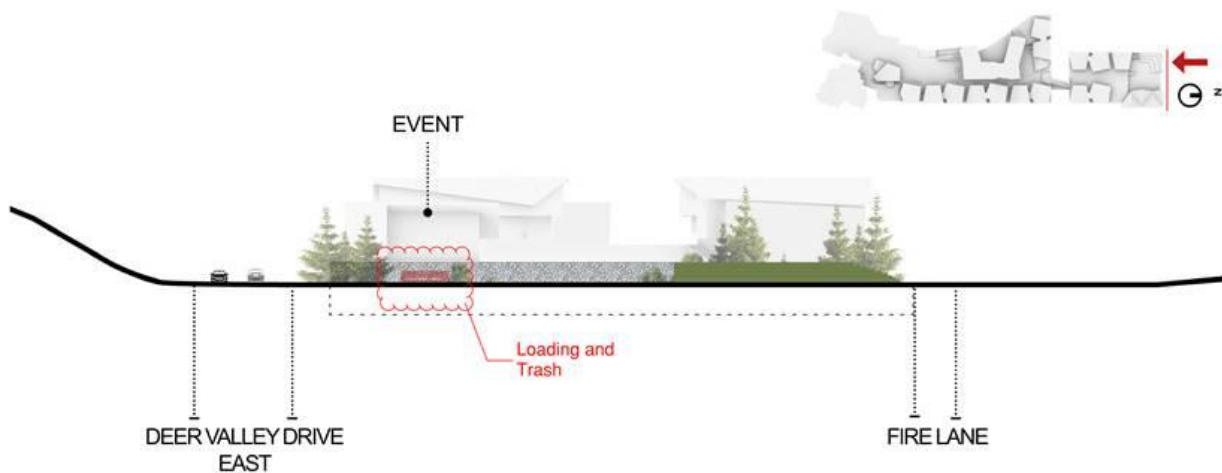
Thanks,

K



Building Elevation_North

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



Kevin Crook | President

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 Commission 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 Commission,

We (Roya and Brad Baldrige) 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.

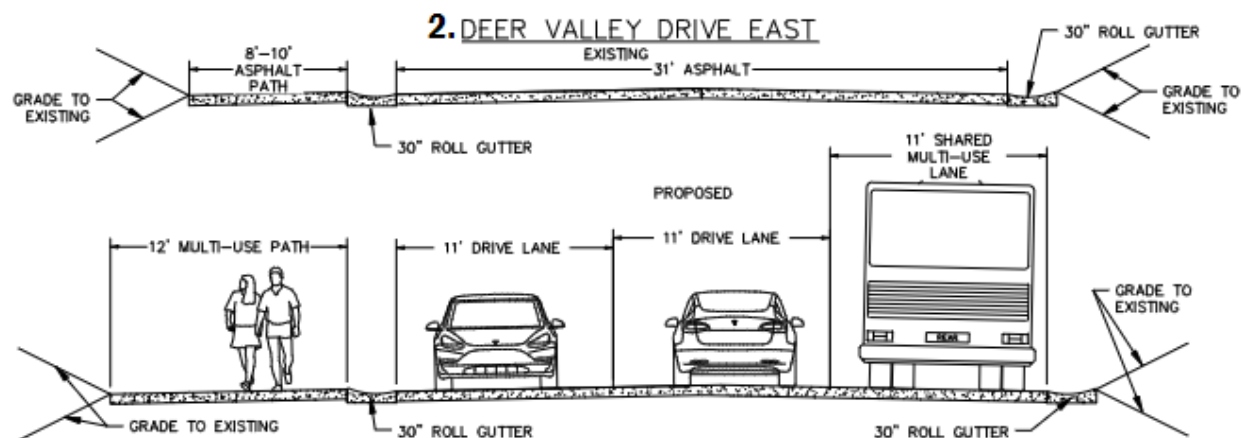
Best,

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 implore 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 this 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 owned(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.

Project hours for both Material Delivery and Construction Vehicles

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

December 11, 2024 | 6:17 p.m.

At a prior planning commission meeting regarding the Deer Valley Resort project, a commissioner asked DVR if residents would be able to easily take a left turn onto Deer Valley Drive West off of Royal St. in the morning peak traffic hours. DVR responded “yes” based on these reasons: (1) roundabouts create gaps in traffic; (2) the volume of traffic through the Doe Pass roundabout will drop significantly because day skiers will exit at Doe Pass to park in the garage; and (3) residents will only have to wait 10 to 20 seconds before being able to turn left.

