**PARK CITY PLANNING COMMISSION MEETING**
**SUMMIT COUNTY, UTAH**
**February 26, 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. MINUTES APPROVAL**

2.A. Consideration to Approve the Planning Commission Meeting Minutes from February 12, 2025

**3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES**

**4. PUBLIC COMMUNICATIONS**

**5. REGULAR AGENDA**

5.A. **7720 Royal Street – Modification to Conditional Use Permit** – The Applicant Proposes to Expand Two Existing Faux Chimneys by a Combined 20 Square Feet and Install Telecommunications Equipment in the Faux Chimneys and an Existing Equipment Room. PL-24-06355 (20 mins.)
(A) Public Hearing; (B) Action

5.B. **91 King Road – Steep Slope Conditional Use Permit** – The Applicant Propose to Construct a New Single Family Dwelling in the Historic Residential - Low Zoning District. PL-24-06329 (20 mins.)
(A) Public Hearing; (B) Action

5.C. **2250 Deer Valley Drive South – Conditional Use Permit** – The Applicant Proposes to Construct the Bottom Terminal for Ski Lift 7, a 1,185-Square-Foot Lift Storage Building, a 1,464-Square-Foot Pumphouse, and a Re-aligned 0.3-mile Ski Run in the Recreation Open Space Zoning District and Sensitive Land Overlay. PL-24-06291 (30 mins.)
(A) Public Hearing; (B) Action

5.D. **Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit and Phase I Conditional Use Permit** – The Applicant Proposes a Three-Level Parking Garage with up to 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 (120 mins.)
(A) Public Hearing; (B) Action

5.E. **Snow Park Village – Subdivision** – The Applicant Proposes Snow Park Village Lot 1, a

24.28-acre Lot Including Snow Park Lodge and the Future Snow Park Village in the Residential Development Zoning District. PL-22-05168 (20 mins.)
(A) Public Hearing; (B) Continuation to a Date Certain

## 6. ADJOURNMENT

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

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

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

**PARK CITY MUNICIPAL CORPORATION**
**PLANNING COMMISSION MEETING MINUTES**
**COUNCIL CHAMBERS**
**MARSAC MUNICIPAL BUILDING**
**FEBRUARY 12, 2025**

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

**EX OFFICIO:** Rebecca Ward, Planning Director; Alec Barton, Senior Planner; Mark Harrington, City Attorney; Virgil Lund, Planner II; Lillian Zollinger, Planner III, Becky Gutknecht, Public Improvements Engineer

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## 1. ROLL CALL

Chair Sarah Hall called the Planning Commission Meeting to order at 5:32 p.m.

## 2. MINUTES APPROVAL

### A. Consideration to Approve the Planning Commission Meeting Minutes from January 8, 2025.

**MOTION:** Commissioner Van Dine moved to APPROVE the Planning Commission Meeting Minutes from January 8, 2025. Commissioner Frontero seconded the motion. The motion passed unanimously.

### B. Consideration to Approve the Planning Commission Meeting Minutes from January 22, 2025.

**MOTION:** Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from January 22, 2025. Commissioner Sigg seconded the motion. The motion passed unanimously.

## 3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, shared information about public comments made during the Planning Commission Meeting. She asked those sharing comments to state their full name, sign in, limit comments to three minutes or less, and direct comments to the Commission. Additionally, she asked that comments be related to the item that is scheduled for review. She stressed the importance of civility during comment periods.

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## 4. PUBLIC COMMUNICATIONS

There were no public communications.

## 5. WORK SESSION

**A. General Plan –** Consultants Design Workshop Will Provide an Overview of Existing Conditions and Trends, Project Updates, and the Upcoming March 4, 2025 Community Meeting. PL-24-06358.

Director Ward reported that the Work Session item relates to the General Plan. She reminded Commissioners that the General Plan identifies 10 different neighborhoods. A meeting was hosted for each neighborhood so residents had the opportunity to review the recommendations in the 2014 General Plan and provide feedback on this process.

Jessica Garrow from Design Workshop is attending the Planning Commission Meeting virtually and will share an overview of the General Plan update process. Ms. Garrow summarized the items that will be reviewed during the presentation, including a project update, drivers and trends, survey summary, draft vision, and land use and growth scenarios. The last two items will be important for the upcoming community engagement.

A General Plan is a guiding document and high-level policy document that provides a guide for the future of Park City. Five elements have been identified: Community Character, Transportation, Housing, Water and Preservation, and Sustainability. Some of those items relate to State requirements and others are based on comments from the community engagement process. These five elements are the anticipated focus areas and will provide long-term strategic guidance to the City and decision-makers.

The project timeline was reviewed. Ms. Garrow explained that the General Plan process has been divided into five different phases. Currently, the process is between Phase 3 and Phase 4. During the first two phases, the focus was on community engagement and information gathering about existing conditions. Community visioning and goals will continue to be a focus in Phase 3 as part of the community engagement process in early March. From there, it will move to finalization of the plan in Phase 4 and Phase 5. The goal is to have a draft document of the General Plan ready for adoption in the summer.

Ms. Garrow reviewed the different engagement windows. She reported that in Engagement Window 1, the community was engaged through several neighborhood meetings as well as a statistically valid survey. There were several Advisory Board Meetings, Technical Committee Meetings, and a General Plan Advisory Group Meeting. In addition, there were one-on-one interviews with the City Council. Staff has also completed some neighborhood-specific meetings to provide community members the opportunity to share specific insights. Engagement Window 2 is currently underway,

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which will include a community open house and some focus groups in early March. She explained that Engagement Window 3 will focus on plan sharing.

Information about the community engagement process was shared. It included:

- Community Interaction:
  - Open House;
  - Project Website;
  - Online Survey.
- Advisory Committees:
  - Technical Advisory Committee;
  - Advisory Committee for Residents and Stakeholders;
  - Neighborhood Advisory Committee.
- Advisory Boards:
  - Historic Preservation Board;
  - Public Art Advisory Board;
  - Recreation Advisory Board.
- City Council and Planning Commission:
  - City Council Interviews.

The drivers and trends were reviewed. Ms. Garrow explained that the intention was to identify how things have changed over time in Park City. She shared a presentation slide that highlights the changes in geography and population. In the next five years, the population growth is anticipated to increase by 1.1% if current trends continue. However, the population increases by approximately 81% during the day, which indicates that a lot of employees are coming into Park City. The percentage of that group commuting into Park City is expected to increase more substantially by 2050. Some information was pulled to compare the 2020 timeframe to now. There have been some significant changes to the age demographic. While the median age overall in Summit County is relatively consistent and decreasing, the largest age group in Park City in 2010 was in the 25-to-29-year-old range. It is now in the 60-to-64-year range. That indicates there are more retirees and empty nesters in Park City, which has resulted in a demographic change.

From a housing perspective, the median home price has continued to increase over time. There has also been a shift in the number of owners versus renters. Ms. Garrow reported that there are more owner-occupied units now compared to 2010. As the employment sector is growing, it is anticipated there will be an increase in workers. Ms. Garrow discussed the survey that was completed. Commuting and traffic were the main issues the community wanted to see addressed. Approximately 70% of survey respondents identified commuting and traffic as the top issue for the community to think through.

During the community engagement process in March, the community will be asked about growth and development. Through community engagement and the survey thus far, it is clear that small-town character is very important. Preservation of open space and natural areas is also important, as is thinking about how to move people around efficiently.

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Workforce housing and affordable housing are also important to think about as they relate to future growth. Based on all of the feedback, a draft vision statement has been created:

- Park City is a mountain community that preserves our small-town feel and historic character while fostering thoughtful planning and land uses that allow for balanced redevelopment in commercial neighborhoods, protect the natural environment and open space, and advance efficient transportation and mobility options for residents and visitors.

Ms. Garrow explained that she will ask for Commissioner feedback on the vision statement at the end of the presentation. During the March open house, there will be some scenario planning. Scenario planning identifies different scenarios for how Park City might grow in the future and what those growth patterns might look like. Ms. Garrow shared four of the questions that will be asked during the scenario planning process:

- Which scenario best fits the vision I want for the future of Park City?
- Which scenario responds to the values the community identified for Park City?
- Which scenario would I want our future generations to grow up in?
- Are the trade-offs for each scenario valid for achieving increased housing options and addressing traffic issues?

Land-use and growth scenarios were reviewed, which included the following:

- Commercial Neighborhood Infill Development:
    - Increase density around existing commercial areas: focus on Old Town, Bonanza Park, Resort Center, and Prospector. Infill strategy should focus on small-scale projects with medium-density typologies like missing middle housing, employee housing, seasonal housing, and accessory dwelling units and would also incentivize adaptive reuse.
- Corridor Infill Development:
    - Increase density along key transportation corridors (Highways 224 and 248). This would include small mixed-use nodes to allow for a more walkable system, enhancing pedestrian access, and incentivizing transportation. The focus would be on Quinns Junction Area, Prospector, Bonanza Park, and Resort Center.
- A New Major Mixed-Use Development Node (Quinns Junction Area):
    - Achieve at least 20 du/acre (medium to high density) with commercial/mixed-use core and new Park n Ride. Consider shuttles to employment and recreation areas. Identify areas for smaller mixed-use nodes that would help increase walkability and reduce vehicle dependence.

The next steps in the process were reviewed. Ms. Garrow reported that the focus is on putting all of the pieces together. This includes: values identification, ideas and alternatives development, draft plan, and final plan sharing. She offered to answer any questions about the information that has been shared about the General Plan process.

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Commissioner Laura Suesser asked to further review the draft vision statement. She had a question about the language, "…allow for balanced redevelopment in commercial neighborhoods." She wants to know what balanced means in this case and wonders if it is the best term to use in the vision statement, given that it is fairly vague. Ms. Garrow clarified that it is not intended to mean the same amount of development or changes in each commercial neighborhood, but to make sure redevelopment is context sensitive. The wording can continue to be workshopped as it is brought back to the community. Commissioner Suesser suggested that the vision statement language be tweaked slightly to include language such as "….protects the national environment…" and "…advances efficient transportation." Ms. Garrow thanked Commissioner Suesser for the feedback.

Commissioner Rick Shand wanted to know if an outside survey company was used to formulate the survey questions. Additionally, he wanted to know if one method of surveying tends to lead to stronger results. He pointed out that someone filling out a survey online may be more honest than someone at an open house because someone at an open house could be swayed by other opinions or preferences. Ms. Garrow reported that the Meeting Materials Packet includes the survey results. There was a statistically valid survey conducted through a partnership with Y2 Analytics. Some parameters were discussed in terms of the administration of the survey. For example, the survey was only completed by Park City residents. There was extensive work done with the team of sub-consultants as well as Y2 Analytics and Staff to review the questions. When the community open house occurs, there will be an online survey opened as well. This means that those unable to participate in-person can still complete the survey. However, she explained that it is more of a questionnaire than a survey because it is not statistically valid. On the other hand, the survey from Y2 Analytics is statistically valid.

Chair Hall noted that a lot of the comments she has heard seem to be captured in the survey results. She had a question about the Park City growth rate. The Mountainland Association of Governments projections were cited in the Meeting Materials Packet, but she asked for additional information about the number. 1.1% seems low based on some recent approvals that will result in more full-time residents. Ms. Garrow explained that this is part of the reason for the scenario planning exercises. If additional housing opportunities are introduced or there are different types of developments taking place, then the growth rate might change. She clarified that the number does not account for the seasonal population, as the 1.1% relates to full-time residents. Chair Hall would like to see additional information about the growth numbers during a future presentation.

Commissioner Bill Johnson agreed with the comment that 1.1% might not be accurate given some of the approvals that have been granted in the last three years. He suggested taking some of those approvals into consideration. Commissioner Suesser thought it would be beneficial to take some of those other factors into consideration and then share a breakdown of the expected growth for both seasonal occupants and full-time residents. Ms. Garrow confirmed that the information can be pulled together for the Commission.

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Additional discussions were had about the draft vision statement. Chair Hall agreed with the earlier comments shared by Commissioner Suesser. In addition, she believes there could be references to a "world-class recreational community" or "sustainability for future generations." The vision statement could also mention diversity, inclusion, and arts and culture. She does not believe the goal is redevelopment, but to have world-class recreational opportunities with a vibrant community. Commissioner Johnson feels that would be a better message for the vision statement as a whole. He pointed out that sustainability has always been a priority. Commissioner John Frontero was surprised to see the "balanced redevelopment in commercial neighborhoods" language in the draft vision statement. He can see that being a tool but is not certain that it is right for the vision statement. It is an important element of what the City wants to achieve, but he is not sure that it makes sense in the actual vision statement. Mentions of world-class recreation, outdoor space, environment, and sustainability seem to be more appropriate. He suggested that the vision statement be reworked to be more aspirational in nature.

Commissioner Henry Sigg agreed with comments shared by other Commissioners. He does not feel there should be an emphasis on redevelopment. Though the General Plan is a visioning tool, the code ultimately dictates what is able to be developed. Commissioner Sigg would like the vision statement to include more about the spirit of Park City, the recreational aspects, and what Park City aspires to be. He asked whether a zip code was required in the survey conducted. Ms. Garrow explained that the statistically valid survey was done in a specific way to determine that kind of information. In the questionnaire, there will be a question about the neighborhood and zip code.

Ms. Garrow mentioned the framework and asked Commissioners if this feels like the right direction. She wanted to know if there is anything that might be missing. Commissioner Suesser asked about the land-use and growth scenarios. Ms. Garrow explained that this is a key piece of the overall process. At the open house, participants will be asked to identify what they like and do not like about each of the scenarios. When a draft plan and a draft framework for future land use is brought back to the Planning Commission, there will be one scenario presented. It will likely be an amalgamation of different pieces of the scenarios. It will be based on all of the community feedback that was received.

Commissioner Suesser pointed out that the first two options mention increased density. There is a lot of undeveloped density that has already been approved. Ms. Garrow reported that pipeline development and information from the conservation analysis will be built in as much as possible. Chair Hall mentioned Bonanza Park and noted that the amendment process and the General Plan process are happening simultaneously.

Commissioner Suesser referenced the bullet point on Page 3 of the memo, which is related to housing units and occupation percentages. The language was as follows:

- Of Park City's 8,585 housing units, just 33% are occupied, compared to 52% for the County, leaving 67% of Park City's housing units vacant. Of these, 77%, or

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4,438 units, are for seasonal, recreational, or occasional use, accounting for more than half of Park City's housing stock overall.

Commissioner Suesser believed the 33% mentioned has to do with seasonal homeowners. However, it is then stated that 77% are for seasonal, recreational, or occasional use. She asked for further clarification about the numbers. Ms. Garrow reported that 33% of the units are occupied full-time. The language can be clarified. Commissioner Suesser noted that these numbers make it clear that Park City does not need more market-rate housing, but more employee housing. The number of people who commute into Park City to work, but cannot afford to live here, needs to be considered.

Commissioner Christin Van Dine agrees it is the affordable and missing middle housing that should be the focus. Commissioner Frontero noted that the high number of commuters coming into Park City is shocking. Workforce housing would accomplish a number of goals. Not only would it ensure that the workforce is part of the community, but it could remove thousands of vehicles from the roads. According to the survey, the main concerns are traffic and congestion. He believes the future of Park City depends on more housing for the workforce, which includes housing for a variety of income levels.

Commissioner Shand reported that out of his 34 years in Park City, he commuted out of town for approximately 20 of them. The traffic coming into town is year-round. While he loves the idea of having the workforce be part of the community, he is not sure that all of them want to live in Park City. For plumbers and electricians, there are more supply houses in Salt Lake and there is better availability in Heber. It is important to provide opportunities to those who want to live in Park City but is also important to note that not everyone may want to live here. He reiterated that the traffic issues take place year-round. Commissioner Sigg noted that there are people who live just outside the City limits that come into town for various reasons. A portion of the traffic comes from the people who live within a 5-mile radius. That ties into the transportation initiatives. In the General Plan, he would like to see more of an emphasis on the idea of the capture parking.

Chair Hall appreciates the work that has been done on the General Plan. The Planning Commission looks forward to having this come back after the additional community outreach. Director Ward reported that the first community open house is scheduled for March 4, 2025. It will run from 5:00 p.m. to 8:00 p.m. There is more information about the project on the website engageparkcity.org/generalplan. The site outlines the process.

## 6. REGULAR AGENDA

**A. Bonanza Park – Land Management Code Amendments –** Consultants Design Workshop Will Discuss Recommended Land Management Code Amendments to Incorporate the Bonanza Park Small Area Plan through a New Mixed-Use Zoning District. PL-24-06302.

Director Ward reported that Design Workshop will share information about this item. She

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reminded Commissioners that there have been two discussions identifying the high-level sections of the code to amend as well as a preliminary review of the site requirements, design guidelines, connectivity, and conventional chain businesses. This is the first of many discussions on the comprehensive proposal. Director Ward explained that Staff is continuing to research certain items ahead of the discussion on March 12, 2025:

- Finalizing street typologies within the neighborhood to shape setbacks and streetscapes and to minimize delivery and service area impacts;
- Exploring the feasibility of development in consideration of the potential fourth story outside of the Frontage Protection Zone ("FPZ"), and reductions in parking, setbacks, and open space;
- Establishing design guidelines for landscaping associated with the FPZ and along multi-use pathways, streetlights, and banners to create continuity and a sense of place;
- Finalizing criteria to support vantage point analysis.

Director Ward explained that there will continue to be coordination with the City Council on the project enhancements component. She explained that work was done with the Council to receive recommendations on what the project enhancements should include and the review process. There will continue to be coordination and alignment there.

Senior Planner, Alec Barton, presented the Staff Report and explained that the first Regular Agenda item relates to Land Management Code ("LMC") amendments for Bonanza Park. He shared a timeline with the Commission, which was as follows:

- February 12, 2025:
  - High-level overview of code amendments;
- March 12, 2025:
  - Additional discussion, with a possible recommendation to the City Council;
- April 9, 2025:
  - Additional discussion (if needed) with a recommendation to the City Council.

The existing conditions in Bonanza Park are characterized by a lot of the elements that were discussed during the Work Session item on the General Plan. Planner Barton noted that there is a limited supply of affordable and workforce housing. The neighborhood is characterized by surface parking lots, limited street and sidewalk connections, and single-use large-lot commercial development. The Small Area Plan envisions redeveloping this neighborhood as a mixed-use neighborhood with livability in mind. The draft code includes changes to the primary underlying zoning district to help accomplish this vision.

Planner Barton explained that currently in the General Commercial ("GC") Zone, nightly rentals, major hotels, and timeshares are all allowed uses. These would be prohibited uses under the draft code amendments. Conventional chain businesses would shift from allowed uses to conditionally permitted uses. Multi-unit dwellings would become allowed uses in the draft Bonanza Park Mixed Use ("BPMX") Zoning District. Gas stations and

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drive-up windows, which are currently conditionally permitted, would be prohibited uses. The code also introduces a new definition for a boutique hotel, which would be a conditionally permitted use in the zoning district. Commissioner Frontero pointed out that some of the uses are currently allowed. He wondered what would happen if the code was changed. Planner Barton clarified that the specifics are still being worked through, but it is his understanding that the existing uses would be grandfathered into the zone.

Director Ward stated that in the current code, there is a section that addresses non-conforming uses and non-complying structures. This has to do with things that were legal at the time that they were approved and built. Those can remain as-is and be grandfathered in. While there are allowances for renovations, in order to expand or redevelop, there would need to be compliance with the new code. Commissioner Shand asked if there is a size definition for a boutique hotel. Planner Barton believes the draft code references 75 rooms, but that can continue to be discussed before it is finalized.

Commissioner Suesser asked about an application for Bonanza Park. She wanted to know if that application is still pending and if it would be subject to these amendments. Director Ward explained that when an application is submitted, the application is vested under the code in effect when the application is complete. She noted that if this code is adopted, any application submitted after the adoption would fall under the new code.

Chair Hall wanted to know more about prohibiting nightly rentals in this area and whether that would be enforceable. City Attorney, Mark Harrington, explained that there is always a political sensitivity to nightly rentals. However, nightly rentals are still allowed in certain zones in the City. There can be additional discussions about where nightly rentals are most compatible so there is still sufficient stock preserved for the hospitality goals of the City. The intention is to be consistent with the General Plan distribution of uses.

Commissioner Suesser believed a multi-unit dwelling is a permitted use as proposed in the new code. It would not be subject to a Conditional Use Permit (“CUP”). On the other hand, a conventional chain business and boutique hotel would be subject to a CUP. This was confirmed. Planner Barton reported that a multi-unit dwelling would be an allowed use in the zoning district. Director Ward clarified that if it is 20,000 square feet, it would come to the Planning Commission as a Master Planned Development (“MPD”). Anything under that threshold would be allowed. An MPD would be reviewed by the Commission.

Commissioner Suesser expressed concerns that multi-unit dwellings were not allowed without a CUP in the past, but now the recommendation is to allow them, though the intention is to promote a mixed-use neighborhood. Chair Hall shared similar concerns.

Ms. Garrow explained that Design Workshop is excited to share progress on the code updates for Bonanza Park. She reported that the purpose of the BMPX District is to:

- Create a mixed-use neighborhood with livability in mind;
- Support locally owned businesses and entrepreneurship;



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- Create a safe and intuitive network for pedestrians, cyclists, and transit users;
- Expand the availability of affordable and workforce housing units;
- Create a more welcoming and sustainable community;
- Weave arts and culture into the community fabric.

15-2.27-6 - Project Enhancements was discussed. Ms. Garrow explained that throughout the district, structures are limited to three stories or 35 feet in height. Developments providing project enhancements may be eligible for heights up to 45 feet or four stories when located outside the FPZ. However, the development must provide at least three site-specific project enhancements. Some examples were shared, including housing mix meeting community needs, shared parking agreements, and activated public spaces. Three need to be selected in order to qualify for additional height. Four or more site-specific project enhancements may qualify for reductions to setbacks and open space.

Ms. Garrow discussed the FPZ, which relates to 15-2.27-4 - Building Height, 15-2.27-5(H) - Landscaping, and 15-2.27-5(J) - Art Installations. The maximum height within the FPZ is 35 feet from existing grade. Some setbacks have been built into the code in order to protect the view and the entry corridor into the community. Within FPZ, there are certain items that are permitted, such as landscaping and pedestrian-focused infrastructure. The intention is to identify what can and cannot be there. The Commission discussed the proposed project enhancements. Commissioner Frontero likes the idea of providing options. However, he does not feel the various project enhancements are equal. There are nine in total, but a few are much more attainable than others. His concern is that if the list remains as it is currently drafted, the same three items will be selected each time. To avoid that situation, he suggested the project enhancements be ranked on a scale (A, B, C) where at least two of the items selected need to be A-level enhancements.

15-2.27-6(C) - Vantage Points was reviewed. Ms. Garrow explained that in coordination with Staff, twelve key vantage points have been identified within Bonanza Park. Those vantage points were illustrated on a map of the area. There is a requirement that the height, mass, and design of structures must be considered to preserve the mountain views. She reported that developers will be asked to provide some visual information and analysis to outline what will happen to the views once development is placed there.

Ms. Garrow reported that within 15-2.27-5 - Design Guidelines, there are a number of different sections, including activating streetscapes. The intention is for there to be good connections for multi-modal trips and for there to be a good experience for pedestrians. She explained that the idea is to incorporate green spaces, connectivity, and street-level design elements. It should be welcoming for pedestrians experiencing the space. There are also requirements related to building articulation and high-quality building design.

Commissioner Suesser does not believe what is shown is a good streetscape design for the community. She does not see a bus lane or where bicycles will be. She does not like the image included on this particular slide, because it is not an ideal streetscape. Ms. Garrow clarified that all of the images used came from the Small Area Plan.

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It was noted that the idea is to have active ground floor uses. This includes the following:

- Retail;
- Restaurants and Bars;
- Daycare;
- Community Meeting Space;
- Educational Uses;
- Medical Uses;
- Civic Spaces;
- Art and Craft Studios; and
- Other uses, as determined by the Planning Commission.

15-2.27-2 - Uses was reviewed. Ms. Garrow reported that the Small Area Plan specifically mentioned creating a limitation in this neighborhood. As a result, nightly rentals and timeshares are prohibited. In addition, boutique hotels require a CUP and those hotels are defined as 75 rooms or less. Ms. Garrow reviewed 15-2.27-13 - Conventional Chain Businesses. A CUP is required for conventional chain businesses. Those businesses must provide diversity and a unique offering to the overall mix and cannot exceed more than 30% of the commercial square footage in the building. Grocery stores, banks, and gyms are exempt. There are specific CUP review criteria for conventional chain businesses. For example, something that supports the overall character of the area and the community diversifies the use mix and takes into account the size limitations.

15-2.27-3(B) - Density information was shared. Ms. Garrow discussed commercial square footage caps. What is included is a single building limit of up to 15,000 square feet and individual tenants are limited to 5,000 square feet. However, grocery stores and post office uses are exempt from that limit. A CUP request is allowed for someone to exceed some of these limitations, but that could be reviewed on a site-specific basis.

Ms. Garrow next shared information about trail connections. She noted that there are a lot of maps within the Small Area Plan. The intention is to integrate those within the code. The draft code pulls in some specific maps to make sure the ideas in the Small Area Plan are fully integrated. For 15-2.27-10 – Trail Connections, there is a map shown that identifies future connections. As development occurs adjacent to these areas, key trail network connections would need to be provided. All trails and sidewalks would need to be built to City standards, so that requirement is incorporated into the draft language.

15-2.27-11 – Street Connections was discussed. Ms. Garrow explained that it integrates recommendations from the Small Area Plan. The intention is to break up superblocks and improve internal circulation so the overall area is more walkable and interconnected.

Commissioner Sigg asked if the streetscapes and right-of-ways are established. He wanted to know what the mechanism is to establish the rights-of-way for major transportation corridors. Ms. Garrow explained that this would be incorporated in the



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overall review of a new development. The code does not propose that the City acquire right-of-way. The code identifies that if someone is redeveloping a property there, then a connection needs to be provided. Discussions were had about the proposed language.

15-2.27-7 - Parking was discussed. It includes the implementation of recommendations from the Lisa Wise Report, which creates incentives for reduced parking:

- Shared Parking Agreement;
- Underground Parking;
- Mixed-Use Development;
- Alternative Strategies;
- Proximity to Transit;
- Traffic Demand Management ("TDM") Strategies.

Ms. Garrow noted that is important to provide some amount of parking on the site, so there is a limit to the cumulative reduction that can occur. It is 50% for non-residential uses and 20% for residential uses. That language is incorporated into this section.

As for housing and ways to encourage additional housing opportunities, there can be reduced parking requirements for affordable housing developments. Via the project enhancement process, developments may be eligible for increased building height and density when they provide, among other things, a mix of housing types meeting the community's needs at the time of development. Ms. Garrow explained that the prohibition of nightly rentals is intended to support housing stock for long-term residents.

The Universal Design Principles were discussed, which includes 15-2.27-3(G) - Pedestrian Amenity Guidelines, 15-2.27-3(H) - Snow Release, and 15-2.27-3(I) - Clear View of Intersection. All of the public and private spaces need to be designed so people can access them. There are dimensional requirements within the pedestrian amenity section to ensure those spaces are useable. There are snow-shedding regulations to protect walkways and ensure that there are clear paths. In addition, some sight line distances at intersections have been incorporated so the focus is on best practices.

Ms. Garrow reviewed 15-2.27-10 - Open Space and Trail Connectivity. Within the code, an expanded list of park typologies has been identified. Those typologies are appropriate in different locations and different types of development. In addition, it integrates the key trail connections from the Small Area Plan at Park Avenue, Kearns Boulevard, Shortline Road, Rail Trail, and Deer Valley Drive. As for sustainability, there is 15-2.27-11 - Sustainability Requirements. This is a section that seeks to support the overall net zero goals of the City. It does not require someone to move forward with a net zero energy building, but that is one of the ways there can be additional height granted.

15-2.27-6(K) - Art Installations was reviewed. Ms. Garrow noted that public art is permitted in the FPZ and there is a desire to encourage it throughout the district. Different types of art that could be located have been identified, such as murals, sculptures,

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enhanced trails, gateways, crosswalks, wayfinding, and interactive exhibits. There is also a specific requirement that the property owner needs to maintain any of the art that is installed on their property. It will be their responsibility rather than a City responsibility.

Planner Barton posed some questions to the Planning Commission for discussion:

- Does the Commission find the list of project enhancements reflects the recommendations of the adopted plan?
- Does the Commission support the project enhancements process?

Commissioner Shand referenced Page 22 of the Staff Report which states that 100 cities have done away with the minimum parking requirement. He asked about the unintended consequences and the rate of success. Planner Barton reported that this has been a trend, especially after the COVID-19 pandemic. Communities either at a city-wide scale or a neighborhood scale have started to do away with parking minimums. This is not universal but is a growing trend in several communities. In this case, the intent is to move away from auto-centric development and to create more of the mixed-use walkable development that the code envisions. Commissioner Shand asked if it normally applies to all types of commercial as well as mixed-use residential. Planner Barton explained that there are different levels. Some communities are doing away with parking minimums for all use types while some are doing away with them only for specific use types.

The Commission discussed the project enhancements. Chair Hall agreed with some of the earlier comments shared about the items. There should be some kind of scale because some enhancements will be easier for applicants and will not have as much of a community benefit. She suggested that there be specificity in how “housing mix” is being defined. Commissioner Suesser believes the current list of proposed project enhancements is too vague. For example, pedestrian connectivity improvements and activated public outdoor space are both vague. She is not supportive of the public enhancements list, as proposed. Ms. Garrow shared more specific code language.

Commissioner Van Dine supports different grade levels or a scale for the enhancements because some of the items are expensive and others are not. Commissioner Sigg would like to see more specificity for the proposed enhancements. For instance, the housing mix meets the community needs. He is interested in serving the community and the businesses in the community through housing. Commissioner Johnson noted that there could be different categories with subtasks that could be chosen from. There could be a housing category, community serving category, and transportation category. One subtask could be selected from each category. That way, there would be a balanced approach taken. Commissioner Van Dine believes there needs to be some sort of tiered system. Chair Hall believed the Commission is interested in some sort of weighted option.

Planner Barton asked about the process for project enhancements, where the Commission would review what is proposed and make a recommendation to the City Council. The Council would approve or deny that enhancement and then it would be

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returned to the Commission for review. Chair Hall asked if it is possible to solicit feedback from the City Council on this matter. She does not think there should be individual applications going from the Planning Commission to the City Council and then back to the Planning Commission. That would not increase predictability for applicants and would not be efficient. Additional discussions were had about the project enhancements list.

Commissioner Suesser asked about the proposed project enhancement, "reduced rent for local businesses." She does not remember that from any previous discussion. There is not clarity about what a reduction might look like. She reiterated the need for more specificity. Commissioner Johnson believes that item comes from the community feedback for the area. There is a desire to have local commercial businesses and this item might be a way to incentivize that. It might need to be framed differently than "reduced rent for local businesses," but he understands the idea conceptually. Planner Barton thanked the Commissioners for the feedback on the proposed project enhancements.

Planner Barton asked the Planning Commission whether the FPZ regulations reflect the recommendations of the plan. Chair Hall liked the slide that compared the current FPZ information to what is proposed. She believes it would be beneficial for the community and City Council to see that as well. Chair Hall suggested that there be a lot of detail shared about the 0-to-30 feet so there is predictability there. Commissioner Johnson made comments about height and explained that he believes 35 feet is a good baseline. Other Commissioners agreed with the Staff's recommendation to have a setback.

Planner Barton posed another question to the Planning Commission:

- Does the Commission find that vertical and horizontal mixed-use development meets the goals of the plan?

Commissioner Frontero would rather not encourage a residential-only building. He feels it is best to encourage owners and developers to make the first-floor public. There could be a restaurant, outdoor seating, art gallery, or something where foot traffic is activated. There could then be two or three stories of residential. When he thinks about mixed-use, that is what he envisions. It is his preference to see the majority of the developments look that way. Commissioner Suesser and Chair Hall agreed. Chair Hall noted that there could be a CUP for a fully residential building. Commissioner Van Dine would like to see it require a CUP. Director Ward reported that there could be criteria to determine when a CUP could be requested for residential use. There are some large lots in the neighborhood where there might be interior plazas or site-specific considerations. She wanted to know if it would be helpful to have criteria to determine when and where an all-residential building might fit with the neighborhood. Commissioner Van Dine expressed support for this idea, as this would create more predictability for developers.

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Commissioner Van Dine noted that there was one part in the code that talked about having all pedestrian areas be front-facing. However, that could eliminate internal green spaces. She found that part of the code confusing. Director Ward made note of that.

Commissioner Sigg believes a lot of this relates to the earlier question about right-of-ways. Logically, certain streets would have commercial aspects on the first floor and potential housing above. Some of the right-of-ways have not yet been established. Where major thoroughfares are going through, he would like to ensure that those are commercial on the ground floor. Director Ward explained that the goal of the vertical and horizontal concept is to know what the envisioned future streetscapes are. Currently, there is not a vision or comprehensive plan that applicants and developers can look to.

Commissioner Suesser stated that there is consensus that the Planning Commission would prefer to see true mixed-use as opposed to a fully residential building. She wants to know whether vertical or horizontal is more likely to be commercial on the bottom with residential on the top. Planner Barton believes the vertical concept is what the Commission envisions, with ground-floor commercial uses and residential uses on the upper floors. Staff is still working through whether there are areas in the neighborhood where it would be appropriate to have horizontal mixed-use, where uses would be in separate buildings on the same site. He reiterated that this is still being considered.

Additional discussions were had about vertical and horizontal mixed-use development. Director Ward believes there is consensus for some flexibility for horizontal through a CUP process with criteria that help direct the commercial to the streetscapes and allow for site-specific flexibility. This was confirmed. Planner Barton read the following:

- Vantage points are a work in progress. What specific criteria should Staff and the Commission consider when reviewing the impacts of development on scenic views?

Planner Barton noted that the vantage points have been identified. He asked if there are additional criteria that should be incorporated into the code. Director Ward believed that based on earlier discussions, there is a majority consensus on the setback within the FPZ. Chair Hall mentioned the Small Area Plan and the example on Page 62. It shows two setbacks and states that each floor would have a 10-foot increment back in the FPZ. Commissioner Suesser does not like the idea that extra project enhancements could result in an elimination of the setback. Building flexibility is not necessarily appropriate in the FPZ. Commissioner Johnson spoke about the vantage points. He wanted the photos to be real photographs with 3D imagery added on to it. It is beneficial to have a more realistic view of what it will look like. Commissioner Shand asked about the rationale for vantage points. Commissioner Van Dine explained that it has to do with predictability.

Commissioner Shand believes the evaluation should be done on a per-project basis from many points around the building. He does not feel there should be a limit of 12 vantage points. Commissioner Van Dine pointed out that these can be the given vantage points

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and site-specific ones can be added as well. That will still add a certain level of predictability. Commissioner Shand thought there was a good guideline, but more might be needed. Commissioner Sigg pointed out that many of the vantage points are perimeter vantage points. There seems to be a void in the center of the district. It would not hurt to have more vantage points identified. Commissioner Johnson agrees, but the point of this exercise is to protect the view corridor. The view corridor that could be impacted has been identified. He assumes that is the reason for the arrows on the map. However, he agrees that it could be site-specific instead. Commissioner Suesser pointed out that a lot of the vantage point spots could be two-directional, like the one at Iron Horse Road. Most of the arrows point in one direction, but for the most part, there could be two directions considered for each vantage point. Additionally, it would be beneficial to develop consistent criteria. It could outline the specific heights and angles that are needed.

Commissioner Frontero asked about the current requirements for vantage points. Director Ward reported that one of the areas for vantage points in the code is in the Sensitive Land Overlay. There are identified ridgelines and it is necessary to look from the vantage point to the development to make sure it does not break the ridgeline when viewed from that single point. There is another set of vantage points defined for steep slope development. There is specificity about what is being protected: ridgelines or steep slopes. In this case, it would be the entry corridor and the mountain views protected.

Commissioner Frontero pointed out that a building will at least somewhat impact the view. Director Ward explained that work is being done to craft specific criteria, so as the Commission is reviewing an application, it is possible to see what it will look like from that vantage point. Commissioner Frontero asked about the specificity that is needed. For example, requiring that the image has to be 20-feet or 30-feet back. Director Ward explained that Staff is working to define those vantage points. Discussions were had about ridgelines. Director Ward offered to provide additional information in the future.

Planner Barton shared information about active uses. Staff recommends flexibility in the types of street-facing, ground-floor uses that contribute to vibrancy:

- Retail establishments, restaurants, and bars;
- Daycare facilities;
- Community, educational, and medical spaces;
- Civic spaces, such as theaters and museums; and
- Art and craft studios.

Chair Hall suggested recreational uses, such as a climbing gym or something similar. Commissioner Frontero believes if the list is not more exhaustive, it could potentially leave out new and creative potential uses. Commissioner Shand does not believe everything can be covered by the language, which is the reason the CUP process is critical. The language can be refined as much as possible, but then there will still be room to evaluate an unanticipated application. Chair Hall believes there is general consensus from the Commission, but there needs to be some refinement made to the language. Ms. Garrow

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noted that other communities have used language to state that something must be publicly accessible or open to the public in order to address issues like private clubs.

The Planning Commission took a short break before continuing the discussion.

Planner Barton posed the following questions to the Planning Commission:

- Do the criteria for conventional chain businesses reflect the recommendations of the plan?
- Are there additional criteria for conventional chain businesses that would help achieve the goal of supporting local businesses?

Commissioner Frontero pointed out that conventional chain businesses create vibrancy. He understands the feedback from the community for this particular mixed-use district is that there is a desire to keep it local. While he appreciates that, there is some nuance the code needs to address. A franchise could be owned by someone who lives in Park City. He asked whether the City would allow that or if it would be considered a conventional chain business. It might be best to further define what a conventional chain business is. For instance, whether it is the business itself or the ownership that matters.

Commissioner Suesser believes a mix would achieve the goal of supporting local businesses while allowing some percentage of conventional chain businesses. Commissioner Sigg noted that there are certain things associated with a conventional chain business, such as a drive-thru and certain signage. Planner Barton explained that the determination is based on the current definition, which uses a threshold of 10. If there are more than 10 locations, then it is considered to be a conventional chain business.

Ms. Garrow reported that the conventional chain business definition is fairly standard in other communities with chain business regulations. The definition applies to franchisees. If someone local were to franchise a chain business, it would be subject to the regulation despite the fact that the owner was a Park City resident. Commissioner Shand agreed with Commissioner Frontero that there are some nuances. It is good to support local businesses, but it is also important to have a balance. Chair Hall can see both sides. She noted that the new section in Heber has a lot of fast-food restaurants, which is her concern in this area. She would like to be able to prevent that from happening.

Commissioner Johnson supports the existing definition of a conventional chain business. It makes sense to be slightly more restrictive initially because it is always possible to be more flexible in the future and make adjustments if needed. Director Ward explained that in the draft, it would be a CUP review and there would not be a cap. The criteria would be to not exceed 30% of the total commercial, not create an oversaturation of similar uses, it will diversify retail and community services, encourage innovation or creative business ideas, and provide local entrepreneurs with an opportunity to offer distinct services. She asked if there were additional considerations for Staff to look into.

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Commissioner Frontero asked for clarification about the cap. Director Ward explained that in the current draft, there is no cap, but a conventional chain business would go through a CUP process with the Planning Commission. There are specific CUP criteria that allow for that evaluation and flexibility. Commissioner Frontero pointed out that there is a cap in place on Main Street. Discussions were had about the difference between the Main Street regulations and what is contemplated for the BPMX. Chair Hall noted that this is the time to explore different options if there is a desire to have a cap in place. Commissioner Van Dine pointed out that it is difficult to place a cap on an unfamiliar area. Having the CUP process in place is reasonable to start with. She supports the CUP process. Commissioner Johnson agrees and believes the drafted criteria are solid. Commissioner Sigg explained that the challenge will be high rents for commercial spaces.

The Commission further discussed the idea of a cap for conventional chain businesses. Attorney Harrington explained that numbers are not arbitrary. The City is trying to isolate a use based on adverse impacts and inconsistency with the General Plan goals. It is possible to reasonably estimate what number would be appropriate. As for the CUP process, he reminded Commissioners that in Utah, a conditional use is a permitted use as long as the impacts can be mitigated. It is not discretionary, so it is not the best tool to use for discretion. Commissioner Van Dine mentioned the criteria that have been outlined. Attorney Harrington believes the proposed criteria can be tightened further.

Chair Hall opened the public hearing.

*Peter Tomai* noted that there have been a lot of comments about encouraging redevelopment. However, many of the elements of the code, as proposed, will likely have the opposite effect. He encouraged Staff to reach out to the building and development community to hear some of the unintended consequences of the elements that have been discussed. Building setbacks will materially increase the cost of a building, cause complications, and create inefficiencies. As a result, that portion may not be developed. Commissioner Sigg accurately pointed out that affordability for housing will likely rely on some sort of tax credit financing. It is exceedingly difficult to finance a mixed-used building with tax credits. In a highly competitive environment for tax credits, that kind of project would be disadvantaged compared to a purely residential project. As for businesses, the vision of Bonanza Park appears to be a local area for local use, but many will fall into the category of a conventional chain business due to the 10-location limit.

*Jamie Peters* had a question about the nightly rental restrictions that are being proposed. She is an employer and has a couple of units in The Homestake. Nightly rentals are not being done now, but the units are filled with employees in the winter. The units are not filled in the summer, so she wanted to look into nightly rentals during that time of year. She would appreciate not being blocked out of that through this process. There were discussions earlier about a grandfathered use, but she is not currently utilizing the units in this way. Ms. Peters does not want to be blocked out of being able to do this in the future.

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There were no further comments. The public hearing was continued to March 12, 2025.

Chair Hall reminded Commissioners that this item will come back to the Planning Commission for discussion on March 12, 2025. Commissioner Suesser asked the consultants whether there had been outreach conducted with the local developers in Park City. Their feedback on what has been proposed could be meaningful. Ms. Garrow reported that there was community engagement with them in the summer and fall. Some of the comments received were similar to the ones shared during the public hearing.

Chair Hall mentioned an earlier comment from Commissioner Shand related to the definition of a boutique hotel. That is something that needs to be addressed at a future meeting. It would also be useful to envision how many more residences there will be. The Staff Report states that there are currently approximately 700 residents in Snow Creek and along Kearns. It would be useful to see what has been approved, but also what is envisioned. She would like to discuss parking reductions as well.

**MOTION:** Commissioner Shand moved to CONTINUE the Bonanza Park – Land Management Code Amendments and the public hearing to the March 12, 2025, meeting. Commissioner Suesser seconded the motion. The motion passed unanimously.

**B. 3443 Meadows Drive – Conditional Use Permit** – The Applicant Proposes to Construct a 12-foot by 50-foot Swimming Pool in the Sensitive Land Overlay and Residential Development Zoning District. PL-24-06326.

Planner II, Virgil Lund, presented the Staff Report and explained that the item is a CUP application for 3443 Meadows Drive. The application is for an outdoor swimming pool. 3343 Meadows Drive is Lot 58 in the Eagle Point Phase IV Subdivision and the Quarry Mountain MPD. The Subdivision Plat created a building envelope and limits of disturbance. Once the home was constructed and designed, the limits of disturbance were established for the building and the lot. The proposed swimming pool is located within the limits of disturbance, is 600 square feet, and will be used for outdoor swimming. The depth will range from six inches to 4-feet. The proposed pool complies with the Residential Development (“RD”) Zoning District requirements, CUP criteria, Sensitive Land Overlay, and Subdivision Plat requirements. Staff recommends the Planning Commission open a public hearing and consider approving the proposed CUP.

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

Commissioner Suesser asked about the Condition of Approval from the Snyderville Basin Water Reclamation District requiring that the pool not be hard piped into the existing sewer system. She was curious whether emptying the pool will impact adjacent properties. Planner Lund does not believe there will be an impact on the adjacent properties. Commissioner Shand explained that his only original concern had to do with the limits of disturbance. However, it appears that the swimming pool will be well within the original limits of disturbance established by the building of the home.



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**MOTION:** Commissioner Van Dine moved to APPROVE the Conditional Use Permit for a Private Recreation Facility at 3443 Meadows Drive, based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

**Findings of Fact**

1. The Applicant proposes constructing a 12-foot x 50-foot (600-square-foot) outdoor pool to the rear of 3443 Meadows Drive, a Single-Family Dwelling, for property owner use.

2. 3443 Meadows Drive is Lot 58 of the Eagle Point Phase IV Subdivision within the Quarry Mountain Master Planned Development (MPD).

3. On April 28, 1994, the City Council approved the Quarry Mountain MPD for 200 parcels for future Single-Family Dwellings.

4. On January 16, 2004, the Eagle Point Phase IV Subdivision Plat was recorded with Summit County (Recorder No. 685992). The Subdivision Plat created a building envelope and Limits of Disturbance (LOD). Plat note 8 states: "The Limits of Disturbance is defined as the area on a lot that construction activity, excavation, or vegetation removal is allowed. The location of the Limits of Disturbance is based upon a measurement from the house foundation, at-grade decks, or patios once designed and located. Maximum LOD measurements will be restricted to 15 feet on side yards, 25 feet on rear yards, and 30 feet on front yards…Driveway disturbance and utility access are permitted outside the Limits of Disturbance."

5. Once the Single-Family Dwelling at 3443 Meadows Drive was designed and constructed, the LOD was established.

6. The Applicant proposes to construct a 12-foot by 50-foot (600-square-foot) outdoor swimming pool ranging in depth from six inches to four feet on a flat surface within the LOD.

7. The Land Management Code (LMC) identifies outdoor swimming pools as Private Recreational Facilities, which are a Conditional Use in the Residential Development (RD) Zoning District.

8. LMC § 15-15-1 defines Private Recreation Facilities:

    a. Recreation facilities operated on private Property and not open to the general public, including Recreation Facilities such as swimming pools, tennis courts, outdoor Pickleball Courts, and similar facilities for the Use by Owners and guests.

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9. The proposed outdoor pool complies with the Residential Development Zoning District requirements outlined in LMC Chapter 15-2.13.

    a. Front Setback: 20 Feet
        i. The proposed outdoor pool is greater than 100 feet from the front Lot Line.
    b. Rear Setback: 15 Feet
        i. The proposed outdoor pool is greater than 100 feet from the rear Lot Line.
    c. Side Setback: 12 Feet
        i. The proposed outdoor pool is 50 feet from the east side Lot Line and 102 feet from the west side Lot Line.
    d. Vegetation Protection: LMC § 15-2.13-10 states: "The Property Owner must protect Significant Vegetation during any Development activity."
        i. The Applicant's proposal does not remove any Significant Vegetation.

10. The proposed outdoor pool complies with the Phase IV Eagle Point Subdivision Plat requirements and the Quarry Mountain MPD.

    a. The Subdivision Plat created a Building Envelope and Limits of Disturbance. Plat note 8 states: "The Limits of Disturbance is defined as the area on a lot that construction activity, excavation, or vegetation removal is allowed. The location of the Limits of Disturbance is based upon a measurement from the house foundation, at-grade decks, or patios once designed and located. Maximum LOD measurements will be restricted to 15 feet on side yards, 25 feet on rear yards, and 30 feet on front yards…Driveway disturbance and utility access is permitted outside the Limits of Disturbance."
    b. The proposed outdoor pool is 20 feet from the Single-Family Dwelling's foundation in the rear yard and is therefore within the platted building envelope and LOD.

11. The proposed outdoor pool complies with the Sensitive Land Overlay.

    a. The Quarry Mountain MPD approved on April 28, 1994, created density for 200 parcels for Single-Family Dwellings.
    b. The Phase IV Eagle Point Subdivision Plat created 16 Lots and building envelopes. The Quarry Mountain MPD and Phase IV Eagle Point Subdivision Plat addressed the visual impacts from Vantage Points, avoided Very Steep Slopes and Ridgelines, and reduced the Significant Vegetation to be removed. On December 4, 2003, the

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City Council approved Ordinance No. 03-48. The proposed outdoor pool complies with Conditions of Approval from Ordinance No. 03-48 and the Quarry Mountain MPD will be constructed within the platted building envelope and LOD for Lot 58, will not affect any Significant Vegetation, Steep Slopes, Ridgelines, Wetlands, or Streams, and will not be visible from Designated Vantage points.

12. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

    a. There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.
    b. The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards.
    c. Size and location of the Site:
        i. 3443 Meadows Drive is Lot 58 of the Eagle Point Subdivision. The Lot contains 4.2 acres. The LOD is 14,382 square feet. The proposed outdoor pool will be located within the LOD.
    d. Traffic considerations including capacity of the existing Streets in the Area:
        i. The proposed outdoor pool will not generate traffic beyond the property's primary Use of the Single-Family Dwelling.
    e. Utility capacity, including Storm Water run-off:
        i. The Development Review Committee reviewed the proposal on December 17, 2024, and confirmed the proposal conforms with their requirements. The Snyderville Basin Water Reclamation District requires that the Applicant not hard pipe into the existing sewer system.
    f. Emergency vehicle Access:
        i. The Development Review Committee reviewed the proposal on December 17, 2024, and confirmed the proposal conforms with their requirements.
    g. Location and amount of off-Street parking:
        i. LMC § 15-3-6(A) requires two off-street parking spaces per Dwelling Unit for a Single-Family Dwelling.

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ii. LMC § 15-3-6(B) requires one off-street parking space per four persons maximum rated capacity for a Private Recreation Facility.
iii. LMC § 15-3-4(A)(1) requires double car garages to be at least 20 feet wide by 20 feet deep.
iv. The Applicant stated that the pool is a lap pool for swimming and has a maximum rated capacity of two swimmers, which requires one additional off-street Parking Space.
v. The Applicant can park approximately three vehicles in the Single-Family Dwelling's attached garage. The interior dimensions of the garage are 36 feet wide by 22 feet deep.

h. Internal vehicular and pedestrian circulation system:
i. The proposed outdoor pool will be used primarily by the property owner which will not change the Lot's vehicle and pedestrian circulation.

i. Fencing, Screening, and landscaping to separate the Use from adjoining Uses:
i. The proposed outdoor pool will be screened by the existing Structure and Significant Vegetation surrounding the backyard. The neighboring Single-Family Dwellings are approximately 130 feet away.

j. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:
i. The proposed outdoor pool will be constructed below finished Grade, located in the backyard of the Single-Family Dwelling. The depth of the pool will range from six inches to four feet.

k. Useable Open Space:
i. The proposed outdoor pool will not decrease the required amount of Open Space for the Eagle Point Subdivision or Quarry Mountain MPD. The proposed pool is in the platted building envelope and LOD.

l. Signs and Lighting:
i. No signs or exterior lighting are proposed with this application.

m. Physical Design and Compatibility with Surrounding Structures:
i. The proposed outdoor pool will be constructed below finished Grade and will not be visible from surrounding Structures.

n. Noise, Vibration, Odors, Steam, or Other Mechanical Factors:
i. Condition of Approval 3 requires adherence to Municipal Code of Park City Chapter 6-3 Noise.

o. Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas:
i. Vehicles for service and outdoor pool maintenance will access the property from the private driveway and Meadows Drive. No additional trash or recycling areas are proposed. All trash

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and recycling will be located inside the Single-Family Dwelling garage.

p. Expected Ownership and Management:
   i. 3443 Meadows Drive is owned and managed by the Applicant.

q. Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site:
   i. The Quarry Mountain MPD approved on April 28, 1994, created density for 200 parcels for Single-Family Dwellings.
   ii. The Phase IV Eagle Point Subdivision Plat created 16 Lots and building envelopes. The Quarry Mountain MPD and Phase IV Eagle Point Subdivision Plat addressed the visual impacts from Vantage Points, avoided Very Steep Slopes and Ridgelines, and reduced the amount of Significant Vegetation to be removed. On December 4, 2003, the City Council approved Ordinance 03-48. The proposed pool complies with conditions of approval from Ordinance 03-48 and the Quarry Mountain MPD and will be constructed within the platted building envelope and LOD for Lot 58 and will not affect any Significant Vegetation, Steep Slopes, Ridgelines, Wetlands or Streams and will not be visible from any Designated Vantage points.

r. Reviewed for Consistency with the Goals and Objectives of the Park City General Plan:
   i. Goal 7 of the General Plan states that the city strives to create a diversity` of primary housing opportunities, allowing full-time residents to have local options for work and recreation.

13. The Development Review Committee reviewed the proposal on December 17, 2024.

14. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on January 29, 2025.

15. Staff mailed courtesy notice to property owners within 300 feet on January 29, 2025.

16. The Park Record published courtesy notice on January 29, 2025.

**Conclusions of Law**

1. The proposed pool complies with the LMC requirements pursuant to Chapter 15-2.13 *Residential Development Zoning District*, Chapter 15-2.21

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*Sensitive Land Overlay*, 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 building plans and construction details shall reflect substantial compliance with the final plans dated November 20, 2024, submitted to the Planning Department and reviewed February 12, 2025, 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 Applicant shall adhere to Municipal Code of Park City Chapter 6-3, Noise.

4. The Applicant shall not hard pipe into the existing sewer system.

5. If Outdoor Lighting is proposed to be installed, it requires compliance with the dark sky code (LMC Section 15-5-5(J)) and Planning Department review and approval.

The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission.

**C. Parcel PCA-S-79-C – Extension of Approval –** The Applicant Proposes to Extend the Sunset Clause and Amend Conditions of Approval 3,4,7, and 8 for Ordinance 2023-03 to Rezone a Six-Acre Pod from Recreation and Open Space to Estate within Parcel PCA-S-79-C (Bransford Parcel). PL-24-06306.

Planner Lund presented the Staff Report and explained that the presentation will cover both Parcel PCA-S-79-B and PCA-S-79-C. This is for an amendment to Ordinance 2023-03, approving a rezone and tipping site request on the subject property. In 2021, the Bransford's requested a rezone for 6 acres within Parcel PCA-S-79-C from Recreation Open Space (“ROS”) to Estate to allow for a two-lot subdivision and two single-family

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dwellings. The Staff Report outlines the detailed history of the rezone application and includes a summary of each Planning Commission and City Council Meeting. The City Council approved the rezone request (Ordinance 2023-03) on April 27, 2023.

The applicant proposes to amend Condition of Approval #13 to extend the rezone approval for two additional years to allow more time for subdivision submittal and recordation with the County. If the extension is not granted, the zoning will revert back to ROS on April 27, 2025. The applicant also proposes to amend Condition of Approval #3, Condition of Approval #4, Condition of Approval #7, and Condition of Approval #8 to allow for approximately 46,000 cubic yards of excavated materials on Bransford's parcels.

Planner Lund reviewed the tipping site request. It will be an amendment to the Construction Mitigation Flagstaff Technical Report to allow an additional tipping site within the Flagstaff Annexation Area. The existing tipping sites that have been approved as sites for excavated materials were shown on a map. The proposed tipping site is shown in red. Section 2.10.4.2 of the Flagstaff Development Agreement requires the applicant to keep all excavated materials within the Annexation Area during construction. The applicant proposes to remove 2.04 acres of significant vegetation. The applicant must remove all dead and dying significant vegetation in an equivalent acreage to what is being removed. The tipping site is located in the Developed Recreation Open Space ("DROS"). The tipping site complies with steep slopes, landscaping and revegetation, and ridgeline protection of the Sensitive Land Overlay. Planner Lund asked the following:

- Does the Commission want to add Conditions of Approval or request additional information for the stream channel and/or wildlife habitat?

Planner Lund reviewed what Staff is recommending the Commission discuss:

- Rezone Extension Request:
  - Consider forwarding a positive recommendation for City Council review on February 27, 2025, to amend Conditions of Approval to extend the sunset clause for two years and to allow an additional tipping site on the parcels.
- Subdivision Final Action:
  - Consider forwarding a positive recommendation for City Council review on February 27, 2025, to shift subdivision final review for the Bransford's parcels from the City Council to the Planning Commission.

If the City Council approves the amendments to Ordinance 2023-03, Staff will return to the Planning Commission at a later date to review the amendment to Technical Report #15 to allow an additional tipping site. The applicant, Anne Bransford, reported that this process started in 2021. Commissioner Johnson asked about the reason for the extension request. Ms. Bransford reported that there was litigation with a neighbor related to access and some other items. The case is settled, but it limited their ability to do the work. She also noted that in the winter of 2023, there was a record 606 inches of snow. In addition, there were long turnaround times where some of the submitted requests took

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two or three months. She explained that more time is needed as a result. Commissioner Johnson asked if there is confidence that this can be resolved in another two years. Ms. Bransford hopes so. The property will have been in the family for 100 years in a few months. She is a fourth-generation owner and hopes the extension will be granted.

Commissioner Johnson pointed out that this property is not part of the Flagstaff Agreement, but is contemplated elsewhere. Attorney Harrington explained that there will be a conservation easement as a condition on this that would govern the terms of the open space areas. Commissioner Johnson asked if there are other conservation easements that allow for tipping sites like this. Attorney Harrington confirmed this.

Empire Pass Master Owners Association representative, Doug Ogilvy, explained that they are doing their best to comply with the requirement to keep the export within the annexation area. This site is well suited to that. It is being called a tipping site, but really it is a grading exercise that is not dissimilar from Deer Valley's ski trail construction. The goal is to fill the gully and grade it in a manner that it may be suitable for use as a ski trail in the future. Commissioner Suesser asked if there are plans to relocate the stream that is on site. Mr. Ogilvy reported that the State of Utah has determined that the drainage going through the site is not a stream. The stream starts north of the bottom of Lift 7, but it does have an intermittent flow. In terms of habitat maintenance, it is necessary to ensure that when the spring melt happens, there will be some water flow. It will be put in a channel that has some wildlife habitat benefits. Commissioner Suesser asked what is being developed or constructed that is creating the 46,000 cubic yards of excavated materials. Mr. Ogilvy stated that there are still 10 vacant lots in Red Cloud and two vacant lots in Bannerwood. There will be exports from construction sites within Empire Pass.

Commissioner Suesser asked if the 2 acres have been identified that the Forestry Board requires. Mr. Ogilvy reported that those have not been identified, but the assumption is that work will be done with the Forestry Board to find 2 acres within the Bransford property. That would be a reasonable Condition of Approval. Planner Lund explained that the Forestry Board requires it to be within the same property boundary lines.

Commissioner Johnson wanted to know if wildlife surveys were being conducted. Mr. Ogilvy reported that there has been engagement with the same environmental consultant who did the Lift 7 work for Deer Valley. Work will be done with them moving forward. Commissioner Johnson asked if that is drafted as a Condition of Approval. Planner Lund clarified that no Conditions of Approval have been formalized at this time. It was recommended that this be added as a Condition of Approval in the future. Attorney Harrington explained that this prevents a conflict within the existing ordinance from occurring, but the applicant will still need to come back to the Planning Commission for the actual amendment to the Technical Report. Once the City Council approves the Ordinance, the Planning Commission will approve the specificity there. He asked that Staff be directed to put that in the Technical Report instead. Planner Lund clarified that within the Construction Mitigation Plan, there are specific conditions for each tipping site.

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Commissioner Suesser mentioned the wording of the extension. She asked if the subdivision could be approved before a conservation easement was recorded or a Tree Preservation and Replacement Plan was submitted. She wanted to understand if those are the conditions of the subdivision approval. Planner Lund explained that the easement would have to be recorded on the plat. The Tree Preservation and Replacement Plan would come before the subdivision. Commissioner Shand referenced Page 5 of the Staff Report. He asked about the location of the proposed tipping site. Mr. Ogilvy reported that the tipping site is immediately west of the ski trail that Deer Valley constructed last summer. There will be a tree buffer between the existing ski trail and the tipping site.

Commissioner Suesser asked for clarity about where the 2-acre site that is being cleared is located. Planner Lund reviewed the image on Page 5 with the Commission. On the west side of the tipping site, there will be some trees removed. There is a green dashed outline that shows this. On the east side of the tipping site, there is some more vegetation that will be removed. Commissioner Suesser asked where the excavation material was tipped for the other homes in Red Cloud. Mr. Ogilvy reported that some were hauled to the Bonanza Flat property. That tipping site was then closed, but there are other tipping sites as well. There is a grading permit for tipping between the Trump Ski Trail and the Ontario Ski Trail. Commissioner Suesser expressed concerns about clearing 2 acres of significant vegetation. Mr. Ogilvy explained that Deer Valley is very careful about where they are willing to accept material. The Bransford land was willing to accept the material.

Commissioner Frontero mentioned the 46,000 cubic yards. He wanted to know if that is what is anticipated to fill the gully or if that is what is believed the supplier can bring to the site. Mr. Ogilvy clarified that 46,000 cubic yards is what is anticipated will fill the gully to a level that blends appropriately with the adjacent property while leaving a tree buffer between the site and the closest ski trail. Commissioner Frontero asked about the expected timeline. Mr. Ogilvy explained that it would depend on the Building Permits for the vacant lots. The goal is to do the tree removal this spring and construct the haul road. It will likely take at least two summer seasons due to the volume of material the site would accommodate. Commissioner Frontero believes it is a one-to-two-year project. Mr. Ogilvy reiterated that it is dependent on the number of Building Permits there are.

Commissioner Frontero noted that this seems to be a good use of a gully. He believes the purpose is to make it a more attractive and level site. He expressed support for the tipping site proposal. As for the deadline extension, he noted that deadlines are there for a reason. That being said, he understands that there are extenuating circumstances. He appreciates the explanation that was shared by the applicant. Commissioner Frontero explained that he is not in favor of endless extensions, but believes one makes sense. Ms. Bransford reported that there have been discussions with conservation experts. Through this process, she has learned to be patient, but she is a solution-oriented person.

Commissioner Johnson asked about the redline version of Condition of Approval #13:

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- The approval of this Zone Change is subject to a two-year Sunset Clause. If the Applicant has not received an extension of the Sunset Clause and/or approval for a Subdivision Plat by the Planning Commission by April 27, 2027, the Zoning will revert back to Recreation and Open Space (ROS).