DVR has not submitted any data that supports these reasons. Roundabouts create gaps when traffic from all entrances of the roundabout are entering the roundabout. In morning peak traffic, vehicles will be entering the Doe Pass roundabout from only one direction — from the Y intersection toward Snow Park; so no gaps will be created. Furthermore, there will 2 lanes of traffic leaving the roundabout toward Snow Park. One of those lanes will not have the option to exit at Doe Pass. DVR has no data showing how many vehicles will exit the roundabout along Doe Pass as opposed to going to the transit hub to drop off skiers. There is no data showing morning traffic through the proposed roundabout will result in residents

waiting only 10-20 seconds to turn left. The commission should ask DVR to provide data supporting its position.

In addition, the commission should ask DVR to justify why a roundabout cannot be built at the DV Dr. West / Royal St. intersection. DVR claims there is not enough room for it, but the commission and the public deserves a more detailed answer, including why DVR can't use some of its land to make room for a roundabout there, if additional space is needed.

Thank you.

Robert Boone President, American Flag HOA

December 11, 2024 | 8:29 p.m.

My name is Meredith Berkowitz, and I reside at In the Trees (ITT) in the snow park area, 84060: Below are the comments I did not get to make when speaking at the 12/11/24 meeting:

- 1) ITT bus stop - we had a bus stop right at the foot of Potters Lane which seems to now have been taken away in the last traffic circulation plan. We would like to ask the Planning Commission to require it be put back, especially as one of the incentives / purposes for the Commission has been to encourage use of public transportation and losing the bus stop makes that harder for our development and encourages us to drive to the resort even though it is a short distance, especially because the DV shuttle service, which is highly used by ITT utilizes that bus stop for a pick up.
- 2) SML by ITT - Will there be or can there be included striping for those making a right turn into and out of ITT so they do not have to make wide turns across a wide sidewalk and new SML traffic lane? Similarly, will the DV shuttle be able to utilize the SML lane? We believe it should, particularly to facilitate drop offs and pick ups and to minimize travel and wait times.
- 3) Northbound Egress for ITT - Currently the only egress for ITT is to turn south onto DVD and then u-turn by Royal Street. Under the new plan, this would remain unchanged. However, given that DV seems able to regrade at Doe Pass to put in a traffic circle, I have to once again ask if there a way to regrade Deer Valley Drive by Potters Lane to allow ITT direct egress to cross the median to head northbound toward town rather than forcing ITT residents to turn right, go up to the new roundabout and then back down.
- 4) Snow removal - It is still not clear to me with the widening of the roadway to 2 lanes near ITT and the widening of the sidewalk, what will happen to the snow removal. A wider roadway and sidewalk will require more cubic feet of snow being removed compounded by losing space on the roadside and median for the removed snow. We ask that the Commission ask Deer Valley to include a plan for snow removal as part of their traffic circulation and roadway expansion plans.
- 5) Real-time parking management - What is the nature of the proposed real-time parking management? Is it an app? Is it digital signs? If signage where will they be placed? With respect to increased way finding signs, to preserve the charm of the resort and the viewsheds as you enter and approach the resort, we would not want to see the area overwhelmed with a proliferation of new road signs, of course balanced with the benefits better way finding signage can provide.

The below comments, I did make at the meeting but repeat them here for purposes of the record:

1) Day Skier Parking - As mentioned during the meeting, it would be helpful to have more detail or the study that shows that club skier parking usage is 52% at peak and only 15-30% on off-peak days. Also, I have some concerns as to whether or not a shift of those club spots to retail / restaurant would see trip generation increase in am/pm peak hours. To me, this doesn't make sense as retail opens later and restaurants are busiest in the evening hours or at lunch when others are not traveling to/from the resort, or non-peak hours. As another speaker noted, it would be helpful to perhaps have a condition of approval that club use would be similar to what it is now with the existing clubs.

2) Reservation system - Todd mentioned what they want to avoid is coming up to the resort and having no parking, which is something we are all I think aligned with. The big benefit to reservations is that it helps best spread out the traffic. If you know you have spot, you don't have to rush up to be there when the resort opens. First come, first served, means you have to always try to get up there early, during the peak hours. In terms of the concern expressed of having a spot that then doesn't get used, just like the reservation system for lift tickets, there could be a fee charged for being a no show or not canceling with sufficient notice to allow someone else to grab that spot. Another option is to use a system similar to that used by some airports where you reserve a specific entry and exit time, which would then allow whomever is managing the garage usage/parking to know the exact usage for any spot. It actually might make sharing of spots much more efficient. As one of the Commissioners mentioned, a real-time counter would be very helpful. Also, at these airport parking garages, a premium is often offered to have an assigned spot vs having to take any available spot.