Chair Hall pointed out that the wording can be clarified further. Commissioner Shand and Commissioner Johnson feel the current version of the wording is appropriate. Commissioner Johnson wants to understand the point of an extension of the sunset clause. Attorney Harrington noted that this clarifies that they remain eligible to ask again. He is not concerned with the current language, but the Commission can discuss it further.

Chair Hall opened the public hearing for Item 6 (C) and Item 6 (D). There were no comments. Chair Hall closed the public hearing for both items.

Commissioner Suesser asked where Lift 7 and the clearing for Lift 7 are in relation to the 2-acre cleared for the hauling road. Planner Lund pointed out the area on a map. He pointed out the corridor of trees between the Bransford property and the ski run. Commissioner Suesser noted that there is a lot of disturbance in the area. Chair Hall asked about Condition of Approval #13. It was determined that the majority of Commissioners felt the language should remain as drafted. As for the subdivision review, there was a consensus to align with the current LMC. Planner Lund explained that when the LMC was amended, it shifted subdivision and plat amendments for Final Action to the Planning Commission. The intention is to align the future subdivision to that.

Chair Hall noted that there is a Commission consensus on the two-year extension and the recommendation for the subdivision. She asked if there were any other suggestions for conditions related to the tipping site. There were no additional suggestions. Chair Hall explained that there need to be two motions made by the Planning Commission.

**MOTION:** Commissioner Van Dine moved to forward a POSITIVE RECOMMENDATION for City Council review on February 27, 2025, to amend Conditions of Approval to extend the sunset clause for two years and to allow an additional tipping site on Parcel PCA-S-79-B and PCA-S-79-C. In addition, to forward a POSITIVE RECOMMENDATION for City Council review on February 27, 2025, to shift subdivision final review for the Bransford's parcels from the City Council to the Planning Commission. Commissioner Shand seconded the motion. The motion passed unanimously.

**D. Parcels PCA-S-79-C, PCA-S-79-B – Amendment to Flagstaff Technical Report #15 –** The Applicant Proposes an Amendment to the Flagstaff Development Agreement Technical Report 15 Construction Mitigation Plan to allow an additional 4-acre Tipping Site on Parcels PCA-S-79-C and PCA-S-79-B in the Recreation and Open Space Zoning District. PL-25-06403.

**MOTION:** Commissioner Johnson moved to CONTINUE the Amendment to Flagstaff Technical Report #15 and the public hearing to a date uncertain. Commissioner Frontero



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seconded the motion. The motion passed unanimously.

**E. 1120 Park Avenue – Conditional Use Permit –** The Applicant Requests Driveway Access off Sullivan Road for a Single-Family Dwelling in the Historic Residential - Medium Density Zoning District. PL-24-06309.

Planner III, Lillian Zollinger, presented the Staff Report and explained that this is a CUP application for 1120 Park Avenue. This item was last discussed by the Commission in January. 1120 Park Avenue is in the Historic Residential – Medium Density Zoning District and it is an existing vacant lot. The applicant is requesting driveway access off of Sullivan Road, which is City property and not a dedicated right-of-way. In the image shown, there is a large tree that was discussed previously. As outlined in the Staff Report, an arborist has examined the tree and found that it will need to be removed. She shared some existing conditions photographs as well as a map of the surrounding area.

For the CUP, the proposal must comply with the following:

- HRM Zoning District:
  - Site Regulations;
  - CUP Criteria;
  - Sullivan Road Access Criteria.
- CUP Criteria;
- Parking.

The Engineering Department still recommends that the driveway access be off of Park Avenue and not off of Sullivan Road. Since the subject property is not directly adjacent to Sullivan Road, which is an unimproved gravel drive, the applicant would need to obtain an additional easement approved by the City Council. This easement would also confirm the property owner's responsibility and maintenance of necessary improvements unless otherwise directed by the City Council. Staff is looking for input from the Commission regarding this proposal so the applicant can move forward with what they would like to do.

For Sullivan Road, limited access is only allowed when an applicant proves the project has positive elements furthering reasonable planning objectives. Planner Zollinger explained that enhanced Site Plan considerations or possible conditions include:

- Variation in front yard and building setbacks to orient porches and windows onto street fronts;
- Increased front setbacks;
- Decreased density;
- Incorporation of pedestrian and landscape improvements.

The applicant, Terrence McGrath, shared a video that he filmed recently walking down Sullivan Road from southeast to northwest. He has a team with him at the Planning

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Commission Meeting, including Martina Nelson, Polly McLean, Michael Stoker, and Skyler Sanders. Mr. McGrath explained that since the last meeting, there was a survey conducted. He owns 1120 Park Avenue and 1124 Park Avenue and there is a historic house on 1124 Park Avenue. Utah Power has an easement and that easement is shown with red dots on the survey. Those are the power lines that run along the back. All of the homes are energized off of those power lines from the back and are not energized from Park Avenue. There is also the sewer easement that parallels the power easement.

Ms. Nelson introduced herself to the Commission. She shared additional information about the survey map that has been shared. She was able to draft the sanitary sewer easement per the legal description. As for the utility easement, while she was able to show the power poles, she did not have enough time to draft the physical location of the actual easement per the legal description. However, the power poles are shown.

Mr. McGrath reported that an Encroachment Permit was issued in August 2023. The permit was for 1150 Park Avenue, which is an adjacent property. Less than 18 months ago, a permit was issued for an existing garage, which accesses off of Sullivan Road.

Mr. Stoker reported that he has been working with Mr. McGrath on this. Stoker Architecture, Inc. has worked on over 50 projects in the historic district and 18 of those have been along Park Avenue. On this particular block, Stoker Architecture has worked on five of the houses so far. Four out of the five do not have parking in a driveway on Park Avenue, as the access is on the sides. With infill projects, like 1120 Park Avenue, there is an opportunity to design and respect the streetscape of the entire block. Work has been done to design both 1120 and 1124 Park Avenue to be compatible with one another, but also to be compatible with the rest of the street and the neighbors.

For 1120 Park Avenue, the CUP is for a 10-foot driveway off Sullivan Road. 90% of the houses along Sullivan Road use it for access to the houses. The house was designed with a one-car garage inside the structure and another half-spot on the property. The hope is to receive an exception for the other half through LMC 15-3-4. Mr. Stoker mentioned the Staff comments on Pages 17 and 18 about the General Plan goals. It is nice to have a client who wants the garage on the backside of a house that is between two historic houses. Garage doors and driveways always seem to influence the design.

Mr. McGrath explained that he intends to do the right thing for the area. All of the property owners over the last several decades have been using Sullivan Road. There are historical photos that date back to 1960 that clearly show Sullivan Road was the main access point for most of the owners. Mr. Sanders mentioned the criteria review for a CUP as well as the criteria specific to the Sullivan Road access. Utah considers conditional uses as a permitted use unless there are detrimental impacts that cannot be mitigated. Section 15-1-10 of the Park City Municipal Code states that when looking at a CUP, it is up to the party making the decision to inspect the potential impacts on the surrounding neighbors and adjacent land uses. There are no detrimental impacts because all of the other neighbors and various utility providers are using Sullivan Road and have been doing so

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since the 1960s. As for the actual criteria for the Sullivan Road access, the intent is to shift loading and parking from Park Avenue to the Sullivan side. There is a desire to have the porch and windows on the Park Avenue side as opposed to a garage. If the CUP is granted, there is a commitment to bring the utilities off of Park Avenue. Though the tree in front needs to be removed, there is still a plan for landscaping elements.

Chair Hall opened the public hearing. There were no comments. The public hearing was continued to March 26, 2025.

Planner Zollinger reported that no action is needed from the Planning Commission during this meeting. The Commission is looking at the criteria, as outlined. There is a desire to receive feedback from the Commission. Staff has not had a chance to look at the plans that were shared by the applicant, so those still need to be reviewed. Chair Hall believed the request is for the Commission to review the Conditions of Approval listed in the Staff Report and comment on potential modifications to those conditions, which was confirmed.

Commissioner Suesser agrees with the recommended Conditions of Approval from Staff and has two additional conditions that she would like to see included. Her proposed conditions are that there be no parking on the Park Avenue side and there be a requirement for enhanced vegetation to account for the removal of the significant vegetation. Discussions were had about potential conditions. Director Ward reiterated that since Staff was not provided with the plans beforehand, time is needed before there can be a more detailed discussion on compatibility with the historic structures there.

Commissioner Johnson would like to see more information from Staff on B, C, and D. Planner Zollinger shared information about snow storage. The Engineering Department was not interested in additional snow storage space beyond the 10 feet that is typically required. The Engineering Department recommendation is still accessible off of Park Avenue. Mr. McGrath would like to know the rationale for that position. Commissioner Frontero asked whether the opinion has changed at all based on the current approach from the applicant. Public Improvements Engineer, Becky Gutknecht, stated that she has spoken to John Robertson about this application. It is still not recommended to have access from unimproved Sullivan Road. Access is still recommended on Park Avenue.

Commissioner Sigg asked if there is permission to encroach across the utility easements. Mr. McGrath clarified that he has not had those conversations at this point. Commissioner Sigg asked about the Encroachment Permit that was granted. Attorney Harrington noted that new information has been shared by the applicant. That can be looked into ahead of the next discussion. Commissioner Sigg would like to understand the circumstances surrounding that permit. Attorney Harrington confirmed that the information could be obtained. He clarified that there is a difference between the CUP standard as it applies to the use tables and using the CUP process as an instrument to do something. It was noted that Commissioner Suesser left the meeting and would not participate in the vote.

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**MOTION:** Commissioner Johnson moved to CONTINUE the Conditional Use Permit for 1120 Park Avenue and the public hearing to March 26, 2025. Commissioner Van Dine seconded the motion. The motion passed unanimously.

## 7. ADJOURNMENT

**MOTION:** Commissioner Frontero moved to ADJOURN.

The meeting adjourned at approximately 9:41 p.m.

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# Planning Commission
# Staff Report

**Subject:** **7720 Royal Street**
**Application:** **PL-24-06355**
**Authors:** **Jaron Ehlers, Planner I**
**Alec Barton, Senior Planner**
**Date:** **February 26, 2025**
**Type of Item:** **Conditional Use Permit Modification**

## Recommendation

(I) Review the proposed Modification to the 7720 Royal Street Telecommunications Facility Conditional Use Permit, (II) conduct a public hearing, and (III) consider approving the Modification to the Conditional Use Permit based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined the Draft Final Action Letter (Exhibit A).

## Description

| | |
|---|---|
| Applicant: | Silverlake Development Corporation<br>The Deer Valley Club<br>Dakota Hawks, Verizon Wireless, Applicant Representative |
| Location: | 7720 Royal Street East |
| Zoning District: | Residential Development, Sensitive Land Overlay |
| Adjacent Land Uses: | Hotel, Ski Resort, Residential |
| Reason for Review: | The Planning Commission reviews and takes Final Action on Conditional Use Permits.[1] |

| | |
|---|---|
| CUP | Conditional Use Permit |
| LMC | Land Management Code |
| MPD | Master Planned Development |
| RD | Recreation Development Zoning District |
| SLO | Sensitive Land Overlay |

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

## Summary

The Applicant submitted a Modification to an existing Conditional Use Permit (CUP) for a Telecommunications Facility at 7720 Royal Street, commonly known as the Deer Valley Club. The property is in the Residential Development (RD) Zoning District, the

[1] LMC § 15-1-8(G)

Sensitive Land Overlay (SLO), and the Deer Valley Master Planned Development (MPD). The property is subject to the Sterlingwood Phase II MPD. The Parcel is Lot 1 of the Silver Lake East Subdivision (Summit County Recorder Entry # 326573) and the Expandable Area of the Sterlingwood Condominiums (Summit County Recorder Entry # 228724).




***Figure 1**: Location of 7720 Royal Street.*

The proposal involves expanding the existing rooftop faux chimneys to accommodate additional antenna equipment. The proposal also includes the replacement of equipment in the existing mechanical equipment room (sometimes identified on plans as a “shelter” or “addition”), resulting in no exterior changes to the building. The following images are taken from the Applicant’s Proposed Plans and Photo Submittal (Attachment 1 & Exhibit B):




***Figure 2:*** *Applicant's submitted photos showing the existing faux chimneys and equipment room.*

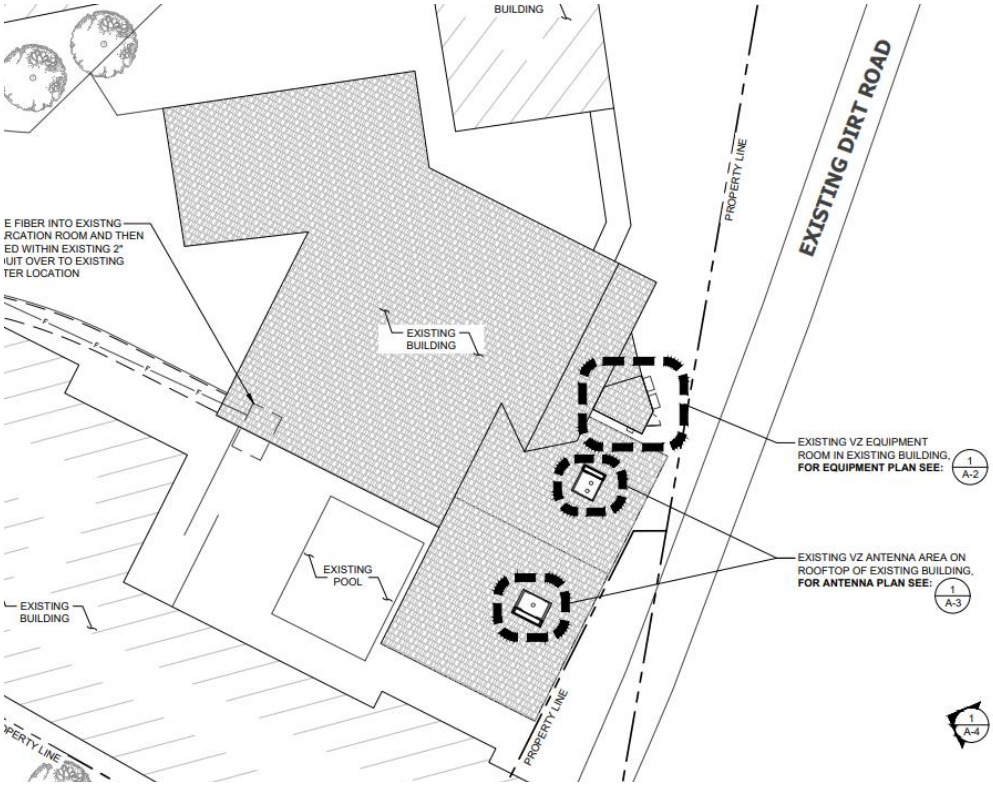



***Figure 3****: Applicant's Site Plan showing the areas of proposed work.*

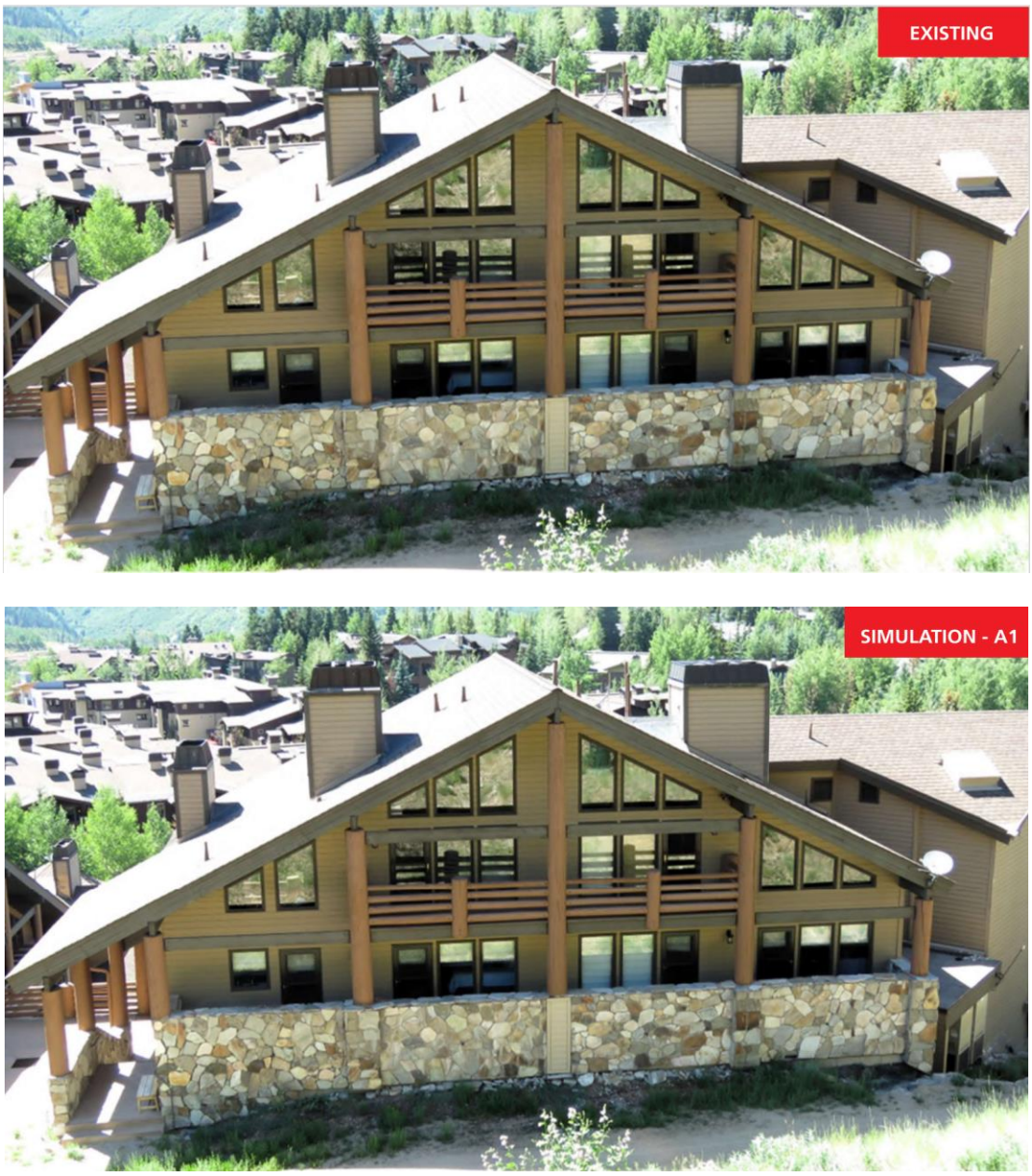



***Figure 4**: Photo simulations showing existing and proposed conditions.*

## Background

On May 22, 1991, the Planning Commission approved the MPD for Sterlingwood Phase II, which would become the Deer Valley Club (Exhibit D).
On March 14, 2001, the Planning Commission approved a CUP to replace the existing chimneys on Building 4, creating faux chimneys of a greater size than the original chimneys to accommodate the installation of Telecommunications Equipment, as well as the expansion of the Building Footprint to create an equipment room to support the new Telecommunications Facility (Exhibit F).

On December 2, 2024, the Applicant filed an application to modify the CUP.

## Analysis

**(I) The proposal to Modify the Telecommunications Facility Conditional Use Permit complies with the Residential Development Zoning District regulations outlined in Land Management Code Chapter 15-2.13 and with the Master Planned Development for the site approved by the Planning Commission in 1991.**

LMC § 15-2.13-2(B)(8) establishes that a Telecommunication Antenna is a Conditional Use in the RD Zoning District. The proposed Modification complies with the Lot and Site Requirements detailed in LMC § 15-2.13.2-3. The Footprint of the existing Structure will not be modified because the expanded faux chimneys are located on the existing Roof, and the equipment room built as part of the 2001 CUP will not be expanded to accommodate the new equipment.

The proposed Modification complies with LMC § 15-2.13-4. At 36.6 feet in height, the existing faux chimneys exceed the Zone Height of 28 Feet. However, the original chimneys—of a smaller size but the same height as the faux chimneys approved in 2001—were included in the original plans approved by the Planning Commission for the 1991 MPD:

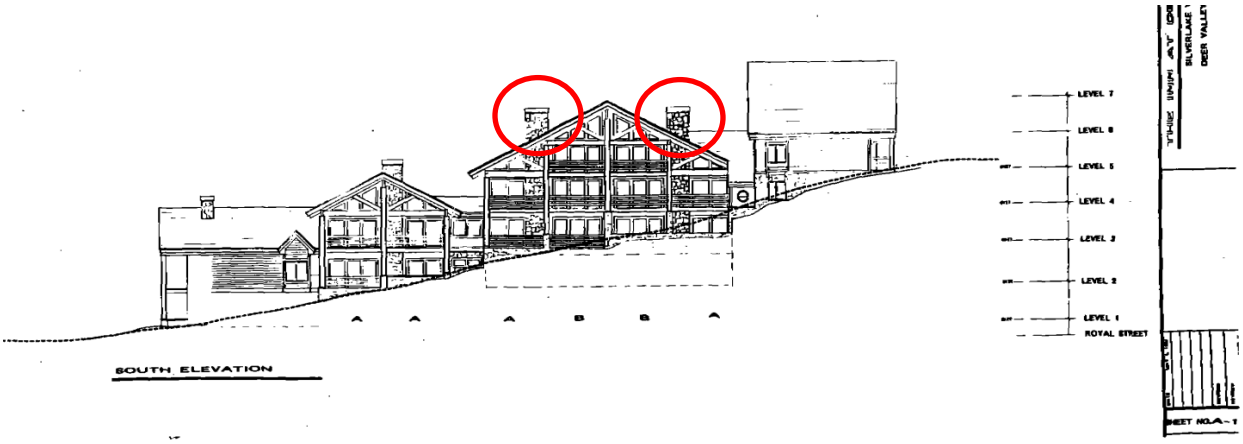



***Figure 5**: Southern Elevation included in approved plans from 1991 MPD.*

The height of the chimneys was not increased in 2001 and will not be increased under this approval (Condition of Approval 3).

**(II) The proposal to Modify the Telecommunications Facility Conditional Use Permit complies with the Sensitive Land Overlay regulations outlined in Land Management Code Chapter 15-2.21.**

While the Deer Valley Club is in the SLO, exterior changes to the existing Deer Valley Club are limited to the horizontal expansion of the faux chimneys. 7720 Royal Street is not visible from any of the Vantage Points codified in LMC § 15-2.21-3(A)(6).

**(III) The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Section 15-1-10(E)**.

LMC § 15-1-10 states there are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards.

1. **Size and location of the Site:** *No unmitigated impacts*

7720 Royal Street is in the RD Zoning District. Refer to Section I of this Staff Report for analysis of Zoning District regulations. The project involves the minor expansion of two existing faux chimneys on the primary Structure to accommodate telecommunications infrastructure. The project will not result in any height increase.

2. **Traffic considerations including capacity of the existing Streets in the Area:** *No unmitigated impacts*

The project will not generate additional traffic or impact the capacity of existing Streets in the Area.

3. **Utility capacity, including Storm Water run-off:** *No unmitigated impacts*

The Development Review Committee (DRC) reviewed the project and did not identify any impacts to utility capacity or Storm Water run-off. Refer to Section V of this Staff Report for additional analysis.

4. **Emergency vehicle Access:** *No unmitigated impacts*
5. **Location and amount of off-Street parking:** *No unmitigated impacts*
6. **Internal vehicular and pedestrian circulation system:** *No unmitigated impacts*

The project involves the removal and replacement of telecommunications equipment within two existing chimneys and an equipment room. The project will not generate additional off-Street parking needs or impact emergency vehicle access or internal vehicular and pedestrian circulation. There is no off-Street parking requirement for Telecommunications Facilities in LMC Chapter 15-3. Therefore, expansion of this ancillary Use does not trigger any additional required parking.

7. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses:** *Condition of approval recommended*

Existing rooftop infrastructure is located within two faux chimneys screened from public

view and designed to match Building materials and colors. The project involves the minor expansion of these chimneys to accommodate new infrastructure. The expanded chimneys will be constructed to match existing materials and colors (Condition of Approval 4). No increase in height is proposed. The chimneys are on the east (rear) façade of the Building and are not visible from most points along Royal Street (see Figure 7). Additional infrastructure is proposed within an enclosed utility room.



***Figure 6**: Streetside view of the Deer Valley Club from Royal Street. Existing vegetation largely screen the faux chimneys from public view.*

8. **Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:** *No unmitigated impacts*

The project does not involve significant changes to the mass, bulk, orientation, or location of Buildings at 7720 Royal Street. The existing faux chimneys are approximately 31 square feet and 33 square feet and will be increased to approximately 39 square feet and 43 square feet, respectively, a total increase of approximately 18 square feet. No expansion of the utility room is proposed.

9. **Usable Open Space:** *No unmitigated impacts*
10. **Signs and lighting:** *No unmitigated impacts*

Proposed work is limited to the existing Building footprint. No usable Open Space will be impacted. No signs or lighting are proposed.

11. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing:** *Condition of approval recommended*

The project is designed to match existing Building materials and colors, as required by Condition of Approval 4.

12. **Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site:** *No unmitigated impacts*

The Telecommunications Facilities will not generate odors or steam. Although construction and operation of the equipment could create minimal noise and vibration, the project is required to abide by the noise regulations in LMC Chapter 6-3.

13. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas:** *No unmitigated impacts*

The project does not require delivery and service vehicles, loading and unloading zones, or trash and recycling facilities.

14. **Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities:** *No unmitigated impacts*

The project involves continuation of an existing ancillary Use at 7720 Royal Street. No changes to ownership or management of the property are proposed.

15. **Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site:** *No unmitigated impacts*

The project is within the Sensitive Land Overlay. Refer to Section II of this Staff Report for analysis of the requirements of this Zoning District. The project site does not include mine hazards or historic mine waste and is not within the Park City Soils Ordinance Boundary. The project does not involve development on Steep Slopes.

16. **Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding:** *No unmitigated impacts*

Small Town Goal 4 in the General Plan states “Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.”

The project is designed to match the existing Building façade, demonstrating consistency with community design guidelines and contributing to the identity of the Lower Deer Valley neighborhood.

**(IV) The proposal, as conditioned, complies with the regulations for Telecommunications Facilities outlined in Land Management Code Section 15-4-14.**

Regulations governing Telecommunications Facilities are intended to ensure infrastructure is compatible with the unique characteristics of each Zoning District and that adverse impacts on community quality and safety are mitigated. The following regulations apply:

| Requirement | Analysis of Proposal |
|---|---|
| A. The installation of Telecommunication Facilities, unless otherwise addressed in this Code, shall be deemed a Conditional Use and subject to the Park City Building Permit process. It shall be unlawful to install any Telecommunication Facility without first having a CUP and Building Permit from the City. | **Complies.** The Planning Commission approved a CUP for a Telecommunications Facility at 7720 Royal Street on March 14, 2001. Modification of an existing CUP requires review and approval by the Planning Commission. Condition of Approval 5 requires the Applicant to obtain a Building Permit prior to construction of any approved project. See Section III of this Staff Report for analysis of CUP criteria. |
| B. (1) Each Applicant shall present documentary evidence regarding the need for Telecommunications Facilities within the City. This information shall identify the Applicant's existing Telecommunications Facilities and coverage Areas to demonstrate the need for the proposed Telecommunications Facility within the City. | **Complies.** The Applicant indicated the project will improve coverage and capacity to Verizon customers and first responders in the service area (see Exhibit C). |
| B. (2-4) Requirements 2-4 apply to new Telecommunications Facilities. | **Complies.** The project involves only minor modifications to an existing Telecommunications Facility. |
| B. (5) A visual impact study, graphically simulating through models, computer enhanced graphics or similar techniques, the appearance of any proposed Telecommunications Facility and | **Complies.** The Applicant submitted a photo simulation showing existing and proposed conditions along the east (rear) façade of the Building, where the rooftop infrastructure is proposed (see Figure 5). Because the project does not involve an |

| | |
|---|---|
| indicating its view from at least five (5) locations around and within one (1) mile of the proposed Telecommunications Facility will be most visible. | increase in height for the existing faux chimneys, a single photo simulation is sufficient to establish the project's visual impacts. |
| C. Requirement (C) relates to federal regulations. Compliance with these regulations is established during the Building Permit phase. | **Complies.** Condition of Approval 5 requires the Applicant to obtain a Building Permit prior to construction of any approved project. |
| D./E. Requirements (D) and (E) establish that Telecommunications Facilities are not regulated or permitted as essential services or utilities and require a CUP. | **Complies.** Refer to Section III of this Staff Report for analysis of CUP criteria. Refer to the Notice section below for compliance with noticing requirements. |
| F. Requirement (F) establishes Setback, Height, Use, and Design requirements for Telecommunications Facilities. | **Complies.** The project complies with underlying Setback and Height requirements for the RD Zoning District (refer to Section I of this Staff Report for analysis). The Telecommunications Facility is an ancillary Use. |
| G. Requirement (G) applies to projects requiring the removal of Significant Vegetation or the expansion or construction of driveways or roads. | **Complies.** The project does not involve the removal of Significant Vegetation or the expansion or construction of driveways or roads. |
| H. Enclosed Antennas are prohibited within a Historic Structure or within the POS zone, unless approved b the Planning Commission as a CUP. | **Complies.** There are no Historic Structures at 7720 Royal Street. The project is not located within the POS Zoning District. |
| I. Requirement (I) applies only to projects that do not meet the criteria in Requirements F-H. | **Complies.** The project complies with all criteria for Requirements F-H. |
| J. Requirement (J) applies to new Telecommunications Facilities. | The project involves modifications to an existing Telecommunications Facility. |
| K. Requirement (K) concerns signs associated with Telecommunications Facilities. | **Complies.** The project does not involve the installation of any signs. |
| L.-O. Requirements L-O relate to permits for temporary antennas, Subdivision and Condominium covenants, and abandonment of Telecommunications Facilities. | **Complies.** The project does not involve construction of a temporary antenna. Condition of Approval 6 requires the Applicant to obtain a Building Permit within one (1) year of project approval, or the approval is void. The Applicant submitted |

| | |
|---|---|
| | documentation from the property owner indicating consent to locate the project within existing rooftop infrastructure. |

**(V) The Development Review Committee (DRC) reviewed the proposal on February 4, 2025, and does not require Conditions of Approval. The proposal complies with the DRC's required standards.[2]**

## 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 February 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on February 12, 2025. The *Park Record* published courtesy notice on February 12, 2025.[3]

## Public Input

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

## Alternatives

- The Planning Commission may approve the Modification to the CUP;
- The Planning Commission may deny the Modification to the CUP and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

## Exhibits

Exhibit A: Draft Final Action Letter
Attachment 1: Proposed Plans
Exhibit B: Photo Submittal
Exhibit C: Applicant's Narrative
Exhibit D: Sterlingwood Phase II Final Action Letter
Exhibit E: January 8, 1992 Planning Commission Minutes
Exhibit F: 2001 CUP Final Action Letter and Staff Report

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

## SITE INFORMATION

SITE ADDRESS:
7720 ROYAL STREET EAST
PARK CITY, UT 84060

LATITUDE AND LONGITUDE:
LATITUDE: 40.6229338/ 40° 37' 22.562"
LONGITUDE: -111.4870586/ 111° 29' 13.411"

CONSTRUCTION TYPE:
BUILDING TYPE V-1HR

HANDICAP REQUIREMENTS:
FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION, HANDICAP ACCESS REQUIREMENT(S) DO NOT APPLY

JURISDICTION:
PARK CITY

SITE PARCEL NUMBER:
PCA-1200-4-1-SLE-1

PROPERTY OWNER:
SILVER LAKE DEVELOPMENT CORP ETAL
C/O DEER VALLEY CLUB
7720 ROYAL ST EAST
PARK CITY, UT 84060

## REFERENCE DOCUMENTS

| DESCRIPTION | | DATE |
|---|---|---|
| RFDS | | 10.04.2023 |
| EXISTING CONSTRUCTION DOCUMENTS | UT2+Stag+100%+CD+REV+0+2016-10-17 BY TOWERCOM | 10.17.2016 |
| | | |
| MAPPING | UT2 STAG_STRUCTURE MAPPING_R0 230724 | 07.24.2023 |
| | UT2 STAG_STRUCTURE MAPPING_R0 230801 | 08.01.2023 |
| | UT2 STAG_STRUCTURE MAPPING_R2 231020 | 10.20.2023 |
| | UT2 STAG_ANTENNA MOUNT MAPPING_R0 230724 | 07.24.2023 |
| | UT2 STAG_ANTENNA MOUNT MAPPING_R0 230801 | 08.01.2023 |
| | SHELTER MAPPING R0 | 07.24.2023 |
| STRUCTURAL DRAWINGS | TAEC - UT2 STAG_ROOFTOP FRP SCREENWALL DESIGN_R0 231130 | 11.30.2023 |
| | TAEC - UT2 STAG_ROOFTOP MOUNT ANALYSIS REPORT_R0 231130 | 11.30.2023 |
| | TAEC - UT2 STAG_ROOFTOP STRUCTURAL ANALYSIS REPORT_R0 231130 | 11.30.2023 |
| | UT2 STAG_ANTENNA SCREEN WALL S-MOD CDS_R0 231130 | 11.30.2023 |
| | | |

## PROJECT DESCRIPTION

- USE CONCEALFAB LOW-PIM ANTENNA AND CABLE MOUNTING HARDWARE
- REMOVE (6) EXISTING ANTENNAS
- REMOVE (1) EXISTING 66001 BBU
- REMOVE (6) RRHS (3 PER SECTOR) (@ EQUIPMENT AREA)
- **INSTALL (6) NEW ANTENNAS (2 PER SECTOR)**
- **INSTALL (3) NEW 4490 RRUS (1 PER SECTOR)**
- **INSTALL (3) NEW 4890 RRUS (1 PER SECTOR)**
- **INSTALL (3) NEW 8863 RRUS (1 PER SECTOR)**
- **INSTALL (2) NEW 6x12 HYBRID**
- **INSTALL (2) NEW 12x24 OVPS**
- **INSTALL (1) NEW 6648 BBU**
- **INSTALL (1) NEW VZ UPCONVERTER, REQUIRES 3 UNITS**
- **INSTALL (1) NEQ/SACATE2 RECTIFIER - UPGRADE AC FEEDS AND BREAKERS**
- **NEW FRP FRAMING PER SCREEN WALL MODIFICATION DRAWINGS BY GEOSTRUCTURAL, DATED 11.30.2023.**
- **REPLACE ALL EXISTING FRP PANELS.**

## CONTACT INFORMATION

APPLICANT:
VERIZON WIRELESS
9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UT 84088

RF ENGINEER:
VERIZON WIRELESS
9656 PROSPERITY ROAD
WEST JORDAN, UT 84081
CONTACT: JEFF JOCKUMSEN
OFFICE: (801) 573-0013
EMAIL: jeffrey.jockumsen@verizonwireless.com

CONSTRUCTION ENGINEER:
VERIZON WIRELESS
9656 PROSPERITY ROAD
WEST JORDAN, UT 84081
CONTACT: CLIFF HIEB
OFFICE: (208) 251-7500
EMAIL: clifford.hiebjr@verizonwireless.com

ARCHITECTURE & ENGINEERING:
TECHNOLOGY ASSOCIATES EC, INC
136 S MAIN STREET, SUITE 400
SALT LAKE CITY, UT 84101
CONTACT: PETER LUNDQUIST
OFFICE: (206) 713-9915
EMAIL: pete.lundquist@taec.net

SITE ACQUISITION:
TECHNOLOGY ASSOCIATES EC, INC
136 S MAIN STREET, SUITE 400
SALT LAKE CITY, UT 84101
CONTACT: DAKOTA HAWKS
OFFICE: (801) 651-4769
EMAIL: dakota.hawks@taec.net

PROJECT MANAGER:
TECHNOLOGY ASSOCIATES EC, INC
136 S MAIN STREET, SUITE 400
SALT LAKE CITY, UT 84101
CONTACT: MIKE STRAND
OFFICE: (801) 663-6441
EMAIL: michael.strand@taec.net

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

# verizon

# UT2 STAG

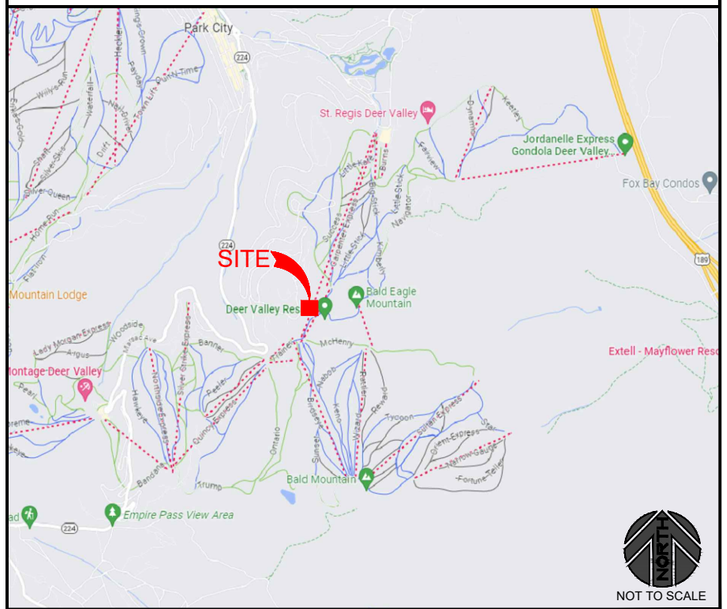
## PROJECT ID: 15964991

## MDG LOCATION CODE: 5000051843

7720 ROYAL STREET EAST
PARK CITY, UT 84060

## 5G L-SUB6-CARRIER ADD

## VICINITY MAP




NOT TO SCALE

## DRIVING DIRECTIONS

STARTING FROM VERIZON OFFICE-9656 SOUTH PROSPERITY ROAD, WEST JORDAN, UTAH 84088:

1. HEAD NORTH ON 6200 W/S PROSPERITY RD
2. TURN RIGHT ONTO UT-48 E
3. USE THE LEFT 2 LANES TO TURN LEFT ONTO UT-85/MOUNTAIN VIEW CORRIDOR/N MOUNTAIN VW
4. TAKE THE RAMP ONTO UT-201 E
5. MERGE ONTO UT-201 E
6. USE THE LEFT 2 LANES TO TAKE THE I-15 S/I-80 E EXIT TOWARD LAS VEGAS S
7. CONTINUE ONTO I-80 E
8. KEEP LEFT TO STAY ON I-80 E
9. TAKE EXIT 145 TOWARD KIMBALL JCT
10. TURN RIGHT ONTO UT-224 S
11. TURN LEFT ONTO DEER VALLEY DR
12. AT THE TRAFFIC CIRCLE, TAKE THE 2ND EXIT ONTO MARSAC AVE
13. TURN LEFT ONTO GUARDSMAN CONNECTION RD/WHEATON WAY
14. TURN RIGHT ONTO ROYAL ST
15. DESTINATION WILL BE ON THE RIGHT

## SHEET INDEX

| SHEET | DESCRIPTION |
|---|---|
| T-1 | TITLE SHEET |
| A-1 | OVERALL SITE PLAN |
| A-1.1 | ENLARGED SITE PLAN |
| A-2 | EQUIPMENT PLAN |
| A-3 | ANTENNA PLANS |
| A-4 | ELEVATIONS |
| A-5 | DETAILS |
| A-6 | NEW ENLARGED EXTERIOR ELEVATIONS |
| A-7 | NEW ENLARGED INTERIOR ELEVATIONS |
| A-8 | SITE PHOTOS |
| | SCREEN WALL STRUCTURAL MODIFICATION (REINFORCEMENT DESIGN) |
| S-1 | TITLE SHEET |
| S-2 | NOTES & SPECIFICATIONS |
| S-3 | INSPECTION NOTES |
| S-4 | MODIFICATION, SECTIONS & DETAILS |
| S-5 | MODIFICATION, SECTIONS & DETAILS |
| | |
| | |
| | |
| | |
| | |

## DO NOT SCALE DRAWINGS

CONTRACTOR SHALL VERIFY ALL PLANS, AND EXISTING DIMENSIONS, AND CONDITIONS ON THE JOB SITE, AND SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME

**UNDERGROUND SERVICE ALERT, CALL 'DIG ALERT' OF UTAH @ 811 OR 1-800-662-4111**
THREE WORKING DAYS BEFORE YOU DIG


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9656 SOUTH PROSPERITY ROAD,
WEST JORDAN, UT 84088

Technology Associates
MOUNTAIN REGION OFFICE
136 S MAIN STREET
SUITE 400
SALT LAKE CITY, UT 84101


| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| C | 09/06/2024 | HEAT STUDY | RG |
| B | 01/31/2024 | ISSUED FOR 90% CD REVIEW | CMB |
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UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

ROOFTOP

SHEET TITLE
**TITLE SHEET**

SHEET NUMBER
**T-1**




## DISCLAIMER

THESE DRAWINGS WERE PRODUCED WITHOUT THE BENEFIT OF A CURRENT LAND SURVEY. ALL PROPERTY LINES, EASEMENTS, AND SETBACKS SHALL BE VERIFIED PRIOR TO START OF CONSTRUCTION. TAEC DOES NOT GUARANTEE THE ACCURACY OF SAID PROPERTY LINES, EASEMENTS, ROADS AND SETBACKS.

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9656 SOUTH PROSPERITY ROAD,
WEST JORDAN, UT 84088


Technology Associates

**MOUNTAIN REGION OFFICE**
136 S MAIN STREET
SUITE 400
SALT LAKE CITY, UT 84101


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# UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

ROOFTOP

SHEET TITLE
**OVERALL SITE PLAN**

SHEET NUMBER
**A-1**

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

## OVERALL SITE PLAN

20' 0 10' 20'

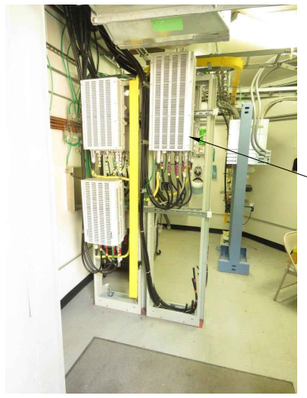
SCALE: 1" = 20'-0" (24x36)
(OR) 1/2" = 20'-0" (11x17)

1



EXISTING VZ PDF RACK
- GE INFINITY S SYSTEM
- CC# 150027200
- MODEL#: NES4824-23-AC5-PS16-DC2E-7FTR
- SERIAL: 17KZ5048877
- 4 - NE050AC48ATEZ RECTIFIERS
- 2 - NE075DC24A
- +26.0 V1 @ 0.4 AMPS
- -54.45 V2 @ 41.0 AMPS
- **INSTALL (1) NE05ACATEZ RECTIFIER - UPGRADE AC FEEDS AND BREAKERS**
- **PDF - ADD (1) NE050ACATEZ RECTIFIER - UPGRADE AC FEEDS AND BREAKERS**

## EXISTING PDF RACK



EXISTING (6) VZ RRH'S **TO BE REMOVED**

## EXISTING RRH RACK



EXISTING (2) VZ 6x12 OVP **TO REMAIN**

**NEW (1) VZ 6648 BBU**

EXISTING (1) VZ 6630 BBU **TO REMAIN**

EXISTING (1) VZ 6601 BBU **TO BE REMOVED**

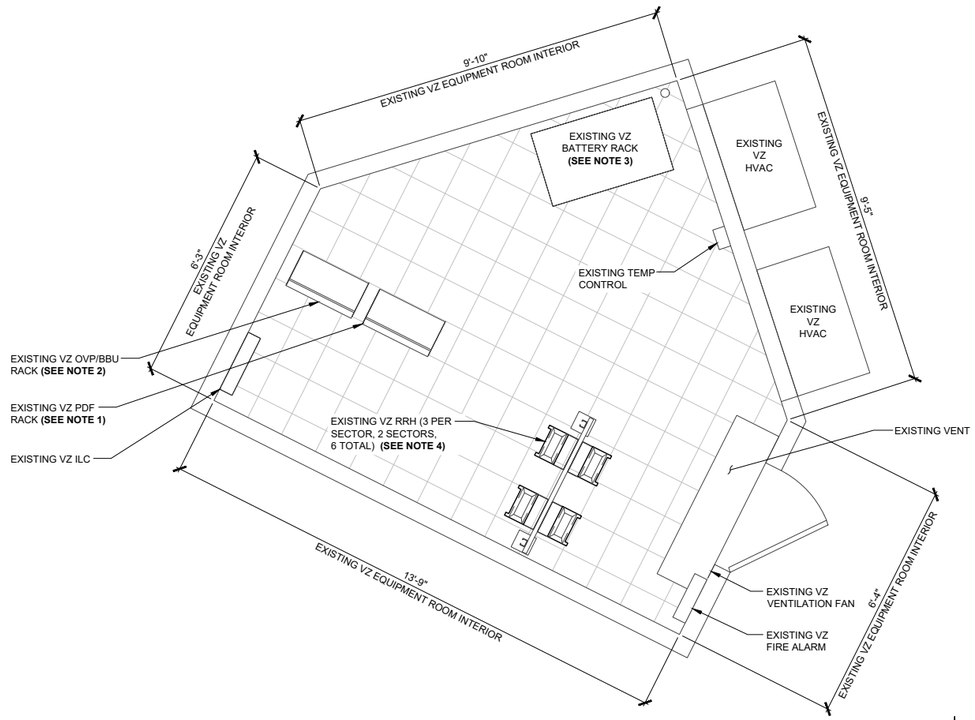
**NEW (1) VZ UPCONVERTER, REQUIRES 3 UNITS**

## EXISTING OVP/BBU RACK

**EQUIPMENT NOTES:**

1. PDF LINEAGE
   - GE INFINITY S SYSTEM
   - CC# 150027200
   - MODEL#: NES4824-23-AC5-PS16-DC2E-7FTR
   - SERIAL: 17KZ5048877
   - 4 - NE050AC48ATEZ RECTIFIERS
   - 2 - NE075DC24A
   - +26.0 V1 @ 0.4 AMPS
   - -54.45 V2 @ 41.0 AMPS
   - **INSTALL (1) NE05ACATEZ RECTIFIER - UPGRADE AC FEEDS AND BREAKERS**
   - **PDF - ADD (1) NE050ACATEZ RECTIFIER - UPGRADE AC FEEDS AND BREAKERS**
2. BBU/OVP RACK
   - EXISTING (1) 6630 BBU **TO REMAIN**
   - EXISTING (1) 6601 BBU **TO BE REMOVED**
   - EXISTING (2) 6x12 OVP **TO REMAIN**
   - **NEW (1) 6648 BBU**
   - **NEW VZ UPCONVERTER, REQUIRES 3 UNITS**
3. BATTERY RACK
   - DEKA UNIGY II
   - DATE: 8/31/2017
   - 8 STRINGS OF 3 CELLS, 24 TOTAL
4. RRH RACK
   - EXISTING (6) RRH'S **TO BE REMOVED**

| OVERALL RESULTS | | | |
|---|---|---|---|
| Existing Load | 1890.0 W | | |
| Future Additional Load | 4462.0 W | | |
| Add'l Cabinet HVAC Load | 0.0 W | | |
| Total New Plant Float Load | 6352.0 W | | |
| Total New 48V DC Amps | 117.6 A | | |
| Min. 48V 50A Rectifier Count | 4 | | |
| AC Load if 120/240V 1Ø | 50.3 A | | |
| Min 1 Ø 240 V Utility Size | 200 A | | |
| AC Load if 120/208V 3Ø | 33.6 A | | |
| Min 3 Ø 208 V Utility Size | 200 A | | |
| Generator Peak Loads | 12.1 kW | | |
| New Generator (Diesel Size) | 30 kW | Minimum Existing Gen. Size | 13 kW |
| New Generator (LP/NG) | 48/50 kW | Minimum Existing Gen. Size | 14 kW |





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9656 SOUTH PROSPERITY ROAD,
WEST JORDAN, UT 84088

Technology Associates

**MOUNTAIN REGION OFFICE**
136 S MAIN STREET
SUITE 400
SALT LAKE CITY, UT 84101


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# UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

ROOFTOP

SHEET TITLE

**EQUIPMENT PLAN**

SHEET NUMBER

**A-2**

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

**EXISTING EQUIPMENT CABINETS** — SCALE N.T.S. — 2

**EXISTING EQUIPMENT PLAN** — SCALE N.T.S. — 1

## NOTES:

1. ALL AZIMUTHS ARE TO BE ESTABLISHED CLOCKWISE FROM THE TRUE NORTH HEADING.
2. CONTRACTOR SHALL VERIFY ANTENNA CENTERLINE, MECHANICAL DOWNTILT, ORIENTATION, AND CABLE LENGTHS PRIOR TO INSTALLATION. REFER TO SITE MODIFICATION CHANGE ORDER FOR ADDITIONAL INFORMATION.
3. USE CONCEALFAB LOW-PIM ANTENNA AND CABLE MOUNTING HARDWARE.
4. GC TO CONFIRM IF VZ WANTS TO REPLACE EXISTING 3315 OVP'S WITH (1) 6627 OVP, OR INSTALL 3315-ALM-RS548 RETROFIT BOARDS.
5. INSTALLERS TO VERIFY LATEST RF DATA SHEET & PLUMBING / WIRING DIAGRAMS, PRIOR TO INSTALLATION.
6. MAINTAIN 20"-24" ANTENNA CENTERLINE SEPARATION FOR DUAL LTE ANTENNAS

## HYBRIFLEX LENGTHS:

1. FROM THE EQUIPMENT ROOM (N) RACK MOUNT OVP TO THE ANTENNA CENTERLINE (N) OVP BOX WILL REQUIRE (2) RUN OF 6x12 HYBRIFLEX BE INSTALLED, SEE CHART FOR LENGTHS.
2. FROM THE ANTENNA CENTERLINE OVP BOX TO EACH RRH WILL REQUIRE (1) RUN OF 1x1 HYBRIFLEX BE INSTALLED, LENGTH = 15'

### ANTENNA KEY

| SECTOR | STATUS | AZIMUTH | POSITION | QTY. | MFG. | MODEL | SERVICE | RAD CENTER |
|---|---|---|---|---|---|---|---|---|
| ALPHA | REMOVED | 320° | A1 A2 | 2 | ANDREW | SBNHH-1D45A | LTE | 30.6' |
| | **NEW** | 25° | A1 | 1 | JMA WIRELESS | MX12FIT465-01 | LTE | 30.6' |
| | **NEW** | 25° | A2 | 1 | JMA WIRELESS | MX08FIT265-01 | 5G | 30.6' |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| BETA | **NEW** | 205° | B1 | 1 | JMA WIRELESS | MX12FIT465-01 | LTE | 30.6' |
| | **NEW** | 205° | B2 | 1 | JMA WIRELESS | MX08FIT265-01 | 5G | 30.6' |
| | | | | | | | | |
| GAMMA | REMOVED | 250° | C1 C2 | 2 | ANDREW | SBNHH-1D45A | LTE | 30.6' |
| | **NEW** | 295° | C1 | 1 | JMA WIRELESS | MX12FIT465-01 | LTE | 30.6' |
| | **NEW** | 295° | C2 | 1 | JMA WIRELESS | MX08FIT265-01 | 5G | 30.6' |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| RAYCAP OVP | **NEW** | N/A | TOWER | 2 | RAYCAP | RCMDC-6627-PF-48 | - | 30.6' |
| | | | | | | | | |

### HYBRID KEY

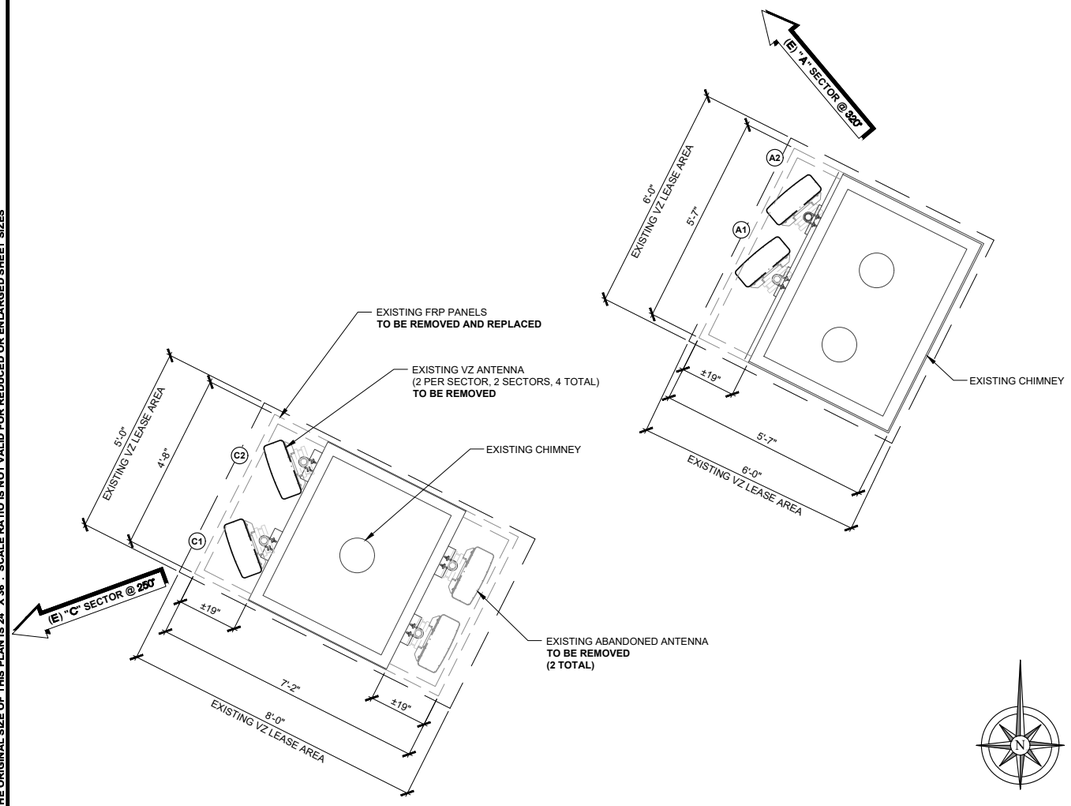
| SECTOR | STATUS | QTY. | TYPE | DIELECTRIC | DIAMETER | RUN |
|---|---|---|---|---|---|---|
| ALPHA | | | | | | |
| | | | | | | |
| | | | | | | |
| | **NEW** | 2 | JUMPER | 1 X 3 FIBER | | 15' |
| | **NEW** | 4<br>1 | JUMPER | - | 1/2" | 15' |
| | **NEW** | 8<br>1 | JUMPER | - | 1/2" | 15' |
| BETA | **NEW** | 2 | JUMPER | 1 X 3 FIBER | | 15' |
| | **NEW** | 4<br>1 | JUMPER | - | 1/2" | 15' |
| | **NEW** | 8<br>1 | JUMPER | - | 1/2" | 15' |
| GAMMA | | | | | | |
| | | | | | | |
| | | | | | | |
| | **NEW** | 2 | JUMPER | 1 X 3 FIBER | | 15' |
| | **NEW** | 4<br>1 | JUMPER | - | 1/2" | 15' |
| | **NEW** | 8<br>1 | JUMPER | - | 1/2" | 15' |
| | **NEW** | 2 | SHARED | HYBRID CABLES | 6x12 | ±125' |
| | | | | | | |

### RRH KEY

| STATUS | QTY. | MFG. | MODEL |
|---|---|---|---|
| REMOVED | 1 | NOKIA | UHBA B13 RRH 4x30 |
| REMOVED | 1 | NOKIA | UHFA B25 RRH 4x30 |
| REMOVED | 1 | NOKIA | UHIE B66A RRH 4x45 |
| **NEW** | 1 | ERICSSON | CBAND RADIO 8863 |
| **NEW** | 1 | ERICSSON | 4490 RADIO |
| **NEW** | 1 | ERICSSON | 4890RADIO |
| **NEW** | 1 | ERICSSON | CBAND RADIO 8863 |
| **NEW** | 1 | ERICSSON | 4490 RADIO |
| **NEW** | 1 | ERICSSON | 4890RADIO |
| REMOVED | 1 | NOKIA | UHBA B13 RRH 4x30 |
| REMOVED | 1 | NOKIA | UHFA B25 RRH 4x30 |
| REMOVED | 1 | NOKIA | UHIE B66A RRH 4x45 |
| **NEW** | 1 | ERICSSON | CBAND RADIO 8863 |
| **NEW** | 1 | ERICSSON | 4490 RADIO |
| **NEW** | 1 | ERICSSON | 4890RADIO |

# EXISTING ANTENNA PLAN

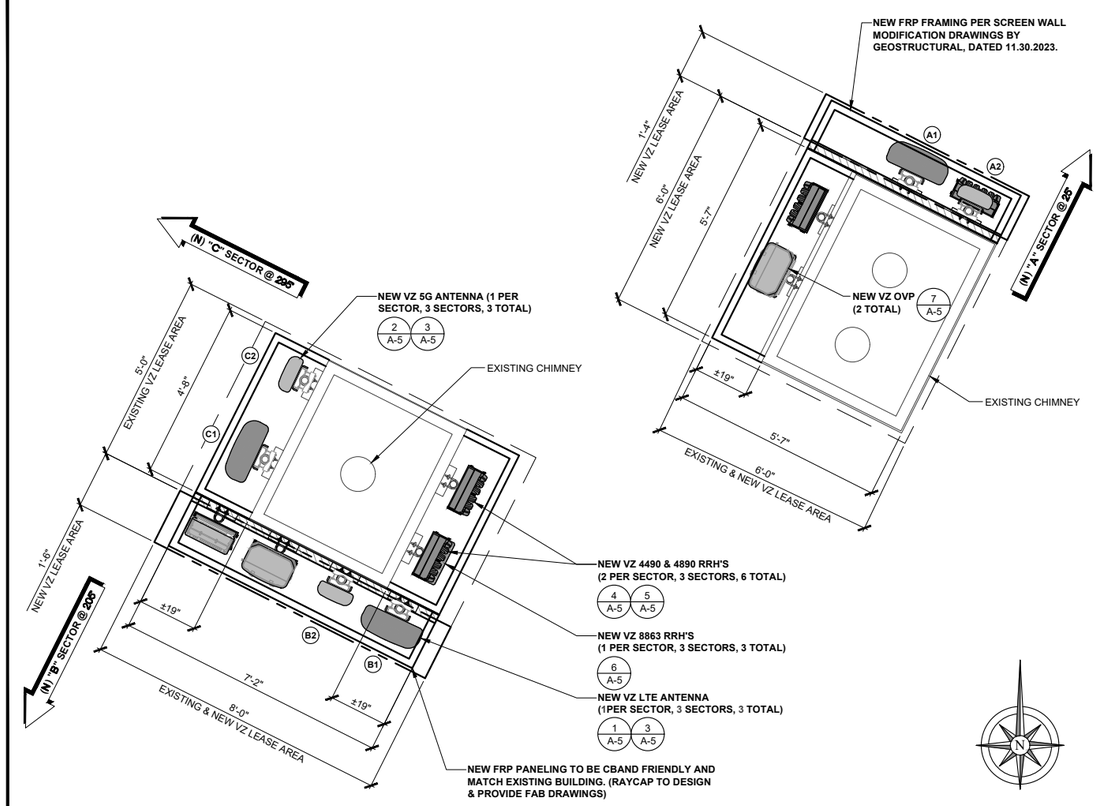
SCALE N.T.S. 1




## EXISTING ANTENNA PLAN

0 6" 1' 2' SCALE: 1/2" = 1'-0" (24x36) (OR) 1/4" = 1'-0" (11x17) 2

# NEW ANTENNA PLAN




## NEW ANTENNA PLAN

0 6" 1' 2' SCALE: 1/2" = 1'-0" (24x36) (OR) 1/4" = 1'-0" (11x17) 3

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

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9656 SOUTH PROSPERITY ROAD,
WEST JORDAN, UT 84088

Technology Associates

**MOUNTAIN REGION OFFICE**
136 S MAIN STREET
SUITE 400
SALT LAKE CITY, UT 84101

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# UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

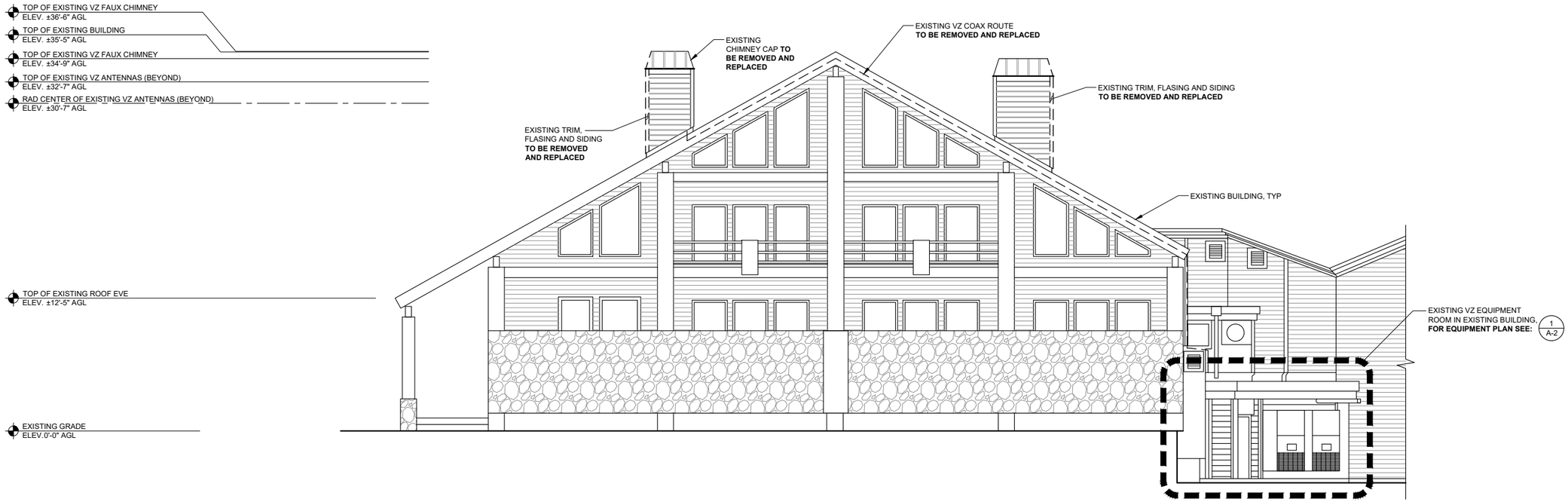
ROOFTOP

SHEET TITLE

**ANTENNA PLAN**

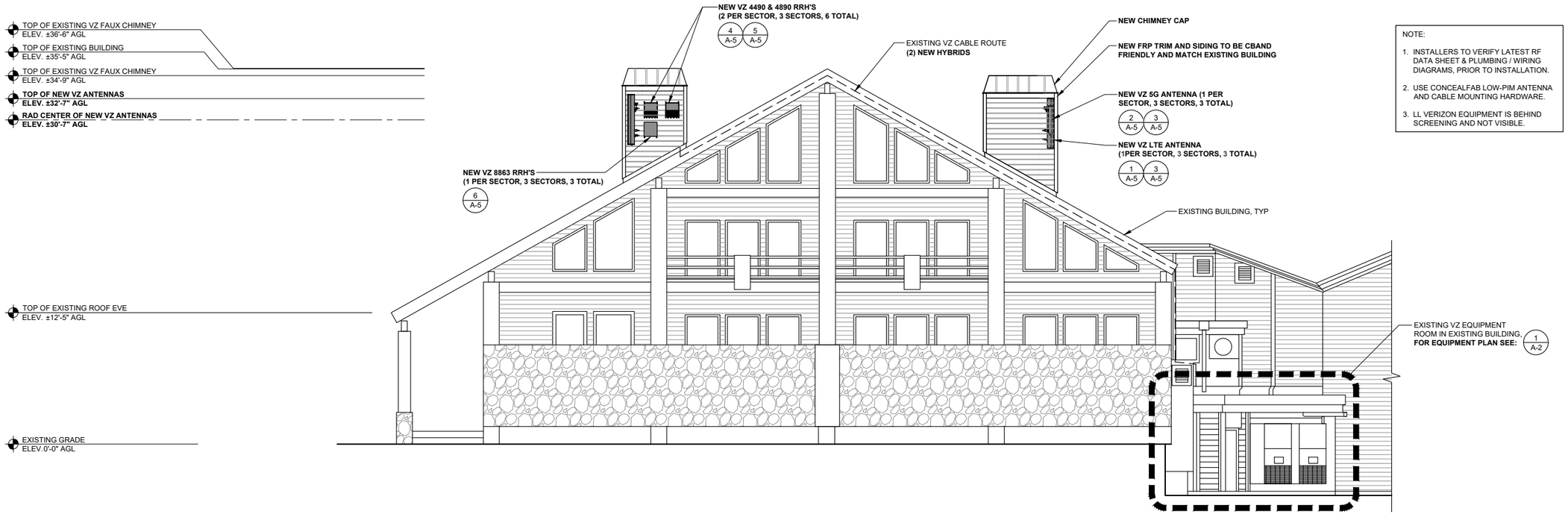
SHEET NUMBER

**A-3**




## EXISTING EAST ELEVATION

0 1.5' 3' 5' SCALE: 3/16" = 1'-0" (24x36) (OR) 3/32" = 1'-0" (11x17) 1




NOTE:

1. INSTALLERS TO VERIFY LATEST RF DATA SHEET & PLUMBING / WIRING DIAGRAMS, PRIOR TO INSTALLATION.
2. USE CONCEALFAB LOW-PIM ANTENNA AND CABLE MOUNTING HARDWARE.
3. LL VERIZON EQUIPMENT IS BEHIND SCREENING AND NOT VISIBLE.