3) Revenues from the parking garage being pledged to the PID and having to treat everyone the same. If spaces can be set aside for club parking, why are they not able to be set aside for a reservation system?

4) Transportation Demand Management (TDM) programs - These still seem like wish and hope vs concrete plans that will have a definite reduction. Paid parking, requiring employees to use transportation or shared vehicles, these seem like they would be much more effective, especially during the construction phase when parking will be very limited as is. Employees in particular arrive and depart at the same time, and would not be part of the "lingering" strategy of reducing the traffic on Deer Valley Drive during peak PM hours. If the goals are a) Reduce all car trips, b) increase alternate modes usage, including carpooling and c) increase peak period spreading, it would seem implementing some type of plan for employees (not just incentives) would go far further in meeting these goals. Marketing campaigns and signaling (way finding and real-time parking info) are helpful but they won't solve the issue. With the new development, the retail and hotel are only going to bring more "employees" to the area. Could employees be required to use the new DV East parking, or the remote parking, especially during construction but also afterward, with a possible shuttle from DV east parking to snow park for those employees that need to get to snow park other than via on-slope? Or maybe a private DV Transportation that picks up employees at a remote parking lot and shuttles them to the resort?

5) Ski club - math isn't matching on the trip generation - the memo from Fehr and Peers says 3 trips per stall and there are 250 stalls which is 750 trips yet the table on total trips is only at 500. What accounts for the extra 250 trips removed? Thank you to both you and to Deer Valley and its advisors for all of your time and continued thought given to this project.

I ask that this email be made a part of the record on this matter.

Meredith Berkowitz In The Trees Homeowner and Board Member 84060

December 11, 2024 | 10:39 p.m.

Without a doubt, the P.M. traffic issue, or "red snake" as we affectionally call it (given all I can see from my house are red tail lights from the Marsac circle to Bonanza Dr. after most ski days) is a critical problem. While the KSL/Deer Valley development will undoubtedly make this worse, and I hate to say this, but it really isn't their problem to solve. The problem is so chronic and extensive that only the City, by making some very hard + radical decisions, can solve it. For example, only allowing buses from outside of 84060 to Snow Park....building light rail...a gondola from the Bonanza District with underground parking are all possible solutions.

As Einstein said "Insanity is doing the same thing over and over again and expecting different results." Allowing more cars to Snow Park fits the bill. By the way; I waited 6 minutes on Bonanza Drive @ 5pm today to reach 248...and it's only Dec. 11...and the skiing conditions are poor.

Two comments/requests: 1. The DV traffic study ignored the Rossie Hill/DV Drive intersection, even though it's right between the "Y" and the Marsac Circle. Making a left onto DV Drive to head north is just as bad as the Mellow Mountain intersection during the red snake. With all of the talk of adding traffic lights, I would request a temporary traffic light at the DV - Rossie Hill Drive intersection that can be remotely triggered by a resident turning onto DV Drive from Rossie Hill Dr (or Sunnyside). And yes, the technology exists to do so. This will add zero travel time for skiers leaving DV, since they will inevitably merge into the red snake.

2, The traffic study (conveniently!) ignored the five years of construction traffic that will dominate DV Drive. Dump trucks, tractors, subcontractors in their Ford 450s, etc. will be a substantial problem. Has the Commission received any comfort that DV has a mitigation strategy for this problem? Thanks, Sean Kelleher

December 16, 2024 | 10:32 a.m.

Dear Honorable Mayor, Park City Council, Park City Planning Commission and Alterra Mountain Development Company,

I attended the December 11, 2024 council meeting regarding the Snow Park Development via Zoom. I have attended other meetings on this topic in person and via Zoom and have written to all of you before. I have been an 84060 resident since 2013 and a Park City visitor since the early 1980's.

I am not opposed to many of the Snow Park development plans but have some questions following the December 11th meeting. I may not have all the information or experience necessary to properly evaluate these topics. I am interested in learning more and having the best possible outcome for all impacted by this project. My questions are summarized below. I did raise my questions during the December 11th meeting because I knew it would take more than the allowed three minutes to do so.

I hope someone will respond.

Please feel free to make this part of the public record.

1. If I correctly understood the comments made at the start of the December 11th meeting by the traffic consultant retained by Alterra, there is an updated report or study that has data supporting a revised assumption. The revised assumption is that Snow Park daily trips per

household or living unit (not sure of the exact definition) are now expected to approximate four (4) trips per day, significantly less than an earlier estimate of a little over eight (8) trips per day. I am pleased to hear because I am concerned about how Park City and Deer Valley residents and visitors will cope with the additional traffic.