## NEW EAST ELEVATION

0 1.5' 3' 5' SCALE: 3/16" = 1'-0" (24x36) (OR) 3/32" = 1'-0" (11x17) 2

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

verizon
9656 SOUTH PROSPERITY ROAD,
WEST JORDAN, UT 84088

Technology Associates
**MOUNTAIN REGION OFFICE**
136 S MAIN STREET
SUITE 400
SALT LAKE CITY, UT 84101

| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
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| B | 01/31/2024 | ISSUED FOR 90% CD REVIEW | CMB |
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UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

ROOFTOP

SHEET TITLE
**ELEVATIONS**

SHEET NUMBER
**A-4**

## NOT USED

SCALE N.T.S. | 10

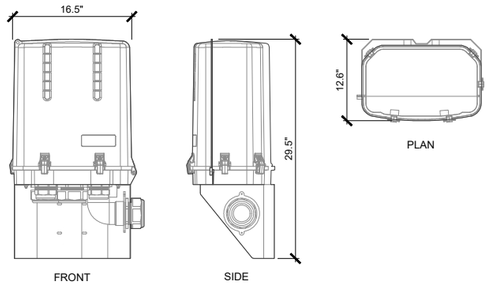
## RAYCAP SPECIFICATIONS

### COMMSCOPE RAYCAP RCMDC 6627-PF-48

DIMENSIONS: 12.6" X 29.5" X 16.5"

WEIGHT: 14.51 kg (32.0 lbs)

COLOR: GRAY




SCALE N.T.S. | 7

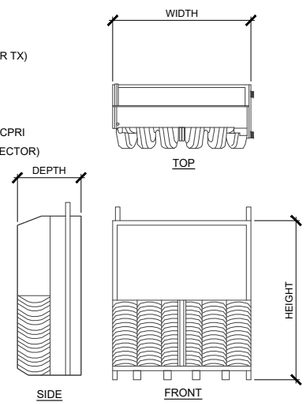
## RRU SPECIFICATIONS

### ERICSSON 4890HP 48B2 48B66S

WIDTH: 15.7" HEIGHT: 20.6"

DEPTH: 7.2" WEIGHT: 69.5 LBS

-8 RF PORTS, 4T8R PER BAND (S FOR TX)
-B2: 4X60W, B66: 4X60W
-UP TO 480W IN TOTAL RF POWER
-L, NR, NB-IoT
-2X2.5/4.9/9.8/10.1/24.3 GBPS CPRI/eCPRI
- -48 VDC 2-WIRE (SINGLE DC-CONNECTOR)
-AISG v3.0 TMA & RET SUPPORT
VIA RS-485 OR RF CONNECTORS
-TYPE 4.3-10 RF + CONNECTORS
-2 EXTERNAL ALARM
-CONVECTIONAL COOLING
-OPTIONAL FAN FOR
INCREASED SITE FLEXIBILITY
-IP65, -40 TO +55°C




SCALE N.T.S. | 4

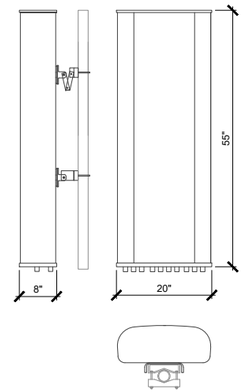
## ANTENNA SPECIFICATIONS

### JMA WIRELESS MXMX12FIT465-01

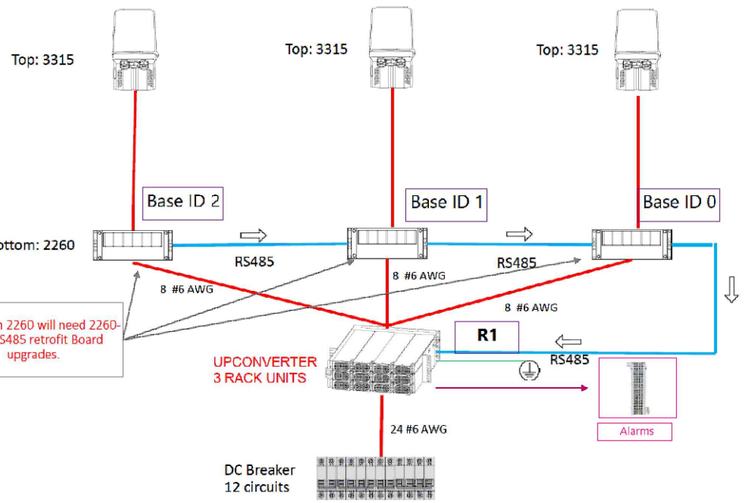
DIMENSIONS, HxWxD: 55" x 20" x 8"

WEIGHT w/ MOUNTING KIT: 72 lb (32.7 kg)

RET CONNECTOR: 12 x 4.3-10 FEMALE, BOTTOM




SCALE N.T.S. | 1




## UPCONVERTER PLUMBING DIAGRAM

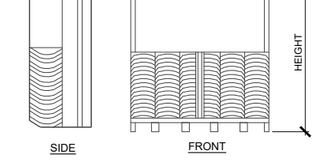
SCALE N.T.S. | 9

### ERICSSON 4490HP 44B5 44B13 C

WIDTH: 15.7" HEIGHT: 20.6"

DEPTH: 7.0" WEIGHT: 68.4 LBS

-4 COMMON RF PORTS (C)
-B5: 4X60W, B13: 4X60W
-480W IN TOTAL RF OUTPUT POWER
-L, NR, NB-IOT
-2X2.5/4.9/9.8/10.1/24.3 GBPS CPRI/eCPRI
- -48 VDC 2-WIRE (ONE DC-CONNECTOR)
-AISG V3.0 TMA & RET SUPPORT
VIA RS-485 OR RF CONNECTORS
-TYPE 4.3-10 RF + CONNECTORS
-2 EXTERNAL ALARM
-CONVECTIONAL COOLING
-OPTIONAL FAN FOR
INCREASED SITE FLEXIBILITY
-IP65, -40 TO +55°C




## RRU SPECIFICATIONS

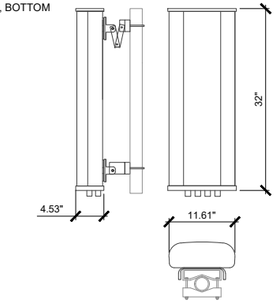
SCALE N.T.S. | 5

### JMA WIRELESS MX08FIT265-01

DIMENSIONS, HxWxD: 32.0" x 11.61" x 4.53"

WEIGHT w/ BRACKET 26.5 lb (12.02 kg)

RET CONNECTOR: 8 x 4.3-10 FEMALE, BOTTOM




## ANTENNA SPECIFICATIONS

SCALE N.T.S. | 2

### ERICSSON 8863

DIMENSIONS, HxWxD: 18.9 x 14.8" x 6.7"
w/ PROTRUDING ITEMS
WEIGHT: 57.4 lbs.

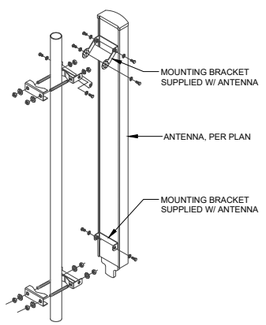
CAPACITY AND SPECIFICATIONS:

- 8TX/8RX
- SUPPORT SPLIT MODE (2 x 4T4R AS MULTI SECTOR SOLUTION)
- Tx POWER 8x40W
- 200 MHz IBW TDD
- 2 x 25 Gbps CPRI, (COMPATIBLE TO 10G) CPRI SFP28
- EXTERNAL ANTENNA CALIBRATION
- -48 VDC, MAX 1100 W
- AISG RET SUPPORT VIA RS-485 OR RF CONNECTORS
- CONVECTIONAL COOLING, OPTIONAL FAN FOR INCREASED SITE FLEXIBILITY
- 2 EXTERNAL ALARM
- IP 65, -40° TO 55° C (INCL SOLAR LOAD)



## ANTENNA SPECIFICATIONS

SCALE N.T.S. | 6




## ANTENNA MOUNTING

SCALE N.T.S. | 3

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verizon

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WEST JORDAN, UT 84088

Technology Associates

**MOUNTAIN REGION OFFICE**
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# UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

ROOFTOP

SHEET TITLE

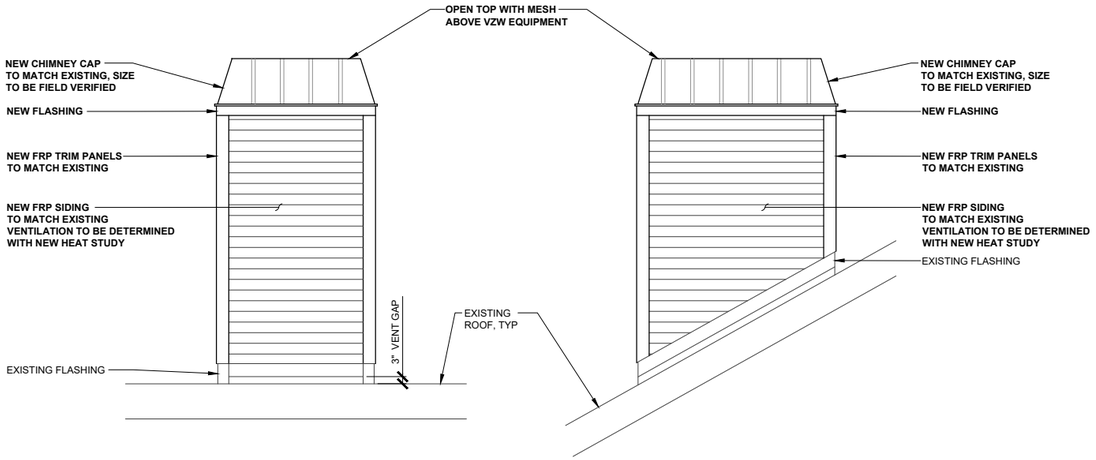
**DETAILS**

SHEET NUMBER

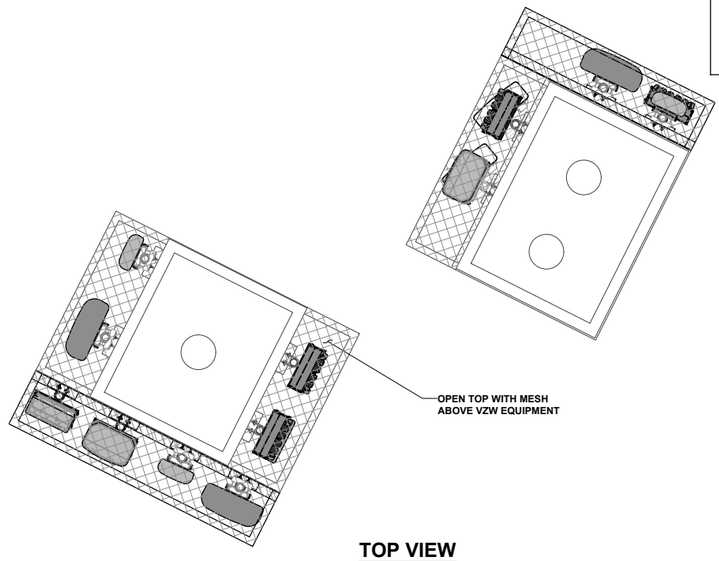
**A-5**

NOTE:

1. ALL FRP TO BE CBAND FRIENDLY.
2. ALL EXISTING SIDING, TRIM, AND CHIMNEY CAPS TO BE REMOVED AND REPLACED FOR UNIFORMITY AND TO MATCH EXISTING.
3. VERIFY WITH OWNER PRIOR TO INSTALLATION.
4. RAYCAP TO DESIGN & PROVIDE FAB DRAWINGS

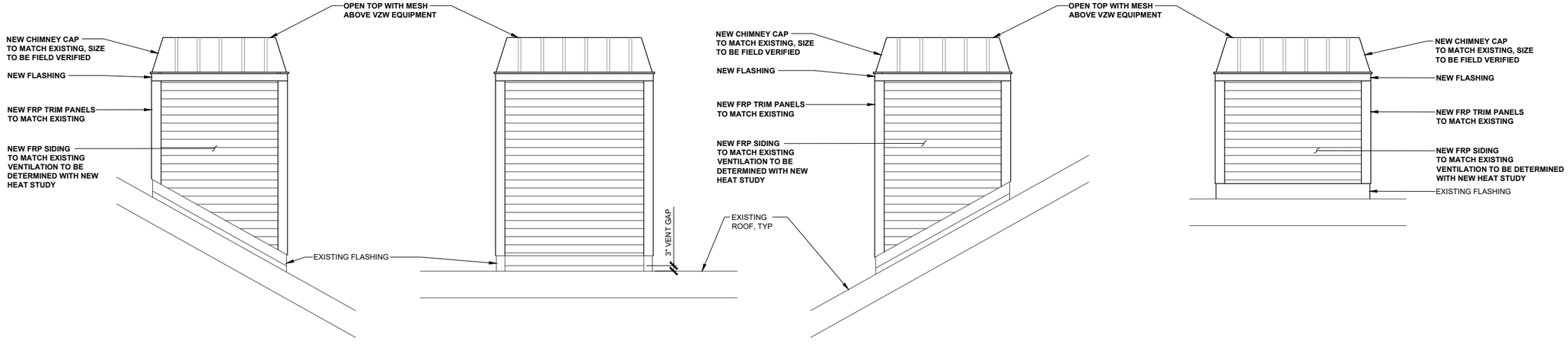



**NE ELEVATION** **NW ELEVATION**




**TOP VIEW**

## SECTOR A




**NW ELEVATION** **SW ELEVATION** **SE ELEVATION** **NE ELEVATION**

## SECTORS B & C

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

**NEW ENLARGED EXTERIOR ELEVATIONS**

0 1' 2' 3'

SCALE: 3/8" = 1'-0" (24x36)
(OR) 3/16" = 1'-0" (11x17)

1

verizon

9656 SOUTH PROSPERITY ROAD,
WEST JORDAN, UT 84088

Technology Associates

**MOUNTAIN REGION OFFICE**
136 S MAIN STREET
SUITE 400
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UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

ROOFTOP

SHEET TITLE

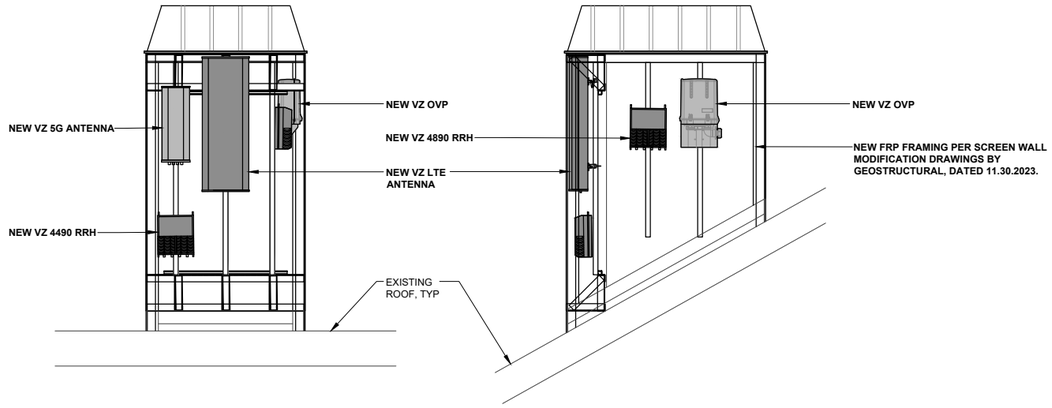
**ENLARGED EXTERIOR ELEVATIONS**

SHEET NUMBER

**A-6**

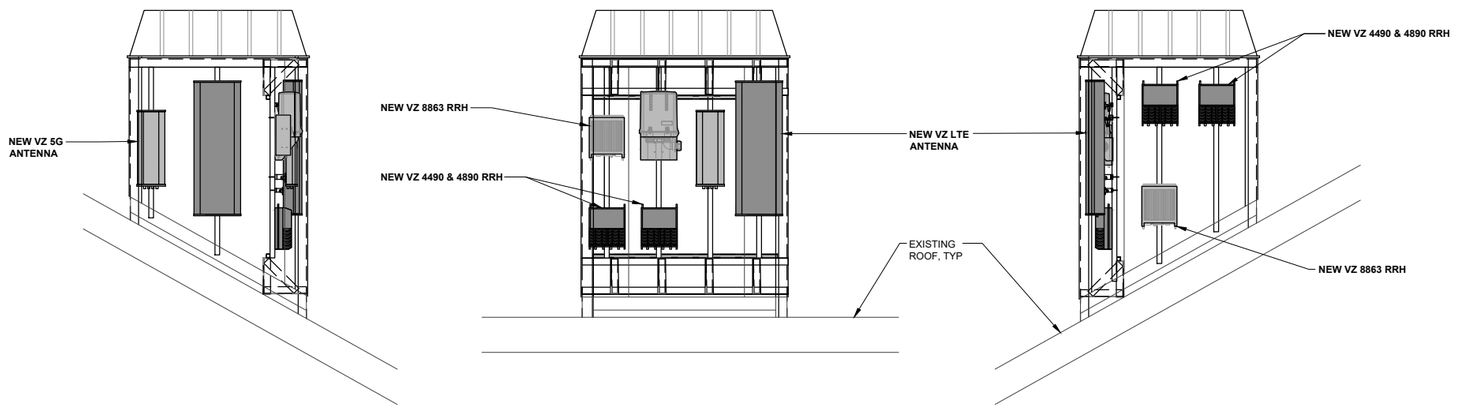
NOTE:

1. ALL FRP TO BE CBAND FRIENDLY.
2. ALL EXISTING SIDING, TRIM, AND CHIMNEY CAPS TO BE REMOVED AND REPLACED FOR UNIFORMITY AND TO MATCH EXISTING.
3. VERIFY WITH OWNER PRIOR TO INSTALLATION.




**NE ELEVATION** **NW ELEVATION**

## SECTOR A




**NW ELEVATION** **SW ELEVATION** **SE ELEVATION**

## SECTORS B & C

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

# NEW ENLARGED INTERIOR ELEVATIONS

0 1' 2' 3'

SCALE: 3/8" = 1'-0" (24x36)
(OR) 3/16" = 1'-0" (11x17)

1

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9656 SOUTH PROSPERITY ROAD,
WEST JORDAN, UT 84088

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UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

ROOFTOP

SHEET TITLE

**ENLARGED INTERIOR ELEVATIONS**

SHEET NUMBER

**A-7**



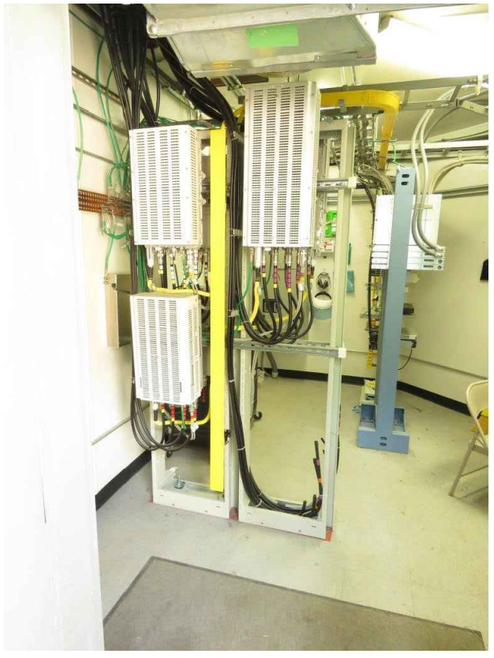
EXISTING SITE



VIEW OF EXISTING SECTOR 'A' ANTENNAS



VIEW OF EXISTING SECTOR 'B' & 'C' ANTENNAS



EXISTING RRH RACK



EXISTING OVP/BBU AND PDF RACK



EXISTING BATTERY RACK

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

verizon

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UT2 STAG

7720 ROYAL STREET EAST
PARK CITY, UT 84060

ROOFTOP

SHEET TITLE

**SITE PHOTOS**

SHEET NUMBER

**A-8**

**Planning Department**

February 26, 2025

Dakota Hawks
Representing Verizon Wireless

CC: Silver Lake Development Corporation, The Deer Valley Club

**NOTICE OF PLANNING COMMMISSION ACTION**

**Description**

| | |
|---|---|
| Address: | 7720 Royal Street East |
| Zoning District: | Residential Development, Sensitive Land Overlay |
| Application: | Modification to Conditional Use Permit |
| Project Number: | PL-24-06355 |
| Action: | APPROVED WITH CONDITIONS (See Below) |
| Date of Final Action: | February 26, 2025 |
| Project Summary: | The Applicant is proposing to modify the existing 2001 Telecommunications Facility CUP to expand the faux chimneys to allow for the installation of new antennas and to replace equipment in the existing equipment shelter. |

**Action Taken**

On February 26, 2025, the Planning Commission conducted a public hearing and approved the Modification to a Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval.

**Findings of Fact**

1. The property is in the Residential Development (RD) Zoning District, the Sensitive Land Overlay (SLO), and the Deer Valley Master Planned Development (MPD).
2. The property is subject to the Sterlingwood Phase II MPD.
3. The Parcel is Lot 1 of the Silver Lake East Subdivision (Summit County Entry # 326573) and the Expandable Area of the Sterlingwood Condominiums (Summit County Entry # 228724).

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4. The proposal would expand the existing faux chimneys on the roof, allowing them to contain additional antenna equipment.
5. The proposal also includes the replacement of equipment in the existing mechanical equipment room, resulting in no exterior changes to the building.
6. On May 22, 1991, the Planning Commission approved the MPD for Sterlingwood Phase II, which would become the Deer Valley Club.
7. On January 8, 1992, the Planning Commission modified the approved MPD to resolve an issue with an Easement that had avoided notice in the original approval.
8. Although the MPD required the recordation of a Sterlingwood Phase II Condominium Plat, no Plat is on file for this property at Summit County.
9. On March 14, 2001, the Planning Commission approved a Conditional Use Permit (CUP) to expand the existing chimneys on Building 4, creating faux chimneys that would allow for the installation of Telecommunications Equipment, as well as the expansion of the Building Footprint to allow for the creation of an equipment shelter to support the new Telecommunications Facility.
10. On December 2, 2024, the Applicant filed an application to modify the CUP.
11. The proposal to Modify the Telecommunications Facility Conditional Use Permit complies with the Residential Development Zoning District regulations outlined in Land Management Code Chapter 15-2.13 and with the Master Planned Development for the site approved by the Planning Commission in 1991.
    a. LMC § 15-2.13-2(B)(8) establishes that a Telecommunication Antenna is a Conditional Use in the RD Zoning District.
    b. The proposed Modification complies with the Lot and Site Requirements detailed in LMC § 15-2.13.2-3. The Footprint of the existing structure will not be modified because the expanded faux chimneys are located on the existing Roof, and the equipment room built as part of the 2001 CUP will not be expanded to accommodate the new equipment.
    c. The proposed Modification complies with LMC § 15-2.13-4. At 36.6 feet in height, the existing faux chimneys exceed the Zone Height of 28 feet. However, the original chimneys—of a smaller size but the same height as the faux chimneys approved in 2001—were included in the original plans approved by the Planning Commission for the 1991 MPD.
    d. The height of the chimneys was not increased in 2001 and will not be increased under this approval (Condition of Approval 3).

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12. The proposal to Modify the Telecommunications Facility Conditional Use Permit complies with the Sensitive Land Overlay regulations outlined in Land Management Code Chapter 15-2.21.
    a. While the Deer Valley Club is in the SLO, exterior changes to the existing Deer Valley Club are limited to the horizontal expansion of the faux chimneys.
    b. 7720 Royal Street is not visible from any of the Vantage Points codified in LMC § 15-2.21-3(A)(6).
13. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Section 15-1-10(E).
    a. Size and location of the Site: *No unmitigated impacts.* The project involves the minor expansion of two existing faux chimneys on the primary structure to accommodate telecommunications infrastructure. The project will not result in any height increase.
    b. Traffic considerations: *No unmitigated impacts.* The project will not generate additional traffic or impact the capacity of existing streets in the Area.
    c. Utility capacity, including Storm Water run-off: *No unmitigated impacts.* The Development Review Committee reviewed the project and did not identify any impacts to utility capacity of Storm Water run-off
    d. Emergency vehicle Access: *No unmitigated impacts.* The project will not impact emergency vehicle access.
    e. Location and amount of off-Street parking: *No unmitigated impacts.* The project will not generate additional off-Street parking needs. There is no off-Street parking requirement for Telecommunications Facilities in LMC Chapter 15-3. Therefore, expansion of this ancillary Use does not trigger any additional required parking.
    f. Internal vehicular and pedestrian circulation system: *No unmitigated impacts.* The project will not create impacts to the internal vehicular and pedestrian circulation system.
    g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses: *Condition of approval recommended.* Existing rooftop infrastructure is located within two faux chimneys screened from public view and designed to match Building materials and colors. The project involves the minor expansion of these chimneys to accommodate new infrastructure. The expanded chimneys will be constructed to match existing materials

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and colors (Condition of Approval 4). No increase in height is proposed. The chimneys are on the east (rear) façade of the Building and are not visible from most points along Royal Street (see Figure 7). Additional infrastructure is proposed within an enclosed utility room.

h. Building mass, bulk, and orientation, and the location of Buildings on the Site: *No unmitigated impacts.* The project does not involve significant changes to the mass, bulk, orientation, or location of Buildings at 7720 Royal Street. The existing faux chimneys are approximately 31 square feet and 33 square feet and will be increased to approximately 39 square feet and 43 square feet, respectively, a total increase of approximately 18 square feet. No expansion of the utility room is proposed.
i. Usable Open Space: *No unmitigated impacts.* No usable Open Space will be impacted.
j. Signs and lightings: *No unmitigated impacts.* No signs or lighting are proposed.
k. Physical design and Compatibility with surrounding Structures: *Condition of approval recommended.* The project is designed to match existing Building materials and colors, as required by Condition of Approval 4.
l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: *No unmitigated impacts.* The Telecommunications Facilities will not generate odors or steam. Although construction and operation of the equipment could create minimal noise and vibration, the project is required to abide by the noise regulations in LMC Chapter 6-3.
m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: *No unmitigated impacts.* The project does not require delivery and service vehicles, loading and unloading zones, or trash and recycling facilities.
n. Expected ownership and management of the property: *No unmitigated impacts.* The project involves continuation of an existing ancillary Use at 7720 Royal Street. No changes to ownership or management of the property are proposed.
o. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site: *No unmitigated impacts.* The project is within the

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Sensitive Land Overlay. The project site does not include mine hazards or historic mine waste and is not within the Park City Soils Ordinance Boundary. The project does not involve development on Steep Slopes.

p. Reviewed for consistency with the goals and objectives of the Park City General Plan: Small Town Goal 4 in the General Plan states "Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity." The project is designed to match the existing Building façade, demonstrating consistency with community design guidelines and contributing to the identity of the Lower Deer Valley neighborhood.