If my understanding of comments offered by the traffic consultant are correct, what time period is the new study data based on, is the new study data based on, or inclusive of, Covid pandemic years and does the new study specifically address metrics for resort towns or environments where there are seasonal peaks?

2. The discussions of a Deer Valley resort car parking reservation system, ways to determine car head count and parking price incentives tied to high occupancy passenger head count were helpful. I was disappointed to hear what I sensed as Alterra's lack of support for these suggestions but noted their statement that "nothing was off the table". I hope these and other options are given more consideration.

Technology and practices exist today for adoption of these ideas. They do not require complex administration, they would provide incentives for day skiers to have high car occupancy, they would provide greater certainty of the number of daily skiers which would be helpful for mountain and traffic management, and fees tied to reservations or parking could be a source of funds for parking garage financing if reservation fees were non-refundable.

3. To what extent and how has Alterra validated their belief that the amenities of the new Snow Park base area will result in day skiers staying at the resort for some time post lift closing? This has been postulated numerous times by Alterra as helpful in reducing peak end-of-day traffic.

I have been a skier since the 1960's. Prior to 2013, I was a day skier or vacationer at many large and small ski resorts in the Northeast and Western US. My experience has been that day skiers have longer drives home than locals and vacationers. Day skiers typically favor heading home soon after lifts close because they are tired after an early morning rise and full day on the slopes. Day skiers are less likely to delay heading home if they have traveled in a car with a group of people who can have different post-ski day commitments. My experience suggests the skiers who are most likely to use base area amenities post ski day are those who are vacationing in the area or are living locally. Perhaps I have misunderstood the thinking on how this may reduce peak end of day travel. I am open to understanding how my experiences may not be representative of norms.

Thank you for allowing me to submit these questions.

Sincerely,

Dean E. Swick

January 13, 2025 | 8:21 a.m.

Dear Park City Planning Commission Members,

Someone in Park City government needs to stand up for Park City citizens regarding the proposed Deer Valley Resort project at Snow Park. Right now, that needs to be you.

In connection with the ROW Vacation, this Commission provided City Council with a list of concerns about vacating the ROW to allow the project to proceed. City Council largely ignored mitigating those harms, specifically including the myriad traffic issues getting in and out of Snow Park, particularly on the many peak days during ski season.

Now, DVR is attempting to get around the 1,360 day skier parking cap to which it agreed to obtain City Council's approval to vacate the ROW. This cap is, according to DVR and the City, a so-called 20% parking reduction. It is not. DVR's Snow Park parking lots accommodate 1,300 spaces. Almost all of the remaining 400 spaces DVR uses for "overflow" parking are along a public street. In its MPD application before the Planning Commission, DVR now says the bonds that will be issued through a Public Infrastructure District ("PID") to finance the parking garage cannot be repaid unless DVR can charge for all 1,360 day skier spaces. DVR wants to designate 250 of the additional 611 commercial use parking spaces in the proposed garage for its so-called "ski club" members.

Simply put, ski club members are day skiers. Yet, DVR disingenuously claims they are different. This is just another example of DVR's sharp tactics to get what it wants, without regard for mitigating the traffic issues. DVR would rather have another 250 day skiers clog our streets than 'absorb the cost' of its ski club members – who by the way pay DVR membership fees that include their parking – for using the 1,360 day skier spaces. DVR is simply trying to scare you into believe that the parking garage can't be paid for unless ski club members are excluded from being classified as day skiers. In other words, DVR doesn't want to pay for a giant parking structure designed to attract as many vehicles and people as possible to generate an enormous revenue stream to line the pockets of Alterra's private equity investors, all the while exacerbating the traffic fiasco.

The Planning Commission should not allow ski club members, or any other type of day skier, to occupy any of the 611 commercial use spaces. The non-binding Letter of Intent ("LOI") the City and DVR signed in December 2023 clearly states that day skier parking is capped at 1,360 spaces. Any more than that is prohibited. Even the City said so in its description of the so-called Public-Private Partnership Agreement ("PPPA") before the ROW vacation vote.

The LOI states:

DVR shall amend the current MPD permit, subdivision plat(s), and CUP application(s) with a proposed 13th Master Plan Development Permit. The new MPD shall include the following mitigation measures:

- Parking for all of Snow Park shall be limited to 1,971 parking spaces, including the eventual construction of Phase 3 on the current Lot 5 parking lot. Only 1,360 parking spaces may be designated for day skier use. The remaining 611 parking spaces are designated for hotel, residential, dining, retail, entertainment, and commercial uses, and prohibited from day skier parking. Paid parking shall be implemented as part of TDM.

The "Park City / Deer Valley Proposed Public-Private Partnership Summary" dated November 30, 2023, prepared by the City, states:

The hotel, residential, dining, retail, and entertainment parking spaces will be prohibited for day skier parking.

In the “Frequently Asked Questions,” dated December 6, 2023, that the City prepared in advance of the Council’s vote to vacate the ROW, the City states:

In addition to the reduction in day skier parking spaces, the agreement prohibits the use of the new commercial parking spaces for day skier parking, so there is no “workaround” for additional overflow parking at busy times.

The City’s “Supplemental Frequently Asked Questions,” dated December 13, 2023, states:

6. The Planning Commission’s review of the Snow Park MPD will include, but is not limited to:

a. Traffic circulation meets city standards....

8. The ROW Vacation request is contingent on future City Council actions and/or direction, including the PPPA, annual budgeting, and PID authorization:

a. The final partnership agreement (based on the partnership terms/LOI) and requires additional vote(s), and includes several items such as:

1. PID authorization process, including the amount of the PID;

* * *

6. Aggressive neighborhood mitigation plans to minimize Snow Park visitation impact and construction impact overflow into abutting neighborhoods both during and after construction.

The only way to mitigate the traffic in and out of Snow Park is to significantly reduce the number of day skier parking spaces from the 1,360 cap. No matter how many parking spaces there are, and no matter how many passengers are in the vehicles, those parking spaces will be filled on most ski days. In other words, if there are 1,360 day skier parking spaces available, there will be 1,360 vehicles on the road in and out of Snow Park on most days. That is too many. Last year, we had 68 peak ski days. We’re fools to believe that carpooling and increased use of public transportation alone will mitigate the traffic problems.

It is incumbent on the Mayor, City Council and Planning Commission to improve traffic in this town. DVR does not have approval for a PID for its parking garage, yet it is using its anticipated PID approval to leverage your Phase 1 approval for 1,360 day skier parking spaces in the proposed parking garage and leave open the door for DVR to, later in the MPD process, exceed the day skier parking cap to which it previously agreed.

Furthermore, Planning Commission is not required to approve 1,360 day skier parking spaces in the garage. Planning Commission can and should require impose a significantly lower day skier parking cap for the proposed parking garage to meet the City’s traffic circulation standards and to minimize Snow Park visitation impact.

As part of its construction plan, DVR will have a significantly reduced number of day skier parking spaces in Snow Park during construction of the garage – indeed, only 400-500 parking spaces will be available during the 2025-26 ski season. The reduced number of parking spaces during next year’s ski season will prove, conclusively, that the one and only way to mitigate the existing traffic problem is to reduce the day skier parking to such levels on a permanent basis.

Now is the City's one and only chance to get it right with regard to mitigating the traffic problems.

Your truly,

Robert E. Boone III

President, American Flag HOA

January 15, 2025 | 3:49 p.m.

I Zoomed into the last planning meeting on December 11th about the Deer Valley development project.

Here are my quick thoughts having been a visitor to DV ski area over many years and now living there part-time.

Before we could afford to stay at The Lodge, we took public transit from town. It was beyond cumbersome to wear our ski boots, carry our skis and poles, etc. It was hardly a vacation to commute back and forth to the mountain. As soon as we were able to stay closer to the mountain, we did. I have listened to Alterra's plans for a transit center many times. Here's what I know from my experience:

Alterra thinks guests are going to ride the bus from the transit center to get to the mountain two or three minutes sooner. That's crazy (in my opinion.) DV class skiers, the ones who come back year after year, don't care about carpooling, don't want the inconvenience of riding a bus with their gear (even if it's just for the first and last days), really don't care about a DV gift card (because they're skiing at DV, they can afford whatever the gift card would purchase) or free basket checks. (These were all Alterra's idea to reduce traffic during peak hours.) And, since many travel with small children, it becomes even more of a challenge with all of their gear.

I have been in DV and even as late as 5:00pm in the winter, it took me 35 minutes because of traffic from the intersection of Queen Esther and Deer Valley Drive North to get to Windy Ridge Cafe. I think the planning committee, the councillors, and especially Alterra employees, should actually time themselves during peak hours and see what traffic is actually like, not some number based on a survey done a couple of years ago.

Sincerely,

Martha Lieberman

This can be posted as a public comment and submitted to the next planning meeting.