14. The proposal, as conditioned, complies with the regulations for Telecommunications Facilities outlined in Land Management Code Section 15-4-14. Regulations governing Telecommunications Facilities are intended to ensure infrastructure is compatible with the unique characteristics of each Zoning District and that adverse impacts on community quality and safety are mitigated. The following regulations apply:

| Requirement | Analysis of Proposal |
|---|---|
| A. The installation of Telecommunication Facilities, unless otherwise addressed in this Code, shall be deemed a Conditional Use and subject to the Park City Building Permit process. It shall be unlawful to install any Telecommunication Facility without first having a CUP and Building Permit from the City. | **Complies.** The Planning Commission approved a CUP for a Telecommunications Facility at 7720 Royal Street on March 14, 2001. Modification of an existing CUP requires review and approval by the Planning Commission. Condition of Approval 5 requires the Applicant to obtain a Building Permit prior to construction of any approved project. |
| B. (1) Each Applicant shall present documentary evidence regarding the need for Telecommunications Facilities within the City. This information shall identify the Applicant's existing Telecommunications Facilities and | **Complies.** The Applicant indicated the project will improve coverage and capacity to Verizon customers and first responders in the service area. |

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| | |
|---|---|
| coverage Areas to demonstrate the need for the proposed Telecommunications Facility within the City. | |
| B. (2-4) Requirements 2-4 apply to new Telecommunications Facilities. | **Complies.** The project involves only minor modifications to an existing Telecommunications Facility. |
| B. (5) A visual impact study, graphically simulating through models, computer enhanced graphics or similar techniques, the appearance of any proposed Telecommunications Facility and indicating its view from at least five (5) locations around and within one (1) mile of the proposed Telecommunications Facility will be most visible. | The Applicant submitted a photo simulation showing existing and proposed conditions along the east (rear) façade of the Building, where the rooftop infrastructure is proposed. Because the project does not involve an increase in height for the existing faux chimneys, a single photo simulation is sufficient to establish the project's visual impacts. |
| C. Requirement (C) relates to federal regulations. Compliance with these regulations is established during the Building Permit phase. | **Complies.** Condition of Approval 5 requires the Applicant to obtain a Building Permit prior to construction of any approved project. |
| D./E. Requirements (D) and (E) establish that Telecommunications Facilities are not regulated or permitted as essential services or utilities and require a CUP. | **Complies.** Refer to Finding of Fact 13 for analysis of CUP criteria. |
| F. Requirement (F) establishes Setback, Height, Use, and Design requirements for Telecommunications Facilities. | **Complies.** The project complies with underlying Setback and Height requirements for the RD Zoning District. The Telecommunications Facility is an ancillary Use. |
| G. Requirement (G) applies to projects requiring the removal of Significant Vegetation or the | **Complies.** The project does not involve the removal of Significant Vegetation or the expansion or construction of driveways or roads. |

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|---|---|
| expansion or construction of driveways or roads. | |
| H. Enclosed Antennas are prohibited within a Historic Structure or within the POS zone, unless approved b the Planning Commission as a CUP. | **Complies.** There are no Historic Structures at 7720 Royal Street. The project is not located within the POS Zoning District. |
| I. Requirement (I) applies only to projects that do not meet the criteria in Requirements F-H. | **Complies.** The project complies with all criteria for Requirements F-H. |
| J. Requirement (J) applies to new Telecommunications Facilities. | The project involves modifications to an existing Telecommunications Facility. |
| K. Requirement (K) concerns signs associated with Telecommunications Facilities. | **Complies.** The project does not involve the installation of any signs. |
| L.-O. Requirements L-O relate to permits for temporary antennas, Subdivision and Condominium covenants, and abandonment of Telecommunications Facilities. | **Complies.** The project does not involve construction of a temporary antenna. Condition of Approval 6 requires the Applicant to obtain a Building Permit within one (1) year of project approval, or the approval is void. The Applicant submitted documentation from the property owner indicating consent to locate the project within existing rooftop infrastructure. |

15. The Development Review Committee (DRC) reviewed the proposal on February 4, 2025, and does not require Conditions of Approval. The proposal complies with the DRC's required standards.
16. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 12, 2025.
17. Staff mailed courtesy notice to property owners within 300 feet on February 12, 2025.
18. The *Park Record* published courtesy notice on February 12, 2025.

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**Conclusions of Law**

1. The proposed Modification to the CUP, as conditioned, complies with the requirements of the Land Management Code.
2. The proposed Modification to the CUP is compatible with surrounding structures in use, scale, mass, and circulation.
3. The proposed Modification to the CUP is compatible with the Deer Valley and Sterlingwood II MPDs.
4. The differences in use or scale of the Modification to the CUP for a Telecommunications Facility have been mitigated through careful planning and Conditions of Approval.

**Conditions of Approval**

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed February 26, 2025, by the Planning Commission and attached to this Final Action Letter as Attachment 1.
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 appliable standards by the Planning Director prior to construction.
3. The height of the expanded faux chimneys shall not increase from the height of the existing faux chimneys.
4. The expanded faux chimneys shall be constructed to match existing materials and colors.
5. The Applicant shall obtain a Building Permit prior to commencement of any work for the approved project.
6. The Applicant shall obtain a Building Permit within one year of project approval, or the approval is void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Commission.

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**Planning Department**

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5058 or email jaron.ehlers@parkcity.org.

Sincerely,

Sarah Hall, Planning Commission Chair

CC: Alec Barton & Jaron Ehlers, Project Planners

Attachment 1: Approved Plans

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EXISTING



SIMULATION - A1



Raycap

800.755.0689 • raycap.com

VZ24-00901H-00
UT2 Stag

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# Park City Conditional Use Modification Application Narrative

Verizon Wireless & Deer Valley Club- UT2 Stag (7720 Royal Street East)

Verizon Wireless is working with the ownership of the Deer Valley Club in order to perform an equipment modification to an existing stealth rooftop site at the Deer Valley Club Lodge. This modification would help improve the coverage and capacity to the Verizon customers in the area, as well as first responders. Everything would remain behind the faux chimneys on the building.

The project would the following, which are shown in further detail in the accompanying drawings, as well as a visual representation shown in the photo simulations as a supplement:

· REMOVE (6) EXISTING ANTENNAS
· REMOVE (1) EXISTING 66001 BBU
· REMOVE (6) RRHS (3 PER SECTOR) (@ EQUIPMENT AREA)
· INSTALL (6) NEW ANTENNAS (2 PER SECTOR)
· INSTALL (3) NEW 4490 RRUS (1 PER SECTOR)
· INSTALL (3) NEW 4890 RRUS (1 PER SECTOR)
· INSTALL (3) NEW 8863 RRUS (1 PER SECTOR)
· INSTALL (2) NEW 6x12 HYBRID
· INSTALL (2) NEW 12x24 OVPS
· INSTALL (1) NEW 6648 BBU
· INSTALL (1) NEW VZ UPCONVERTER, REQUIRES 3 UNITS
· INSTALL (1) NE05ACATEZ RECTIFIER - UPGRADE AC FEEDS AND BREAKERS
· NEW FRP FRAMING PER SCREEN WALL MODIFICATION DRAWINGS BY GEOSTRUCTURAL, DATED 11.30.2023.
· REPLACE ALL EXISTING FRP PANELS.

Should there be any questions on this application, please don't hesitate to reach out to me.

Thanks,

**Dakota Hawks**
**Technology Associates EC Inc.**
**Senior Project Manager**

136 S Main Street #400
Salt Lake city, UT 84101
801-651-4769
dakota.hawks@taec.net

PARK CITY

Community Development/Engineering
Building and Planning Departments

May 24, 1991

Dalton Development
P. O. Box 681636
Park City, Utah 84068

NOTICE OF PLANNING COMMISSION ACTION

Project Description: Sterilngwood II - Master Planned Development Approval for 36 Condominium Units on Parcel 2, Silver Lake East Subdivision and Phase II Portion of Sterlingwood Parcel, Deer Valley

Date of Meeting: May 22, 1991

Action Taken By Planning Commission: APPROVED

Conditions of Approval:

1. A minimum 5 foot wide sidewalk shall be installed along the street frontage. The Staff shall approve final setback and location details of the sidewalk prior to building permit issuance.

2. Prior to building permit issuance, a landscape plan shall be approved by the Community Development Department.

3. Prior to building permit issuance, a final color palette shall be approved by the Planning Staff.

4. Prior to building permit issuance a drainage and grading plan shall be approved by the City Engineer.

5. The applicant shall comply with the City's Standard Project Review Requirements (attached).

6. Prior to plat recordation, the City Attorney shall have reviewed and approved final CC&R's for the project.

7. The Sterlingwood II Condominium plat shall clearly indicate that the manager's unit is under the common ownership of the Homeowners and shall not be sold separately. **The plat shall indicate that this unit is an employee/managers unit.**

8. All pedestrian and access easements indicated on existing plats shall be retained on the Sterlingwood II Condominium plat.

9. All construction access shall be off of Royal Street unless written approval is received from adjacent properties owners to have access over their land.

10. **The clock tower feature shall be eliminated from the design.**

Date of Expiration: May 22, 1992

Suzanne McIntyre, AICP
Senior Planner

5/28/91
Date

ACKNOWLEDGEMENT

I, the undersigned, hereby acknowledge the conditions by which the project referred to above was approved.

Jim Datton

Date 20 June 1991

NO CONSTRUCTION SHALL BE PERMITTED UNTIL A SIGNED COPY OF THIS LETTER, SIGNIFYING CONSENT TO THE CONDITIONS OUTLINED ABOVE, HAS BEEN RETURNED TO THE PLANNING DEPARTMENT.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
JANUARY 8, 1992

COMMISSIONERS IN ATTENDANCE:

Chairman Dean Berrett, Alison Child, Bruce Erickson, Chris Erickson, Fred Jones, Chuck Klingenstein, Ron Whaley and Diane Zimney.

EX OFFICIO:

Rick Lewis, Community Development Director; Nora Seltenrich, Planning Director; Suzanne McIntyre, Senior Planner; Susan Traylor Lykes, Planner I; Shauna Kerr, Deputy City Attorney; Janice Lew, Planning Intern; Sharon Bauman, Administrative Secretary.

==========

The Commissioners and the Staff met in Work Session from 6:00 P.M. to 7:30 P.M. to review items on the agenda. They briefly reviewed the proposed Land Management Code and Sign Ordinance Amendments and the Town Lift MPD.

**REGULAR MEETING**

**I. ROLL CALL**

At approximately 7:40 P.M. Chairman Dean Berrett called the meeting to order and noted that all Commissioners were present.

**II. PUBLIC INPUT**

There was no input on any items not on the agenda.

**III. COMMUNICATIONS FROM STAFF**

Planning Director Seltenrich announced that the Planning Commission Workshop would be held on February 3, 1992.

**IV. REPORTS FROM COMMISSIONERS**

Commissioner Chuck Klingenstein noted that the Goldener Hirsch sales office was located at the L'Empire Suisse. The Staff reported that the Building Department had ordered it removed within 48 hours, after which time the City would proceed with enforcement action.

Chairman Dean Berrett stated that the agenda had not been published in the newspaper, although all required public notification had been done. He apologized to those relied solely upon the newspaper.

## V. PUBLIC HEARING

### 1. Land Management Code Amendment to prohibit temporary sales offices in all zones in Park City, affecting Section 7.19 of the Land Management Code, Land Use Tables.

Planning Director Nora Seltenrich presented a draft amendment to the Land Management Code which would modify Land Use Tables to prohibit Temporary Sales Offices in all Zones in Park City. She stated that the amendment had been drafted at the direction of the City Council and was not intended to apply to models in permanent structures. She explained that temporary sales offices were currently considered a conditional use in all zones, although currently there were no criteria set forth for their review. She stated the City Council would hold a public hearing on January 16, 1992.

Ms. Seltenrich stated that if the Planning Commission forwarded a positive recommendation to the City Council, she recommended that the ordinance be amended to add "WHEREAS, the intent is not to preclude sales activities in permanent structures, such as models."

Ms. Seltenrich explained that the Planning Commission had three options: forward a positive recommendation to the City Council; forward a negative recommendation; or, forward a negative recommendation with a request that Staff be directed to draft specific criteria under which temporary sales offices may be permitted.

Bill Coleman felt there were situations when temporary sales offices were acceptable and asked the Commission to reconsider a total prohibition. He stated that in the current market presales were vital and he pointed out that there was a real need for developers to have the ability to sell their project with their own staff. He suggested that temporary sales offices be considered only as part of the overall permit of a project. He felt that far more restrictive criteria regarding ingress and egress could be established and expiration dates could be tied to construction inspection dates. He also suggested that criteria be established that allowed for the combination of project construction offices and sales offices. He concluded that the ordinance was an overreaction to problems that had occurred in the past and felt that guidelines should be established rather than eliminating the whole use.

Hank Rothwell expressed concern about the loss of temporary sales offices as a marketing alternative for the developer, especially in remote projects during the construction phase. He supported the development of restrictive criteria which would allow temporary

sales offices and would also provide for their satisfactory removal.

There was no additional input.

2. **IronHorse (PayLess) Subdivision, East of Park Avenue between Homestake and Iron Horse, Request for Preliminary and Final Plat Approval - PayLess Drug Stores.**

Senior Planner Suzanne McIntyre explained that the request was for Preliminary and Final Plat approval of the IronHorse (PayLess) Subdivision which was located east of Park Avenue between Homestake and Iron Horse Drive. She stated that the property had been posted and legal notice sent and there had been no public input. She stated that the Planning Staff recommended approval based on the three findings and subject to the six conditions listed in the Staff Report, with minor amendments to 2 and 3.

There was no public input.

3. **Silver Lake Inn, 7720 Royal Street East, Request for Revised MPD and Final Plat Approval - Silver Lake Development.**

Senior Planner Suzanne McIntyre explained that the request was for a revision to the Silver Lake Inn Master Planned Development and for Final Plat Approval. She stated that the project was south of the Sterlingwood I Subdivision and included Parcel A of the Silver Lake East Subdivision. The original master plan included three units which were to be located on the northeast corner of the parcel, but due to a title report error an existing pedestrian easement in favor of the Sterlingwood I property owners was overlooked. She stated that the plan had been revised to relocate those units out of the easement and the revised plan contained 30 condominiums and one managers unit.

Ms. McIntyre stated that the request was to review the revised master plan which deleted the three units and approve the final plat which would be consistent with the revised master plan.

Ms. McIntyre stated that the property had been posted and legal notice sent. As noted in the Staff Report, a meeting with Brent Gold, Clint McGee and Frank Sciacca of the Sterlingwood I Homeowners Association had been held in December. She stated that it had been brought to her attention that the Sterlingwood I Homeowners Association was not satisfied with the revised master plan and they would be requesting that the item be continued. She also stated that Jim Swartz, Sterlingwood I Homeowners Association, had phoned to indicate that there were additional issues to be resolved with the developer of the Silver Lake Inn.

Senior Planner McIntyre stated that the comments from the Sterlingwood I Homeowners Association requesting a continuance had been presented to the Staff just prior to the meeting; and, based upon that the Staff would remove their recommendation for approval and would present the item for discussion under New Business.

Chairman Dean Berrett stated that the public hearing had been noticed and the Commission would take public input as scheduled.

Brent Gold, attorney for Sterlingwood I Homeowners Association and Management Committee, stated that at issue was the skier access easement which contained a stairway that served the runs from Deer Valley back into the Sterlingwood I project. He stated that the easement accommodating the stairway was not shown on the revised plat. He referred to a letter from City Attorney Jim Carter to Clint McGee dated September 11, 1991, which indicated that the issues related to non-impairment of the easement and the non-impairment of structural access should be resolved prior to final approval of the project. He also stated there was a 25 foot vertical excavation within four feet of the stairway easement which was eroding away with the weather and there was degradation of a culdesac within their project that was deteriorating. He stated they were hopeful all the issues could be resolved prior to the next meeting and requested time to continue their negotiations with the developers of Silver Lake Village.

Ken Sheppard, attorney for Silver Lake Development Corporation, stated that the easement was shown on the plat and there was nothing in the plan that inhibited the use of that easement by the Sterlingwood Homeowners. He stated that the excavation had been shored up for the winter and the parking garage would be constructed in that location, which was within 10 feet of the stairway. He stated that the culdesac actually encroached on the Silver Lake Inn property and they had agreed to give the Sterlingwood I Homeowners Association a deed to that encroachment. He stated that the Sterlingwood I Homeowners Association was using the easement issue to get additional concessions from the developer, even though they had complied with all of the Planning Commission's conditions.

Clint McGee, Manager for Sterlingwood and representative of the Homeowners Association, expressed concern about the integrity of the retaining wall. He also stated that the issue of landscaping between the two projects had been raised by a Sterlingwood owner. He stated that the major issue was the acknowledgement of the easement and the use of that easement.

Jim Dalton, developer, publicly acknowledged that the easement existed and that they would not encroach upon the stairway which

existed in the easement.

4. **Twin Pines at Silver Lake (The Hill), 7455 Sterling Drive, Request for Final Plat Approval - The Sear Brown Group.**

Planner Susan Lykes explained that the request was for final plat approval of Twin Pines at Silver lake, an eight unit planned unit development. She stated that the property had been posted and notice had been sent and no public input had been received. She reviewed the three conditions which the Staff attached to its recommendation for approval.

There was no public input.

5. **Meadows Estates 1C (Park Meadows Interior 6/2North), Request for Revised Preliminary and Final Plat Approval - Jack Johnson Company.**

Senior Planner Suzanne McIntyre explained that the preliminary plat for an 80 lot subdivision for the Meadows Estates 1C parcel was approved by the Planning Commission on September 11, 1991; however, the project was subsequently called up by the City Council for review for neighborhood compatibility and issues surrounding lot size and house size. She stated the Council had worked with the Staff to determine conditions which would make the subdivision more compatible with the existing neighborhood and had set those forth as six conditions for compatibility.

Ms. McIntyre stated that the developer had submitted a revised plan for 61 single family lots, with average lot sizes of 14,000 sq. ft., and average frontages of 100 feet, except of cul-de-sacs which average 80 feet. She stated the proposed maximum house size was 5,500 sq. ft., with garages being limited to 600 sq. ft., but each individual lot had a maximum size assigned to it and house sizes ranged from 3,800 sq. ft. to 5,500 sq. ft., depending upon the lot size. She stated that architectural standards were being included in CC&R's. She stated that the house-to-lot ratio proposed was .28. She stated that the calculation of maximum house sizes on lot combinations would be addressed by a notation on the plat stating that maximum house sizes would be limited to 150% of the average of the maximums for the lots being combined.

Ms. McIntyre stated that the property had been posted and legal notice sent and comments had been received from Bill Cunningham, President of Meadows Estates 1A and 1B Homeowners Associations, who stated that the plan appeared to be consistent with the City Council's direction and that he was satisfied with the revisions. She reported that Clay Stuard, Greater Park Meadows Association had expressed concern over maximum house sizes which were being allowed

on some corner lots because the required 25 ft. front setback on each corner would create small building areas which would result in unattractive, boxy houses. He requested that the maximum house sizes on corner lots be reduced.

Ms. McIntyre reported that the Staff had reviewed the request for the revised Preliminary Plat and the new Final Plat for Meadows Estates 1C (also known as Interior 6/2 North), now being called Fairway Meadows, for 61 single family lots and recommended that the Planning Commission approve the request based upon the finding that the revised plan is consistent with the considerations for compatibility which were set forth by the City Council. She reviewed the conditions which the Staff recommended be attached to the approval.

Clay Stuard, Greater Park Meadows Association, stated that based upon information provided by the applicant's engineer at Work Session, he was no longer concerned about corner lots, with the exception of Lots 20 and 21. He concurred with the Staff recommendation and Conditions of Approval but felt that the house to lot ratio of .28 was misleading and suggested that the end result would be closer to .3 or .35. He stated the plan was a vast improvement over the previous application and thanked the Council and Commission for reconsidering it.

There was no additional public input.

**VI. MINUTES OF DECEMBER 11, 1991**

MOTION: Ron Whaley moved to APPROVE the minutes as submitted. Chuck Klingenstein seconded the motion which was unanimously approved.

**VII. CONSENT AGENDA**

1. **Twin Pines at Silver Lake (The Hill), 7455 Sterling Drive, Request for Final Plat Approval - The Sear Brown Group.**

Conditions of Approval:

1. All standard conditions of approval apply.

2. The applicant must post a security prior to plat recordation to cover the cost of public improvements and landscaping.

3. The common area must be conveyed to the ownership association concurrently with plat recordation, with a notation on the plat indicating that the "common area" is

actually a separate lot owned by the ownership association.

**2. Silver Lake Inn, 7720 Royal Street East, Request for Revised MPD and Final Plat Approval - Silver Lake Development.**

MOTION: Diane Zimney moved to REMOVE Consent Agenda Item 2, Silver Lake Inn, to Old Business Item 3 for purposes of discussion. Chris Erickson seconded the motion which was unanimously approved.

MOTION: Ron Whaley moved to APPROVE Consent Agenda Item 1, Twin Pines at Silver Lake, subject to conditions of approval presented in the Staff Report. Diane Zimney and Bruce Erickson abstained from the vote due to potential conflicts of interest. Chuck Klingenstein, Ron Whaley, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion. The motion carried.

**VIII. OLD BUSINESS**

**1. Carl Winters MPD, Request for Approval of Master Planned Development - Northwest Investment.**

Planning Director Nora Seltenrich stated the Commission had before it a request for Master Planned Development approval of the Carl Winters School, for which the City was co-applicant with Northwest Investment. She explained that the normal review process for applications on file with the City included one or two work sessions, public input and action. She stated that the property had been posted and notices mailed for the discussion of the request (under New Business) on December 11 and action had been continued until January 8, 1992.

Planning Director Nora Seltenrich explained that was the Planning Commission had first discussed the proposal and proposed uses, and had identified and discussed some of the significant impacts at Work Session. She stated they had concluded that through conditions of approval many of those impacts could be addressed, although the one issue they were extremely uncomfortable with was the proposed theater use and the parking impacts it would create on the neighborhood. She reported that the last Work Session had primarily been spent reviewing and drafting conditions of approval to address the issues that the Planning Commission had previously discussed. She stated that the Staff had been directed to explore different parking alternatives at the last Planning Commission meeting.

Ms. Seltenrich did not review the full Staff Report, noting that the Planning Commission had discussed the application on three previous occasions and were very familiar with the project and had

narrowed the issues. At the request of the Planning Commission, the Staff had proposed a number of alternatives to provide adequate parking. Those alternatives included: widening of streets to provide diagonal parking; creation of 53 spaces at the south end of City Park and 73 permanent spaces on-site; construction of a parking structure on site; or 105 permanent spaces and 38 overflow parking spaces on-site. She explained that any combination of the alternatives could be proposed to the City Council.

Ms. Seltenrich stated that during Work Session the Planning Commission had discussed the ramifications of the various alternatives and had developed guidelines for providing parking for the facility. They felt that 105 spaces should be provided on-site and at least 51 spaces should be improved in the south end of City Park. Prior to occupancy of the theater by more than 400 people, steps should be taken to provide additional parking by widening Norfolk and 13th, providing overflow parking on-site, and considering acquisition of other parcels in the vicinity. Finally, after the facility was renovated and operating, the City should review the parking demand to assess whether additional measures were necessary. They stressed the importance of preserving as much of the fields as possible and using the 38 overflow spaces as a last resort.

Ms. Seltenrich stated that the Staff felt it was very important to meet the average daily demand and to provide adequate parking for daily uses (the library and leasable space) so the neighborhood would not be impacted, from a parking standpoint, on a daily basis. The Chief of Police felt there were methods of accommodating the theater use at capacity and a number of conditions had been written to address that.

Ms. Seltenrich distributed to the Commissioners revisions to the conditions of approval which had been suggested during Work Session. Those revisions deleted and replaced Conditions 3, 10 and 12 with a new condition 3, and amended conditions 4, 5 and 6, as follows:

**3. In order to provide adequate parking, the following parking shall be provided:**

**a. 105 permanent spaces shall be provided on site. The primary access to this parking will be from Park Ave with secondary access from 12th Street.**

**b. The South end of City Park shall be improved to accommodate at least 51 parking spaces. Pedestrian connections to the Carl Winters site shall be improved.**

**c. Additional parking (of 30-50) spaces is necessary to be provided prior to occupancy of the theater by more than 400 people. That parking could be provided by:**

**i. Widening Norfolk and 13th to accommodate parallel parking and 2 way traffic or diagonal parking and one way traffic for an additional 35 to 40 spaces.**

**ii. Providing overflow parking on the site with the understanding that open space and recreational uses are the priority. This would only be acceptable if the overflow parking would not permanently adversely impact the use of the area for recreational purposes.**

**iii. Other parcels may be available for purchase in the vicinity which may be suitable and cost effective for use as overflow parking.**

**d. As the facility is renovated and operating, the City shall review the parking demand to assess whether additional measures are necessary, such as the improvement of the existing pedestrian connection to the Park City Ski Area.**

4. **Prior to theater occupancy (by more than 400 people), the South end of City Park shall be improved to accommodate at least 51 parking spaces. The City Council shall consider the permanent improvement of the South end of City Park when RDA increment or impact fees become available.**

5. Prior to any event or performance expected to attract more that 400 people, the developer shall **receive approval by** the Community Development Director **and Police Chief.**

**It is anticipated that during the U.S. Film Festival, and for other events 6 times per year, the theater will be at capacity. During those times, signage shall be installed to direct overflow parking to the appropriate areas.**

**Any additional capacity use of the theater will require extraordinary measures to mitigate potential parking demand. A parking plan will be required to be submitted.** The parking plan shall be approved by the Community Development Director and the Chief of Police prior to the event. Parking options may include:

a. agreements for off-site parking;
b. additional temporary parking on the site;
c. remote parking with provisions for transit service;
d. special parking arrangements, such as valet parking or limousine service.

**If other events are occurring which may also impact this neighborhood, the request may be denied by the Police Chief.**

6. A final site and landscape plan shall be submitted and approved by the Community Development Staff which shall emphasize screening of the proposed parking **with special attention to buffering the parking and uses from the adjacent residential uses.**

Chairman Berrett opened the meeting to public input.

Jim Steinmetz, ten year resident on Lower Norfolk, asked what the request was really about: was the space going to be a library, a theater, or commercial space, or was it a parking lot around an old building? He did not understand who would pay for it and why someone would give the City a restored building in the middle of a recession. He pointed out a sentence that stated the building would be condominiumized at some time in the future and asked if they were going back to a past concept of having student apartments that would be converted to condos. He felt that none of it made any sense.

Roger Harland, presently a member Library Board, and chairman of Urban Design Task Force in 1990, stated that the MPD request was consistent with what the Task Force submitted by way of future planning for the structure; therefore, there was historic interest and continuity with the building as it was being presented now and what the Urban Design Task Force recommended after several months of study. He stated that the library was integral to the plan because the current library would become less effective as the town continued to grow and services at the Miners Hospital library would be radically diminished. He stated that the square footage assigned to the library in Carl Winters anticipated future growth and it would allow the library to offer services that it could not presently offer. He recommended that the Planning Commission approve the application as outlined by the Staff.

Jim Totora, resident, stated that the library was fine, but not a 520 seat theater and commercial space. He asked if a parking lot could be built on ROS property.

Planning Director Seltenrich responded that a parking lot could be

constructed if it was in support of the ROS (Recreation Open Space). She clarified that there was parking proposed which was in an area which was proposed to be rezoned to ROS that would also serve to support the ROS use. She stated that a small portion of the ROS which was proposed to accommodate parking would be consistent with the way recreational uses worked.

Mr. Totora questioned the widening of 13th and Norfolk for parking and felt that the back end of the open space would be lost to parking within a year, as well as in the location of the overflow spaces. He suggested that the developer provide funding for construction of an underground garage so that no open space would be lost. He stated that the library was the only part of the proposal that worked and asked the Commission to consider the impact of this project on the neighborhood.

Mr. Totora, on behalf of the Community Coalition, presented a letter which had been distributed to Commission members prior to the meeting. The letter is one file in the Planning Department.

Russ Veenema, Park City Chamber Bureau, stated that the theater would give the community the ability to attract meetings and conventions groups that it doesn't currently have space for and that would, in turn, distribute a lot of revenue throughout the community. He stated it would also provide the ability to attract cultural events, dance theater companies, and limited symphony performances. He felt it was premature to limit the number of days the theater could be used and recommended that it be up to the Chief of Police to determine if there were negative impacts. He stated that it was difficult to accept something that would have a negative impact on some people, but the overall benefits that the theater, and the whole facility, would bring to the community far outweighed the negative impacts.

Marlene Ligare, Library Board of Trustee member for 6 years, and owner of the Innsbruck for 15 years, urged approval of the project. She stated that if the theater was disallowed, the library was also disallowed. She pointed out that the Library Board had been studying library expansion needs for two years and seriously considering Carl Winters for the past year, and it was the most economically feasible and viable alternative they had to provide library service to the community for the next twenty years. She stated there was strong public support for moving the library from the Miners Hospital and, as a property owner who would potentially be impacted, she was not concerned about occasional parking impacts on Norfolk, 12th and 13th. She wanted to see the open space preserved and stated that the loss of a little of the open space did not concern her. She expressed excitement about seeing the building renovated and stated she would hate to see it torn down.

Todd Mories stated there was outside interest in the theater in the Carl Winters building. He stated that one of the men he represented was David Agler, who for the past three years had conducted the Sydney Opera and was currently conducting the Munich Opera in Germany. He stated that if the space was made available to lease out there were groups interested in housing a full-time professional theater there.

Vicki Moon, Lower Norfolk resident, stated she was in favor of library but she was not in favor of bringing additional parking impacts to her neighborhood. She expressed concern about vacating the Miners Hospital without having a plan for the vacant building and felt it was not being put together in an orderly manner.

Todd Gabler, resident of Park City, stated that in his travels around the world many people know where Park City is. He felt that Park City would not be such a popular, nice place to see if they followed the line of what he felt was an incremental approach to parking lots. He stated that a number of alternatives for the Carl Winters School had been discussed, although it was not clear what had been solved by this proposal. He felt that it had been dressed with the niceties, but it hadn't solved the problem. He stated that previous speakers had addressed the scarcity of parking and commented that parking would not take just a little around the edges of the open space, because there were no edges. He went on to say that parking on the ROS zone must be justified for the purpose of the zone, not because there would be commercial space and other needs to utilize it.

Mr. Gabler responded "no way" to the argument "we have to have a library, so we have to have a theater". He stated there was not a necessary connection, and the library alternative should not be held hostage by a potentially good development. He felt it was nothing more than an incremental approach to address the expansion of the City's library services. He stated he found issues about meeting and convention space interesting because there was always a need for more meeting space, but it was not a net beneficial reason to adopt the MPD.

Mr. Gabler did not feel the alternatives proposed to address the parking issues had solved the major public infirmities of the project and had not addressed the central issue of the uses of the property. He stated that the public had, for years, been talking about creating a community project for the community to enjoy.

Mr. Gabler did not feel it was wise to adopt the MPD at this point because there needed to be more discussions about what this meant, what would be solved, and what the alternatives would provide that we didn't have before. He felt the answer was "nothing".

Rosemary Kelly, speaking as theater-goer, stated that she attended almost every production of the Egyptian theater. She stated that she parked on the roof of China Bridge, walked down the stairs, across Swede Alley, and up the stairs to get to the theater. She stated she would be willing to do that from the Resort Parking lot for this theater. She felt it made sense and would be perfectly convenient for anybody.

Cindy Lee, Chairman of Library Board of Trustees, stated they were creating a committee to be comprised of the Library Board, the Parks & Rec Board, the Historic Society, and members of the public, to explore proposed uses for the Miners Hospital. She stated they had many ideas which would allow the public to continue to enjoy the building. She felt that the day-to-day use and the benefits of the building would offset the inconvenience of parking, and urged the Commission to approve the Carl Winters MPD.

Wallace Cooper, architect, wished to address some misinformation which he felt had been interjected into the discussion. He stated that the widening of Norfolk would only extend to the right-of-way. He stated that a retaining wall would be constructed on the property line, with footings below grade, and there was no reason on-street parking would take any green space. He stated the Commission also had the option of approving 105 parking stalls and losing 10% of the playing field, or approving 73 stalls and losing no playing field. He stated that the parking issue in Park City would always be part of the process, and would always be incremental. He felt the City had done an admirable job of approaching the problem, and the extension of City Park was one of the approaches that the City had looked at for helping to solve that problem. He noted that the Master Plan created several years ago had shown 53 stalls, and the 51 stalls proposed in conjunction with the Carl Winters project could be easily provided. He felt that without severely impacting the neighborhood, 250 stalls could be generated directly around the Carl Winters site. He also noted that the City was experienced in handling major events with a minimum of disruption.

Mr. Cooper referred to the condominium issue and explained that one of the interested parties had expressed a desire to purchase their space; therefore, the idea of selling a large piece of leasable space to an organization for its use had been reviewed.

Mr. Cooper added that he had spent the past few months meeting with a major university and a major college in the State of Utah who were very interested in coming into the community and the library was key to them utilizing space in Carl Winters. He went on to say that a major university and major college conducting classes in the building, combined with the library, would create an incredibly

fine community and educational facility. He stated that after reviewing the various options for the building, the benefits of an educational facility far outweighed the inconvenience that the community may face on a short term basis. He felt that steps should be taken to ensure the future of the building as a major asset for the community. He expressed confidence that the City would not walk away from the parking issues and felt that it was an ongoing process that a task force could review over a long period of time.

Craig Hansen, Park City resident since 1982, asked how the City would obtain the building back if individual sales were allowed. He stressed that the residents wanted to maintain as much useful open space as possible. He warned of damage to the grass and sprinkler heads if overflow parking were allowed on the field. He suggested that the plan include a turn-around or drop-off spot. He felt that utilizing the south end of City Park was a great idea. He suggested that in order to make the open space more useful, the City exercise its right of eminent domain to obtain the Richards' property.

Hearing no additional public input, Chairman Berrett requested comments and questions from Commissioners.

Commissioner Chuck Klingenstein thanked those who had made an effort to attend and he thanked the Staff for their additional work. He stated they were looking at a major project which would have significant impacts, but the time had come to either tear it down or do something with the Carl Winters building. He felt they had a viable alternative for saving the building and expressed confidence that the City Council would ensure that the Commission had addressed the neighborhood and city related concerns such as parking, signage, lighting, and mitigating impacts on the neighborhood. He hoped that in ongoing negotiations they could avoid condominiumization so that at the end of the leasing period the City could obtain the building back intact if they chose to buy it back. He felt it was a good package.

Commissioner Alison Child commented that it was important to bear in mind that the Planning Commission was responsible for making decisions about whether uses were appropriate for certain areas of town. Based on the current zoning, she felt that the project was a reasonable plan that would benefit the entire community as well as the residents in that area of town.

Commissioner Fred Jones indicated that it would be helpful to provide guidance in Condition 3.C. as to how many additional spaces the City would require when theater occupancy reached the 400 threshold, and suggested 30 to 50 spaces as had been discussed in

Work Session. Planning Director Seltenrich concurred.

Commissioner Chris Erickson felt that widening of Norfolk and 13th would give area residents extra places to park when events were not occurring. He also felt that improvement to the south end of City Park would kick off a good effort. He felt that the trade-offs were good and that the percentage of open space that would be lost was worth the major portion that would be preserved.

Commissioner Bruce Erickson expressed appreciation to the Staff for working diligently on parking alternatives. He felt that additional parking spaces in City Park were well worth the effort. He suggested that the parking condition of approval be modified to suggest that uses of the theater facility during the daytime would be subject to review by the Community Development Department and the Police Chief. He also suggested that if uses were changed that would affect parking, the use should become a small scale conditional use and be reviewed by the Planning Commission. He felt it would be interesting to consider a turnoff or drop-off or mass transit operation on the site, but did not feel it was necessary to include it as a condition of approval. With those conditions, he was willing to take action on the project.

Chairman Berrett asked Bruce Erickson if he were suggesting that any use that goes in be a conditional use. Commissioner Bruce Erickson responded that uses that specifically would suggest a change in parking demand be subject to conditional use review. Ms. Seltenrich suggested, "If uses are changed which would result in a significant increase in the anticipated parking demand, the use would be a Conditional Use and would require review by the Planning Commission."

MOTION: Ron Whaley moved to APPROVE and Carl Winters MPD subject to conditions as modified. Alison Child seconded the motion. Diane Zimney opposed the motion. Chuck Klingenstein, Ron Whaley, Bruce Erickson, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion which carried.

CONDITIONS OF APPROVAL

1. The Carl Winters School will be restored according to the Secretary of Interior's Standards for Rehabilitation and the structure will be listed on the National Register of Historic Places.

2. The uses shall include the Park City Library, leasable space and a of theater with a maximum seating capacity of 520 seats.

3. In order to provide adequate parking, the following parking shall be provided:

   a. 105 permanent spaces shall be provided on site. The primary access to this parking will be from Park Ave with secondary access from 12th Street.

   b. The South end of City Park shall be improved to accommodate at least 51 parking spaces. Pedestrian connections to the Carl Winters site shall be improved.

   c. Additional parking (of 30-50) spaces is necessary to be provided prior to occupancy of the theater by more than 400 people. That parking could be provided by:

      i. Widening Norfolk and 13th to accommodate parallel parking and 2 way traffic or diagonal parking and one way traffic for an additional 35 to 40 spaces.

      ii. Providing overflow parking on the site with the understanding that open space and recreational uses are the priority. This would only be acceptable if the overflow parking would not permanently adversely impact the use of the area for recreational purposes.

      iii. Other parcels may be available for purchase in the vicinity which may be suitable and cost effective for use as overflow parking.

   d. As the facility is renovated and operating, the City shall review the parking demand to assess whether additional measures are necessary, such as the improvement of the existing pedestrian connection to the Park City Ski Area.

4. Prior to theater occupancy (by more than 400 people), the South end of City Park shall be improved to accommodate at least 51 parking spaces. The City Council shall consider the permanent improvement of the South end of City Park when RDA increment or impact fees become available.

5. Prior to any event or performance expected to attract more that 400 people, the developer shall receive approval by the Community Development Director and Police Chief.

It is anticipated that during the U.S. Film Festival, and for other events 6 times per year, the theater will be at capacity. During those times, signage shall be installed to direct overflow parking to the appropriate areas.

Any additional capacity use of the theater will require extraordinary measures to mitigate potential parking demand. A parking plan will be required to be submitted. The parking plan shall be approved by the Community Development Director and the Chief of Police prior to the event. Parking options may include:

a. agreements for off-site parking;
b. additional temporary parking on the site;
c. remote parking with provisions for transit service;
d. special parking arrangements, such as valet parking or limousine service.

If other events are occurring which may also impact this neighborhood, the request may be denied by the Police Chief.

6. A final site and landscape plan shall be submitted and approved by the Community Development Staff which shall emphasize screening of the proposed parking with special attention to buffering the parking and uses from the adjacent residential uses.

7. During the course of restoration, construction staging and construction parking shall be confined to the site. Access for construction traffic to the site shall be directly from Park Ave.

8. The permitted uses for the "leasable space" shall include public, quasi-public and educational uses. Offices uses may be considered and approved by the Community Development Director if it is determined that those uses will not generate frequent visitor traffic. Prohibited uses shall include retail and service commercial uses, property management and check-in facilities, travel agencies and real estate offices.

9. Provisions shall be made on site for truck access and loading facilities. Those facilities shall be designed so that large trucks and large commercial vehicles are not required or encouraged to arrive or leave the site on Norfolk or Woodside south of 12th Street.

10. A pedestrian circulation plan shall be approved and

installed which includes pedestrian connections through the site from Norfolk to Park Avenues.

11. Existing overhead utilities on and adjacent to the site shall be placed underground.

12. Sewer reconstruction will be necessary and approval received from the Snyderville Basin Sewer Improvement District.

13. The reconstruction must commence within 6 months of this approval and must be completed within 18 months.

14. A sign plan shall be reviewed and approved by the Community Development Staff. It is not anticipated that every use in the building will be identified through building signage.

15. The theater shall not be run for commercial purposes on a daily basis, for uses such as a movie theater.

16. Extension of the Historic District Parking Regulations for off-street parking shall be extended to include this neighborhood.

17. The City shall give a high priority to street improvements along Woodside and Norfolk Avenues in this neighborhood in the annual CIP budget review and in formulation of a plan to spend RDA funds which may become available in the future.

18. Uses of theater during the daytime will be subject to approval of the Community Development Director and Police Chief.

19. If uses are changed which would result in a significant increase in the anticipated parking demand, the use would be a Conditional Use and would require review by the Planning Commission.

2. **Meadows Estates 1C (Park Meadows Interior 6/2North), Request for Revised Preliminary and Final Plat Approval - Jack Johnson Company.**

Senior Planner Suzanne McIntyre stated that the Staff recommended approval with conditions and findings as outlined during public hearing.

Commissioner Ron Whaley stated he would abstain due to potential conflict of interest.

MOTION: Alison Child moved to APPROVE the Request for Revised Preliminary Plat and Final Plat for Meadows Estates 1C (Fairway Meadows). Chris Erickson seconded the motion. Ron Whaley abstained due to potential conflict of interest. Chuck Klingenstein, Diane Zimney, Bruce Erickson, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion which carried.

Conditions of Approval:

1. The applicant shall comply with the Standard City Conditions of Approval;

2. Prior to Final Plat recordation, all fees shall have been paid;

3. The Final Plat shall include information on the following items:
   13-D Fire Sprinklers
   Max. house sizes, as noted on the plat, not to exceed 5,500 sq. ft.
   Max. garage sizes of 600 sq.ft. with larger garages reducing the amount of living area
   Max. house sizes on combined lots
   Snow Plowing
   Trails, sidewalks, and open space (including bench locations)
   Architectural standards

4. Prior to Final Plat recordation, CC&Rs containing information on the architectural standards and landscaping and open space maintenance shall be reviewed and approved by the Planning Staff;

5. Prior to Final Plat approval, the plans shall have been approved by the City Engineer, Chief Building Official, SBSID, Park City Fire District, and utility companies.

6. Prior to Final Plat recordation, an open space plan shall be provided showing sidewalk, bench and trail locations throughout the subdivision. Sidewalks shall be provided along the north side of American Saddler Drive and along the west side of Estates Drive. Eight foot wide soft trails shall be provided through the open space connecting Estates Drive with American Saddler Drive in two locations.

7. Prior to Final Plat recordation, the parcel designated Quarry Mountain North shall be deeded to Park City Municipal Corporation and shall be zoned Recreation Open Space (ROS).

3. **Silver Lake Inn, 7720 Royal Street East, Request for Revised MPD and Final Plat Approval - Silver Lake Development.**

Senior Planner Suzanne McIntyre stated that the Staff requested that the Commission continue the item in anticipation of it appearing on the next agenda. Commissioner Bruce Erickson asked if the Staff would consider tabling the issue. The Staff noted that tabling the issue would require renoticing.

Chairman Dean Berrett stated it would be his recommendation to table the request. He stated that all issues should be resolved before it was presented to the Commission for reconsideration so that it could be acted upon accurately and appropriately.

MOTION: Ron Whaley moved to TABLE the Silver Lake Inn request for Revised MPD and Final Plat Approval. Chuck Klingenstein seconded the motion which was unanimously approved.

**IX. NEW BUSINESS**

1. **Land Management Code Amendment to prohibit temporary sales offices in all zones in Park City, affecting Section 7.19 of the Land Management Code, Land Use Tables, Recommendation to City Council.**

Planning Director Nora Seltenrich stated that the Planning Commission had several alternatives which were outlined in the public hearing.

Commissioner Alison Child stated she would like to explore the possibility of creating an ordinance that would set very specific conditions under which temporary sales offices could be allowed. She stated it should include under what circumstances, length of approval, removal criteria, appearance, where and in what types of development they would be allowed. She felt there was not an overproliferation of temporary sales offices, but there was a removal and enforcement problem.

Commissioner Chris Erickson stated that when talking about use and compatibility, temporary sales offices were incompatible by their very nature. He felt that in most cases, a tiny spot of retail sales was being dropped into a residential neighborhood.

Commissioner Diane Zimney stated that in the past the Commission

had been unable to make findings for denial on requests for temporary sales offices. She suggested that criteria include areas where they may be acceptable; however, the Commission could still deny requests that couldn't meet that criteria.

Commissioner Bruce Erickson clarified that the ordinance had been drafted at the direction of the City Council. In the past he had not been in favor of temporary sales offices; however, he stated he appreciated Mr. Coleman's comments and could see where it was reasonable to consider a temporary sales office. He tended towards not having temporary sales offices in general, although he suggested that recommendations be provided by the industry, keeping in mind that his vote for approval would be based upon very specific restrictions.

Commissioner Chuck Klingenstein stated that he had not been fond of temporary sales offices, although based upon comments presented during the Public Hearing he felt there may be a reason to allow them outside of a periphery area where there were no real estates offices if there were a "bullet proof" ordinance to regulate them.

MOTION: Bruce Erickson moved to TABLE action on this item subject to conditions of Commissioner Child's request.

Planning Director Seltenrich strongly recommended that if the Commission did not want to prohibit temporary sales offices outright that they recommend denial of the amendment with direction to the City Council as to why they recommended the denial.

Commissioner Bruce Erickson withdrew the motion.

Commissioner Child asked if the consensus of the Commissioners was to ban the ordinance or to try to develop an ordinance with specific criteria.

Commissioner Bruce Erickson commented that he did not believe there were sufficient votes to prohibit temporary sales trailers outright and he wanted the Planning Commission to continue its discussion rather than putting a motion forward.

Commissioner Fred Jones concurred with Commissioner Bruce Erickson's comments that the ordinance should be written to deny such a use in most cases, although it would allow cases to meet specific needs provided they met certain narrow criteria. He felt they should look to the development community to identify those needs and he hoped they could then define what the exceptions were that would allow them.

Chairman Dean Berrett stated that some Commissioners felt that

under very controlled and defined circumstances it may be acceptable to have temporary sales offices and, as the planning advisory arm, they should evaluate those uses and determine what those conditions would be. He felt they should provide clear direction to the Staff and noted that Commissioner Alison Child had outlined several conditions and Bill Coleman had suggested the review of temporary sales offices at the time of MPD review. He felt they should not abdicate and forward a recommendation simply because the City Council had requested the ordinance.

MOTION: Ron Whaley moved to forward to City Council a NEGATIVE RECOMMENDATION on the proposed ordinance, with the recommendation that the Planning Commission perform discovery to determine if a workable alternative was available. Diane Zimney seconded the motion. Chris Erickson opposed the motion. Chuck Klingenstein, Ron Whaley, Diane Zimney, Bruce Erickson, Alison Child, and Fred Jones voted in favor of the motion which carried.

**Commissioner Ron Whaley was excused from the meeting at this point.**

**Silver Lake Inn**

Following action on New Business No. 1, the applicants requested that the Silver Lake Inn request be Continued rather than Tabled so that the item would appear on the next regular agenda and asked the Commission to recall its action.

MOTION: Bruce Erickson moved to RECALL Silver Lake Inn. Fred Jones seconded the motion which was unanimously approved.

MOTION: Fred Jones moved to CONTINUE the Silver Lake Inn request. Chuck Klingenstein seconded the motion. Chuck Klingenstein, Alison Child and Fred Jones voted in favor of the motion. Diane Zimney, Bruce Erickson and Chris Erickson opposed the motion. Chairman Berrett opposed the issue and the motion did not carry.

MOTION: Chris Erickson moved to TABLE the Silver Lake Inn request. Bruce Erickson seconded the motion. Chuck Klingenstein, Alison Child, Fred Jones, Diane Zimney, Bruce Erickson and Chris Erickson voted in favor of the motion, which carried.

2. **IronHorse (PayLess) Subdivision, East of Park Avenue between Homestake and Iron Horse, Request for Preliminary and Final Plat Approval - PayLess Drug Stores.**

Senior Planner Suzanne McIntyre stated that the Staff recommended approval of the Iron Horse Subdivision with conditions as outlined during the Public Hearing.

Commissioner Chris Erickson entered a statement into the record:

"I will vote yes on this subdivision in that the applicant has satisfactorily met the requirements of the subdivision ordinance. I do, however, have some editorial comments regarding this piece of property and its contemplated uses. I would like to remind the property owners that they have a large parcel which is very prominently located in a commercial area and they will have a major influence on our town when they choose to develop this piece or sell this piece. The property owners will have an impact on the business climate of town and they will help to decide whether or not that business climate is dominated by outside interests in the form of chains and franchises or whether the business environment has room for the smaller, independent, local operators who, in my opinion, really embody the "American dream". I am concerned that chains and franchises who rely on regional and national advertising have conformity between locations as a top priority thereby forcing conformity upon the communities in which they locate. The proliferation of these businesses leads to the Anytown, USA syndrome.

I really wish Park City could do something to encourage the small, independent business person. Sometimes I think that tourists come to Park City not only to see the natural beauty of our surroundings, but also to remember what their own communities were like before the chains and franchises and malls changed the character of their hometown.

I would be very discouraged to think of Park City becoming an Anytown USA."

MOTION: Chuck Klingenstein moved to APPROVE the Request for Preliminary and Final Plat Approval for the IronHorse (PayLess) Subdivision subject to conditions of approval as presented in the staff report. Alison Child seconded the motion. Chuck Klingenstein, Diane Zimney, Bruce Erickson, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion. The motion carried.

CONDITIONS:

1. The subdivision shall comply with the City's Standard Conditions of Approval; and

2. The development on Parcel 3 shall be consistent with the Park City Design Guidelines and a note shall be included in the CC&Rs or on the final plat referencing the Design Guidelines; and

3. A final landscape and pedestrian circulation plan shall be included with the exhibits for the Final Plat approval; and

4. The City Engineer shall review all construction plans to ensure adequate storm runoff detention, sanitary sewer, and other utility and infrastructure needs.

5. Prior to Final Plat recordation the Plat shall have been reviewed and approved by the City Engineer, City Attorney, and City Council.

6. Security will be required to be posted for all public improvements and landscaping at the time of Final Plat recordation.

At 10:00 P.M. Bruce Erickson moved to ADJOURN. Diane Zimney seconded the motion which was unanimously approved.

Approved by the Planning Commission: _____

PARK CITY
1884

**Department of Community Development**
Engineering • Building Inspection • Planning

March 15, 2001

Blake Bodily
Natural Successions, Inc.
PO Box 961
Springville, Utah 84663

NOTICE OF PLANNING COMMISSION ACTION

| | |
|---|---|
| Project Name | 7720 Royal Street East, Deer Valley Club |
| Project Description | Conditional Use Permit for a Telecommunications Facility |
| Date of Meeting | March 14, 2001 |

Action Taken By Planning Commission Approved according to the findings of fact and conclusions of law in the staff report. The conditions of approval are listed below.

Conditions of Approval

1. All standard conditions of project approval shall apply to this project (see enclosure).

2. The extensions of the chimneys shall match the existing material and colors found on the chimney.

3. The addition housing the mechanical equipment shall be constructed of siding material and colors similar to that found on the existing building.

4. The applicant shall submit an application for a building permit for the construction details for both the antenna and the mechanical room.

5. The Telecommunications Facility shall be constructed as shown on the approved plans dated March 7, 2001.

6. This approval shall be null and void as of March 14, 2002, unless the applicant has received a building permit for the project.

Please contact me at (435) 615-5067, with any questions.

Sincerely,

Alison Kuhlow, AICP
Planner

PARK CITY
1884

# PLANNING COMMISSION REPORT

**DATE:** March 14, 2001
**DEPARTMENT:** Planning Department
**AUTHOR:** Alison Kuhlow, AICP AK
**TITLE:** Conditional Use Permit for Telecommunications Facility at 7720 Royal Street East, Deer Valley Club
**TYPE OF ITEM:** Administrative

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**SUMMARY RECOMMENDATIONS:** Conduct a Public Hearing and consider approving the Conditional Use Permit, as conditioned, to allow a telecommunications facility at 7720 Royal Street East, Deer Valley Club.

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## DESCRIPTION:

### A. Topic.

PROJECT STATISTICS

| | |
|---|---|
| Project Name: | Conditional Use Permit to allow telecommunications facility |
| Applicant: | Nextel Communications, Blake Bodily |
| Owner of Property: | Deer Valley Club Home Owners |
| Zoning: | Residential Development - Master Planned Development (RD-MPD) and Sensitive Lands Overlay (SLO) |
| Adjacent Land Uses: | Residential and Recreation |

### B. Background.

The applicant, Blake Bodily representing Nextel Communications, submitted the Conditional Use Application, on January 30, 2001, requesting the placement of six (6) panel antennas mounted on the interior of two chimneys on Building #4 of the Deer Valley Club. The chimneys currently measure 6' x 3'. The applicant proposes to increase the southern chimney to 10' x 4' and the northern chimney to 8' x 4' in order to accommodate the antennas. Please refer to Exhibit C, Elevations. The applicant is not asking for a height increase for the existing chimneys. Nextel requests the placement of the mechanical equipment to the north of Building #4 and proposes to enclose the equipment with similar materials matching the building. The Deer Valley Club is not a condominium plat and therefore does not require an amendment to a record of survey for the construction of the mechanical equipment shelter.

### C. Analysis

The proposal meets the zoning requirements for the RD-MPD District. Enclosed antennas may be reviewed within the RD District as a consent agenda item, but since the proposal includes the exterior modification and the equipment shelter is located outside the existing building's footprint, it is required to be reviewed as a public hearing item. The enclosure for the mechanical equipment will comply with the setbacks of the RD-MPD District. The antenna will be enclosed within two existing chimneys, and the chimneys will not be increased in height. Instead, the chimneys will be increased in length and width.

Listed below is Staff's analysis of the Conditional Use Permit Standards for Review, Section 15-1-10 of the amended Land Management Code.

1. Size and location of the site; The applicant is proposing to locate six (6) antenna within two chimneys on Building #4 of the Deer Valley Club. The chimneys measure 6' x 3' the applicant proposes to increase the width and length of the chimneys to 10' x 8' for the southern chimney and 8' x 4' for the northern chimney. The applicant proposes to construct a new addition to the north of Building #4, approximately 165 square feet, to house the mechanical equipment.

2. Traffic considerations including capacity of the existing streets in the area; The installation of telecommunication equipment will not increase traffic to the site.

3. Utility capacity; The structure has existing utility service. No additional services will be needed.

4. Emergency vehicle access; The project will not restrict existing emergency access to the structure.

5. Location and amount of off-street parking; The location of telecommunications antenna will not require a parking space. No parking spaces will be removed or compromised as a result of this proposal.

6. Internal vehicular and pedestrian circulation system; The mechanical units will not restrict circulation for the condominiums.

7. Fencing, screening and landscaping to separate the use from adjoining uses; The mechanical equipment addition will be constructed using materials matching the existing building. The extensions to the chimneys will match those materials currently used for the chimneys.

8. Building mass, bulk, orientation and the location of buildings on the site, including orientation to buildings on adjacent lots; Deer Valley Club fronts Royal Street East and the back of the project is along Deer Valley's Trainer Ski run. Building #4 backs up to the ski run and is not visible from Royal Street East. The extensions of the chimneys will be visible from the Deer Valley run, but will appear to be no more than a wider chimney on the building. The applicant has not requested a height increase so the overall view of the building will not change in height. The resulting chimney dimensions are compatible and consistent with Chapter 9 of the Land Management Code.

9. Usable open space; This standard is not applicable to the proposal.

10. Signs and lighting; No lights or signs will be installed on this project.

11. Physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing; The antennas will be placed within an extensions to two existing chimneys on the buildings. The only visible modifications to the building will be the chimney width extensions and the addition to house the mechanical equipment. The increase in chimney width will have exterior materials to match the existing materials on the chimney. The addition to house the mechanical equipment will use materials similar to what is found on the building. There will be two mechanical units which will extend out of the wall of the addition. These two units will need to be painted to match the colors on the addition.

12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site; The proposed facility will not add any noise, vibration or other factors to the site.

13. Control of delivery and service vehicles, loading and unloading zones, and screening of trash pickup areas; The standard is not applicable to the proposal.

14. Expected ownership and management of the project as primary residences, condominiums, time interval ownership, nightly rental, or commercial tenancies, how the form of ownership affects taxing entities; The property is owned by the Deer Valley Club Owners Association. The property ownership will remain the same if this Conditional Use Permit is approved. Nextel has received permission from the Deer Valley Club Owners Association to file the application.

15. Architectural and Uniform Building Code review; The applicant will need to submit a Building Permit application to install the antennas and to construct the equipment room.

16. Within and adjoining the site, impacts on environmentally sensitive lands, slope retention, and appropriateness of the proposed structure to the topography of the site; The addition to the building is located within the Sensitive Lands Overlay Zone. The addition of a telecommunications facility at the Deer Valley Club will increase the building footprint with the addition of the mechanical equipment shelter. The shelter will be placed on land with less than 5% slope and will be screened from view by the existing building.

**D. Notice.**

Notice of this hearing was sent to property owners within 300' on February 21, 2001. Staff has received no comments at the time the report was written.

**E. Department Review.**

The Community Development Department and City Attorney's Office have reviewed this request. The request was discussed at a Staff Review Meeting, where representatives from local utilities and City Staff were in attendance. The no concerns mentioned at the meeting.

**ALTERNATIVES**

**A.** Approve the Conditional Use Permit, as conditioned by staff, to allow a telecommunications facility to be located at 7720 Royal Street East, Deer Valley Club.

**B.** Deny the Conditional Use Permit, thereby preventing the telecommunications facility at7720 Royal Street East, Deer Valley Club.

**C.** The Planning Commission may continue the hearing for more information and discussion.

**RECOMMENDATION:**

Staff recommends approval of the Conditional Use Permit to allow telecommunications facility to be located on Deer Valley Club at 7720 Royal Street East, based on the following:

Findings of Fact:

1. The project is located in the RD-MPD and SLO Zones.

2. The footprint of the existing structure will be increase by 165 square feet with the construction of the addition to house the mechanical equipment.

3. The chimneys will be increased from 6' x 3' to 10' x 4' for the southern chimney and to 8' x 4' for the chimney to the north.

4. The antennas will be installed within the chimney extensions.

5. The height of the existing chimneys will not be increased.

6. The findings in the Analysis section are incorporated herein.

7. The applicant stipulates to all Conditions of Approval.

Conclusions of Law:

1. The application complies with all requirements of Section 15-1-10 and Section 8.30 of the Land Management Code.

2. The proposed use, as conditioned, is compatible with the surrounding area in use, scale, mass and circulation.

3. The use is consistent with the Park City General Plan.

4. The design is consistent with the Land Management Code Chapter 9, Architectural Guidelines.

5. Any differences in use or scale have been mitigated by the Conditions of Approval.

Conditions of Approval:

1. All standard conditions of project approval shall apply to this project (see Exhibit D).

2. The extensions of the chimneys shall match the existing material and colors found on the chimney.

3. The addition housing the mechanical equipment shall be constructed of siding material and colors similar to that found on the existing building.

4. The applicant shall submit an application for a building permit for the construction details for both the antenna and the mechanical room.

5. The Telecommunications Facility shall be constructed as shown on the approved plans dated March 7, 2001.

6. This approval shall be null and void as of March 14, 2002 unless the applicant has received a building permit for the project.

**EXHIBITS:**

Exhibit A - Location Map
Exhibit B - Site Plan
Exhibit C - Elevations
Exhibit D - Standard Conditions of Project Approval

# Planning Commission
# Staff Report

**Subject:** **91 King Road**
**Application:** **PL-24-06329**
**Author:** **Lillian Zollinger, Planner III**
**Date:** **February 26, 2025**
**Type of Item:** **Steep Slope Conditional Use Permit**

## Recommendation

(I) Review the Steep Slope Conditional Use Permit (SSCUP) for 91 King Road, (II) conduct a public hearing, and (III) consider approving the SSCUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

## Description

| | |
|---|---|
| Applicant: | Dean Polce, represented by Jonathan DeGray |
| Location: | 91 King Road |
| Zoning District: | Historic Residential - Low |
| Adjacent Land Uses: | Single Family Dwellings, Open Space |
| Reason for Review: | The Planning Commission reviews and takes Final Action on SSCUPs.[1] |

| | |
|---|---|
| HDDR | Historic District Design Review |
| HRL | Historic Residential Low - Density |
| LMC | Land Management Code |
| ROW | Right-of-Way |
| SFD | Single-Family Dwelling |
| SSCUP | Steep Slope Conditional Use Permit |

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

## Summary

The Applicant proposes to construct a new Single-Family Dwelling (SFD) at 91 King Road, a site that has a Very Steep Slope at the rear.

## Background

91 King Road is an unusual 2,298-square-foot Lot because the lot is not rectangular in shape. The site is in the Historic Residential - Low Density (HRL) Zoning District. There is an existing non-historic Single-Family Dwelling (SFD) constructed in 1970 on site. The Applicant proposes to demolish the existing SFD and construct a new one.

[1] LMC § 15-2.1-6(A)(1)




*91 King Road highlighted in white on an excerpt from the Zoning map.*



*91 King Road viewed from King Road, image from Google.*



*91 King Road proposed structure; rendering provided by the Applicant.*

On August 24, 2021, the Board of Adjustment approved a Variance from the minimum Lot size, Lot width, and Setbacks for 91 King Road, which allowed the Applicant to complete a Plat Amendment. Condition of Approval 5 for the Variance states, “all future development on the Lot shall comply with the requirements of the Historic Residential - Low Density (HRL) Zoning District” (see Exhibit D).

On October 7, 2021, the City Council approved Ordinance No. 2021-39, creating two Lots, one for 91 King Road and one for 95 King Road. 91 King Road is Lot A of the 91 & 95 King Road Plat Amendment.

LMC § 15-2.1-6 requires a SSCUP for construction of any Structure with a Building Footprint in excess of 200 square feet in the HRL Zoning District. 91 King Road is located on a Lot that is relatively flat at the front, with a steep increase in slope at the rear. Approximately 430 square feet of the SFD will be partially constructed on an 86% slope.

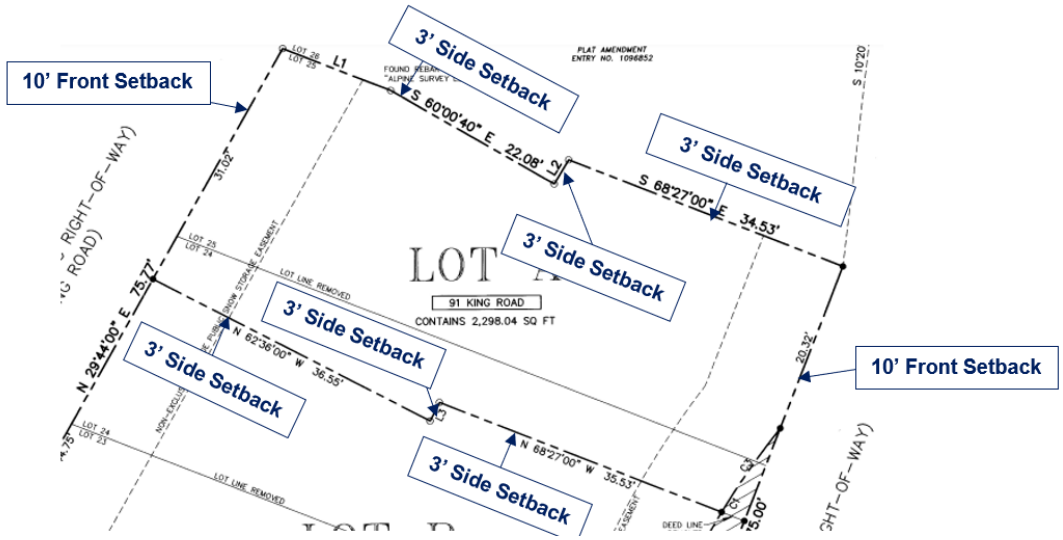
In conjunction with the SSCUP, staff is reviewing a Historic District Design Review application (PL-24-06328) for compliance with LMC § 15-13-8, *Regulations For New Residential Infill Construction (and Non-Historic Residential Sites) In Historic Districts.*

## Analysis

**(I) The proposal to construct a Single-Family Dwelling complies with Historic Residential - Low Zoning District requirements outlined in LMC Chapter 15-2.1.**

One of the purposes HRL Zoning District is to "establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the

LMC § 15-4-17 outlines the Setbacks for an unusual Lot. On February 13, 2025, the Planning Director determined the Setbacks for 91 King Road were as follows:

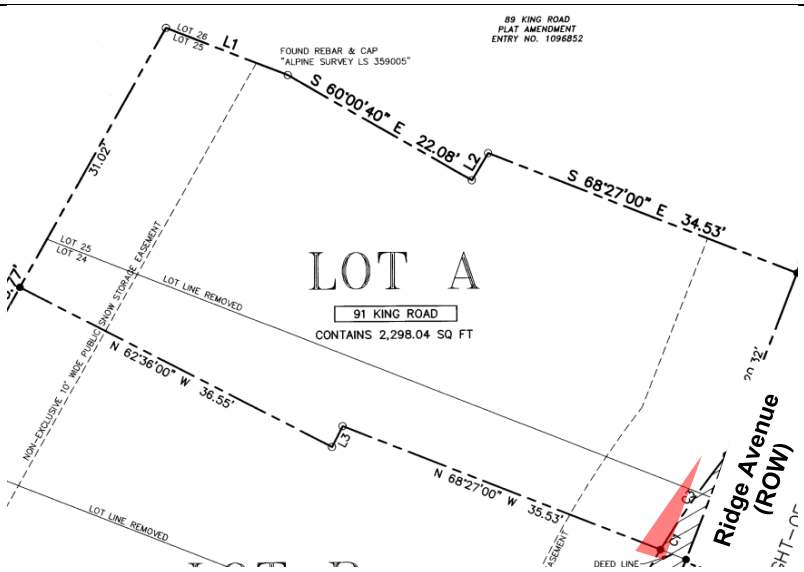



LMC § 15-2.1-3 outlines Lot and site requirements for the HRL Zoning District, shown in the table below:

| Zoning Requirement | Analysis |
|---|---|
| Minimum Lot Size – 3,750 square feet | **2021 Variance approved a 2,298-square-foot Lot** |

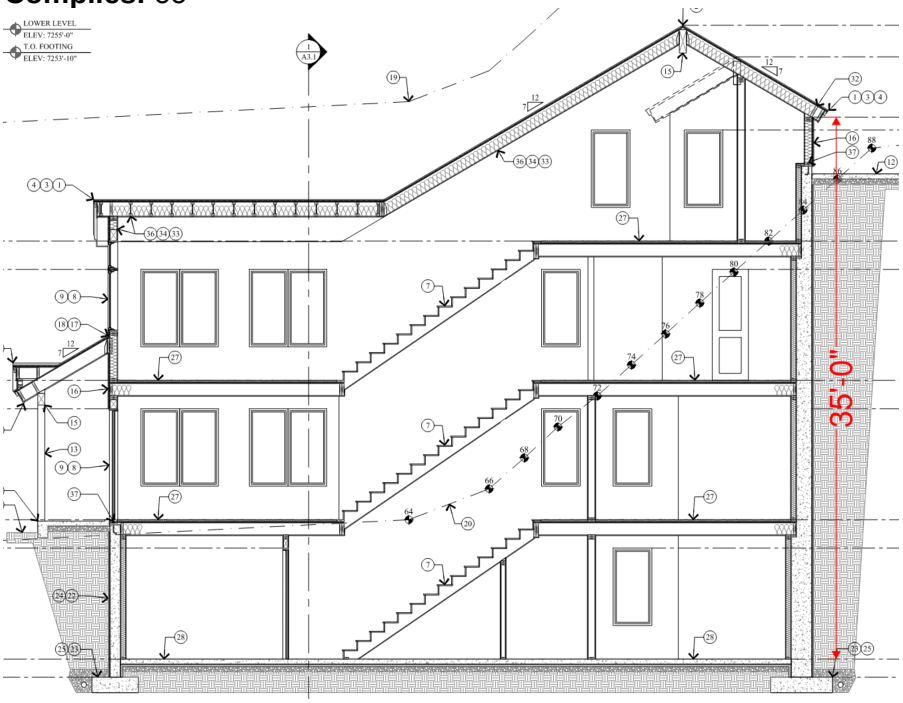
| | |
|---|---|
| Maximum Lot Size – 5,625 square feet | **Complies:** 2,298 square feet |
| Minimum Lot Width measured 15' back from the Front Lot Line- 35' | **2021 Variance approved 32-foot minimum Lot width measured 15' back from the Front Lot Line** |
| Maximum Building Footprint – 1,010 square feet[2] | **Complies:** 988 square feet |
| Front Setbacks for Lots up to 75 feet in depth – 10 feet[3] | **Conditions of Approval recommended**<br><br>See Exhibit E for the full Setback Determination<br>**West Front Setback - Complies: 10'**<br>LMC § 15-2.1-3(G)(3) states the Front Setback must be open and free of any Structure except: "Roof overhangs, eaves, or cornices projecting not more than three feet (3') into the Front Setback."<br><br>The Applicant proposes roof overhangs that extend one and a half feet into the west Front Setback and is compliant.<br><br>LMC § 15-2.1-3(G)(6) states the Front Setback must be open and free of any Structure except: "Driveways leading to either a garage or an approved Parking Area."<br><br>The Applicant proposes a driveway and one parking space that partially extends into the Front Setback and is compliant.<br><br>**East Front Setback – Conditions of Approval Recommended: 10'**<br>LMC § 15-15-1 defines *Setback* as "[a] line parallel to a Property Line (or a Right-of-Way, platted Street, existing curb or edge of a Street, whichever line may extend furthest into the lot) at a distance established by the Zoning District." The Applicant is required to update the east Front Setback to be measured from the Ridge Avenue Right-of-Way (ROW), as shown on the 91 & 95 King Road Plat Amendment. |

[2] MAXIMUM FP = (A/2) x $0.9^{A/1875}$ where FP = maximum Building Footprint and A = Lot Area.
[3] LMC § 15-2.1-3(F)

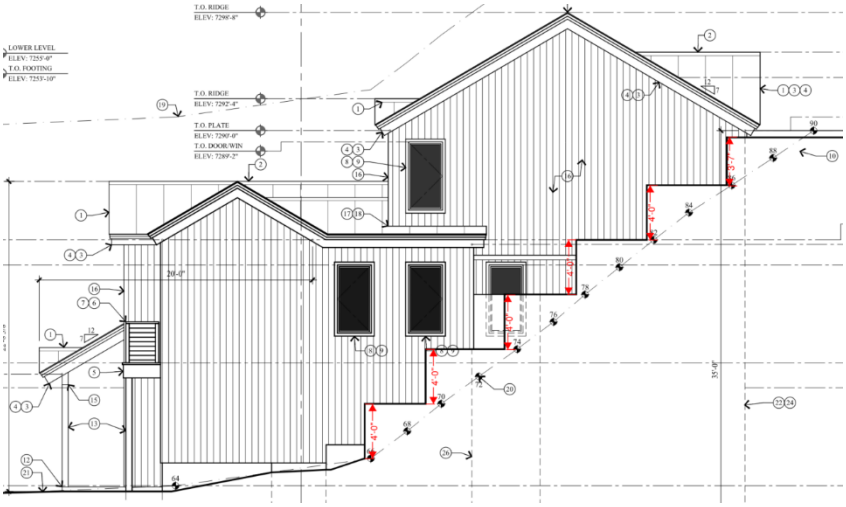
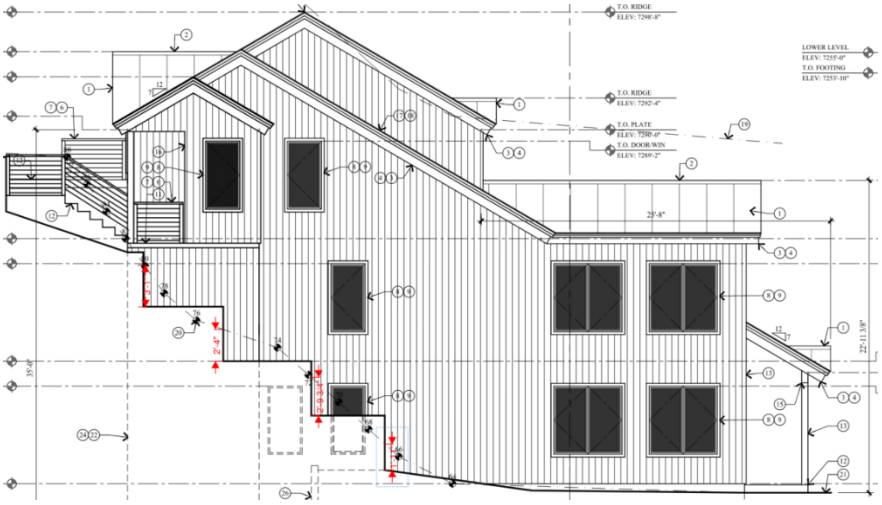
| | |
|---|---|
| | <br>*Ridge Avenue dedication highlighted in red as recorded on the 91 & 95 King Road Plat.*<br><br>While the Applicant's plans do not show the Setback in the correct location, the proposed plan does comply with the 10-foot Front Setback requirement and exceptions outlined below.<br><br>LMC § 15-2.1-3(G)(1) states the Front Setback must be open and free of any Structure except: "Fences, walls, and retaining walls not more than four feet (4') in height, or as permitted in Section 15-4-2 Fences and Retaining Walls." The Applicant proposes a retaining wall that does not exceed three feet in height in the Front Setback and is compliant.<br><br>LMC § 15-2.1-3(G)(2) states the Front Setback must be open and free of any Structure except: "Uncovered steps leading to the Main Building, provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by obstructing the view of the Street or intersection." The Applicant proposes stairs in the Front Setback that do not exceed 30" above Final Grade and are compliant<br><br>LMC § 15-2.1-3(G) states the Front Setback must be open and free of any Structure, except for exceptions stated above. LMC § 15-2.1-3(G)(6) also states, "No portion of a Front Yard, except for driveways, allowed Parking Areas and sidewalks, may be Hard-Surfaced or graveled." The proposed hot tub and patio are in the Front Setback and are not allowed exceptions and must be removed from the plans (see Condition of Approval 18). |
| Side Setbacks for Lots up to 37.5 feet in width | **Complies:** 3'<br><br>LMC § 15-2.1-3(J)(7) states the Side Setback must be open and free of any Structure except: " Fences, walls, and retaining walls as |

| | |
|---|---|
| – 3’ each[4] | permitted in Section 15-4-2 Fences and Retaining Walls.” LMC § 15-4-2(A) states, “Fences and retaining walls shall not exceed six feet (6’) in height measured from Final Grade within any required Rear Setback or Side Setback.” The Applicant proposes several retaining walls that do not exceed six feet in height in the Side Setbacks and are compliant. Staff recommends Condition of Approval 17 which requires the Applicant to return to the Planning Commission if modifications to the retaining walls are proposed that increase any retaining wall height. |

LMC § 15-2.1-5 outlines structure’s height requirements, shown in the table below:

| **Zoning Requirement** | **Analysis** |
|---|---|
| Building Height- 27 feet above Existing Grade | **Complies:** 26’ 8” |
| Maximum interior height of 35 feet | **Complies:** 35’<br><br><br>*Interior side elevation plans provided by the Applicant.* |
| Step-back- Required at a height of 23’ for 10’ back | **Complies:** Pursuant to LMC § 15-2.1-5(B), “A ten foot (10’) minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish grade on all sides of the Structure. The horizontal step shall take place at a maximum height of twenty three feet (23’) from where the Building Footprint meets the lowest point of existing Grade.”<br><br>The entire First Story is located under the finish grade on all sides of |

[4] LMC § 15-2.1-3(I)

| | |
|---|---|
| | the structure. However, the Applicant still proposes a 20-foot step down at approximately 22 feet, eight inches. |
| Roof Pitch- 7:12 - 12:12 | **Complies:** Pursuant to LMC § 15-2.1-5(C), "The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12)." The proposed roof form is 7:12 and compliant. |
| Final Grade within 4 feet of Existing Grade | **Complies:** The proposed final grade is within four feet of Final Grade<br><br>*Exterior south side elevation plans provided by the Applicant.*<br><br>*Exterior north side elevation plans provided by the Applicant.* |

**(II) The proposal to construct a Single-Family Dwelling complies with Steep Slope development criteria outlined in LMC § 15-2.1-6.**

One of the purposes of the HRL Zoning District is to establish development review criteria for new development on Steep Slopes which mitigate impacts to mass and scale

and the environment.[5]

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

Development on Steep Slopes must be environmentally sensitive to hillside areas, carefully planned to mitigate adverse effects on neighboring land and improvements, and consistent with the Design Regulations for Historic Districts.[6]

Since the proposed SFD is greater than 200 square feet and located on an existing Slope of thirty percent (30%) or greater, the SSCUP application is required, pursuant to LMC § 15.2-2.6(A)(1). Additionally, the HDDR Application's approval is subject to the approval of this SSCUP.

Per LMC § 15-2.1-6, SSCUP applications are subject to the following criteria:

1. ***LOCATION OF DEVELOPMENT*** *– Development is located and designed to reduce visual and environmental impacts of the Structure.*

   **Complies:** The proposed SFD is less than the 1,010-square-foot Maximum Building Footprint and is compliant with the required Setbacks, step-back, and height. The slope of the site is the steepest at the rear, and the SFD has been designed to step up the hillside, in a similar pattern to adjacent properties on the street.



*91 King Road proposed SFD viewed from King Road; rendering provided by the Applicant.*

[5] LMC § 15-2.1-1
[6] LMC § 15-2.1-6

2. ***VISUAL ANALYSIS*** *– The Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points: To determine potential impacts of the proposed Access, and Building mass and design; and to identify the potential for Screening, Slope stabilization, erosion mitigation, vegetation protection, and other design opportunities.*

   **Complies:** The Applicant provided the following photos, taken from Ontario Avenue and Prospect Avenue, showing the visibility of the new proposed SFD. The proposed SFD is mostly concealed from these locations due to the change in elevation, existing structures, and vegetation.



*Photo taken from Ontario Avenue; rendering provided by the Applicant.*



*Photo taken from Prospect Avenue; rendering provided by the Applicant.*

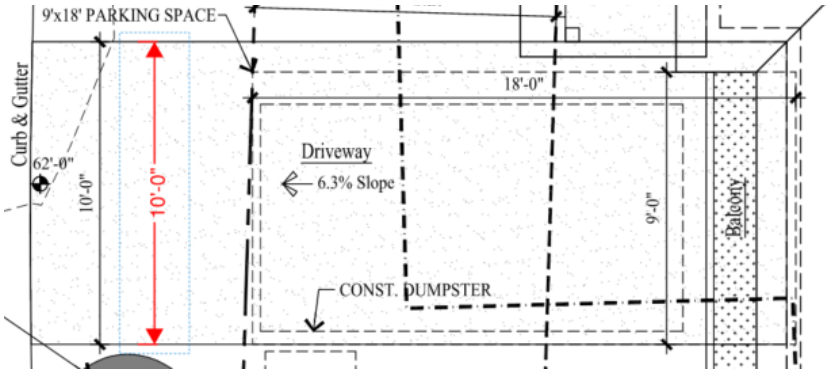
3. ***ACCESS*** *– Access points and driveways must be designed to minimize Grading of*

*the natural topography and to reduce overall Building scale. Shared Driveways and Parking Areas, and side Access to garages are strongly encouraged, where feasible.*

**See Condition of Approval 16:** The proposed Site is located off King Road, with the Front Property Line approximately 6 feet from the road. The front of the Lot, where the driveway will go, is not very steep and will not require much grading. The Applicant will be required to record an encroachment agreement with the City for a 10-foot-wide heated driveway access to the site.



*Front elevation provided by the Applicant.*




*The proposed driveway is 10 feet in width.*

4. ***TERRACING*** *– The project may include terraced retaining Structures if necessary to regain Natural Grade.*

**Condition of Approval 19:** The Applicant proposes eleven retaining walls, less than six feet in height, on the south, east, and west sides, to be within four feet of the Existing Grade. The Engineering Department noted that the proposed terraced walls and their heights were compliant with the findings of the Geotech report and requirements for soil retention (see Exhibit C). If the Applicant proposes additional retaining walls or increases in retaining wall heights, the Applicant will be required to file a modification application for Planning Commission review and approval prior to construction.



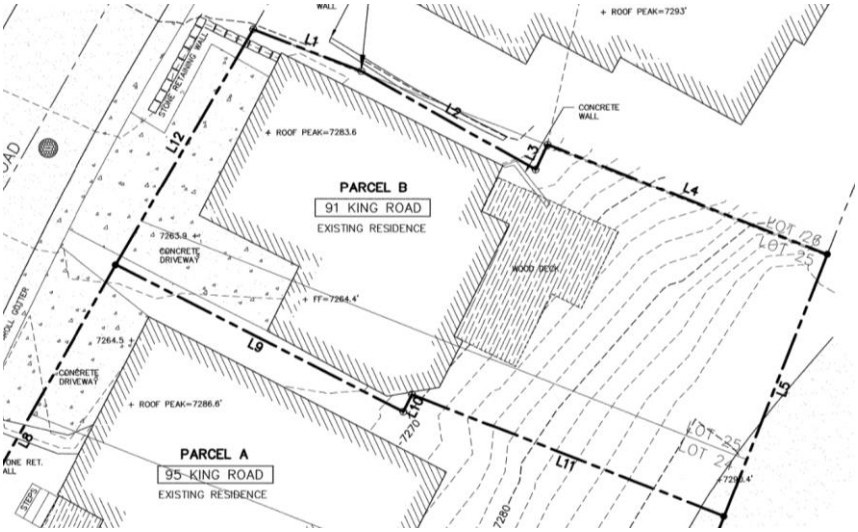
*South side rendering showing the proposed Final Grade provided by the Applicant.*



*North side rendering showing the proposed Final Grade provided by the Applicant.*

5. ***BUILDING LOCATION*** *– Buildings, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the Front Yard*.

**Complies:** The Applicant proposes a smaller footprint than the maximum allowed and coordinated the front of the structure to start in a similar location to the adjacent structures.



*Survey provided by the Applicant.*

6. ***BUILDING FORM AND SCALE*** *– Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Director and/or Planning Commission may require a garage separate from the main Structure or no garage.*

   **Complies:** The proposed structure is broken up into two masses; the structure stays level with the grade at the front of the property and then steps up in the rear as the slope increases. The front portion of the structure stays under 23 feet in height until the slope starts to increase, approximately 20 feet back. This reduction in height from the allowed 27 feet is not required, as analyzed above, because the entire First Story of the structure is below Final Grade. The Applicant proposes a shorter, less impactful structure to reduce the scale of the structure as viewed from the road. Additionally, the single-car garage is subordinate to the structure and set back over two and a half feet from the pedestrian entrance.



*Side (looking south) rendering provided by the Applicant.*



*Side (looking north) rendering provided by the Applicant.*

7. ***SETBACKS –*** *The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a "wall effect" along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.*

   **See Condition of Approval 20:** The proposed structure is compliant with the required Setbacks of the HRL Zoning District. The proposed SFD sets back from King Road ROW in a distance similar to adjacent properties and to reduce excavation at the rear where the slope is steepest. The Applicant shall update the plans to show the east Front Setback complies with the Ridge Avenue ROW.

8. ***DWELLING VOLUME –*** *The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures.*

   **Complies:** As seen from King Road, the proposed SFD looks more like a two-story structure. The proposed volume is compliant with the HRL Zoning District Lot and Site requirements as analyzed above.

9. ***BUILDING HEIGHT | STEEP SLOPE*** *– The Zone Height in HRL is 27' for Structures and is restricted as stated above in Section 15-2.1-5. The Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.*

**Complies:** The proposed SFD height is 26’ 8”. The tallest portion of the structure is at the rear of the Lot, less visible from King Road, and steps up the hillside, similar to the adjacent properties.



*Rendering provided by the applicant, shown from King Road.*

**(III) The proposal to construct a Single-Family Dwelling complies with criteria outlined in LMC Chapter 15-3, *Off-Street Parking.***

LMC § 15-3-6(A) requires two parking spaces for a SFD. LMC § 15-3-6(A) requires two parking spaces for a SFD. Parking Spaces must be at least nine feet in width by 18 feet in length.[7] The Applicant proposes one unenclosed Parking Space nine feet in width and 18 feet in length in the driveway. Parking Spaces within a garage must be at least 11 feet by 20 feet.[8] The Applicant proposes one garage Parking Space that is 11 feet by 20 feet.

**(IV)The Development Review Committee[9] reviewed the proposal on December 17, 2024 and did not require Conditions of Approval.**

## Notice

Staff published notice on the City’s website and the Utah Public Notice website, and

[7] LMC § 15-3-3(F)(1)
[8] LMC § 15-3-4(A)(1)
[9] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney’s Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

posted notice to the property on February 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on February 12, 2025. The *Park Record* published notice on February 12, 2025. LMC § 15-1-21.

## Public Input

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

## Alternatives

- The Planning Commission may approve the SSCUP Application;
- The Planning Commission may deny the SSCUP Application and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

## Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Proposed Plans
Exhibit C: Geotechnical Report
Exhibit D: August 24, 2021 Variance Final Action Letter
Exhibit E: Planning Director Setback Determination

**Planning Department**

February 26, 2025

Dean Polce
91 King Road
Park City, UT 84060

CC: Jonanthan DeGray

**NOTICE OF PLANNING COMMISSION ACTION**

**Description**

| | |
|---|---|
| Address: | 91 King Road |
| Zoning District: | Historic Residential - Low |
| Application: | Steep Slope Conditional Use Permit |
| Project Number: | PL-24-06328 |
| Action: | APPROVED WITH CONDITIONS (See Below) |
| Date of Final Action: | February 26, 2025 |
| Project Summary: | The Applicant Proposes to Construct a New Single-Family Dwelling on a Steep Slope. |

**Action Taken**

On February 26, 2025, the Planning Commission conducted a public hearing and approved the Steep Slope Conditional Use Permit (SSCUP) for a new Single-Family Dwelling at 91 King Road according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

**Findings of Fact**

1. 91 King Road is an unusual Lot because it is not a rectangle.
2. The property is in the Historic Residential - Low Density (HRL) Zoning District.
3. An existing non-historic Single-Family Dwelling (SFD) was constructed in 1970 on site.
4. The Applicant proposes to demolish the existing SFD and construct a new one.
5. On August 24, 2021, the Board of Adjustment approved a Variance from the minimum Lot size, Lot width, and Setbacks for 91 King Road, which allowed the Applicant to complete a Plat Amendment. Condition of Approval 5 of the

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Variance states, “all future development on the Lot shall comply with the requirements of the Historic Residential - Low Density (HRL) Zoning District.”

6. 91 King Road is Lot B of the 91 & 95 King Road Plat Amendment approved under Ordinance No. 2021-39 by the City Council on October 7, 2021.
7. The new SFD proposes constructing approximately 430 square feet on an existing Slope of thirty percent (30%) or greater. Therefore, pursuant to § 15-2.1-6, a SSCUP application is required.
8. In conjunction with the SSCUP, the Applicant submitted a Historic District Design Review (HDDR) Application (PL-24-06328). The HDDR Application approval is subject to the approval of this SSCUP.
9. The minimum Lot size in the HRL Zoning District is 3,750 square feet. In 2021, the Board of Adjustment found the property met the Variance criteria and granted a Variance from the minimum Lot size for the 2,298-square-foot Lot.
10. The maximum Lot size in the HRL Zoning District is 5,625 square feet. The Lot is 2,298 square feet and complies.
11. The minimum Lot width in the HRL Zoning District is 35 feet. In 2021, the Board of Adjustment found the property met the Variance criteria and granted a Variance from the minimum Lot width, approving the 32-foot Lot width.
12. The maximum Building Footprint in the HRL Zoning District for a Lot that is 2,298 square feet is 1,010 square feet. The proposed Building Footprint is 988 square feet and complies.
13. LMC § 15-4-17 outlines the Setbacks for an unusual Lot. On February 13, 2025, the Planning Director determined the Setbacks for 91 King Road.
14. The minimum Front and Rear Setbacks for Lots 75 feet or less in depth in the HRL Zoning District is 10 feet each. The Lot is 74.95 feet deep at its longest point. The proposed SFD has a 10’ west Front Setback and 10’ east Frontf Setback. The proposed SFD complies with Setback requirements.
15. Minimum Side Setbacks for Lots up to 37.5’ in width are three feet each in the HRL Zoning District. The Lot is 32 feet in width. The proposed SFD has a three-foot side Setback for each side and complies.
16. The maximum building height is 27 feet from Existing Grade in the HRL Zoning District. The proposed maximum building height is 27’ from Existing Grade and complies.
17. The HRL Zoning District requires a ten-foot minimum horizontal step in the downhill façade. The proposed SFD steps back for 20 feet at 22 feet 11-3/8 inches feet from the lowest point of Existing Grade and complies.
18. Final Grade must be within four feet of existing grade in the HRL Zoning District. The proposed Final Grade is within four feet of Existing Grade.

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19. Structures cannot exceed 35 feet from the lowest floor plane to the point of highest wall top plate that supports the ceiling joists or roof rafters in the HRL Zoning District. The proposal has an interior height of 35 feet and complies.
20. The roof pitch for the Contributing Roof Form must be between 7:12 and 12:12 in the HRL Zoning District and occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. The proposed roof pitch is 7:12. The entire First Story is located under the finish grade on all sides of the structure. However, the Applicant still proposes a 20-foot step down at approximately 22 feet, eight inches.
21. Per Land Management Code (LMC) § 15-2.1-6, SSCUP applications are subject to the following criteria:

    1. ***LOCATION OF DEVELOPMENT*** *– Development is located and designed to reduce visual and environmental impacts of the Structure.*

       **Complies:** The proposed SFD is less than the 1,010-square-foot Maximum Building Footprint and is compliant with the required Setbacks, step-back, and height. The slope of the site is the steepest at the rear, and the SFD has been designed to step up the hillside, in a similar pattern to adjacent properties on the street.

    2. ***VISUAL ANALYSIS*** *– The Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points: To determine potential impacts of the proposed Access, and Building mass and design; and to identify the potential for Screening, Slope stabilization, erosion mitigation, vegetation protection, and other design opportunities.*

       **Complies:** The Applicant provided the following photos, taken from Ontario Avenue and Prospect Avenue, showing the visibility of the new proposed SFD. The proposed SFD is mostly concealed from these locations due to the change in elevation, existing structures, and vegetation.

    3. ***ACCESS*** *– Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Shared Driveways and Parking Areas, and side Access to garages are strongly encouraged, where feasible.*

       See Condition of Approval 16: The proposed Site is located off King Road, with the Front Property Line approximately 6 feet from the road. The front of the Lot, where the driveway will go, is not very steep and will not require much grading. The Applicant will be required to record an encroachment agreement with the City for A 10-foot-wide heated driveway access to the site.

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4. ***TERRACING*** *– The project may include terraced retaining Structures if necessary to regain Natural Grade.*

   **Condition of Approval 19:** The Applicant proposes eleven retaining walls, less than six feet in height, on the south, east, and west sides, to be within four feet of the Existing Grade. The Engineering Department noted that the proposed terraced walls and their heights were compliant with the findings of the Geotech report and requirements for soil retention (see Exhibit C). If the Applicant proposes additional retaining walls or increases in retaining wall heights, the Applicant will be required to file a modification application for Planning Commission review and approval prior to construction.

5. ***BUILDING LOCATION*** *– Buildings, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the Front Yard*.

   **Complies:** The Applicant proposes a smaller footprint than the maximum allowed and coordinated the front of the structure to start in a similar location to the adjacent structures.

6. ***BUILDING FORM AND SCALE*** *– Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Director and/or Planning Commission may require a garage separate from the main Structure or no garage.*

   **Complies:** The proposed structure is broken up into two masses; the structure stays level with the grade at the front of the property and then steps up in the rear as the slope increases. The front portion of the structure stays under 23 feet in height until the slope starts to increase, approximately 20 feet back. This reduction in height from the allowed 27 feet is not required, as analyzed above, because the entire First Story of the structure is below Final Grade. The Applicant proposes a shorter, less impactful structure to reduce the scale of the structure as viewed from the road. Additionally, the single-car garage is subordinate to the structure and set back over two and a half feet from the pedestrian entrance.

7. ***SETBACKS –*** *The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a "wall effect" along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.*

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**See Condition of Approval 20:** The proposed structure is compliant with the required Setbacks of the HRL Zoning District. The proposed SFD sets back from King Road ROW in a distance similar to adjacent properties and to reduce excavation at the rear where the slope is steepest. The Applicant shall update the plans to show the east Front Setback complies with the Ridge Avenue ROW.

8. ***DWELLING VOLUME –*** *The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures.*

   **Complies:** As seen from King Road, the proposed SFD looks more like a two-story structure. The proposed volume is compliant with the HRL Zoning District Lot and Site requirements as analyzed above.

9. ***BUILDING HEIGHT | STEEP SLOPE*** *– The Zone Height in HRL is 27' for Structures and is restricted as stated above in Section 15-2.1-5. The Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.*

   **Complies:** The proposed SFD height is 26' 8". The tallest portion of the structure is at the rear of the Lot, less visible from King Road, and steps up the hillside, similar to the adjacent properties.

22. The analysis of the Staff Report is incorporated herein.
23. Staff published notice on the City's website and posted notice to the property on February 12, 2024. Staff mailed courtesy notice to property owners within 300 feet and posted notice to the property on February 12, 2024. The Park Record published notice on February 12, 2024.

**Conclusions of Law**

1. The proposal complies with the LMC requirements in Chapter 15-2.1, Historic Residential - Low (HRL) District.
2. The proposal complies with the LMC requirements in Chapter 15-2.1-6, Development on Steep Slopes in the HRL District.
3. The proposal complies with the LMC requirements in Chapter 15-3, Off-Street Parking.

**Conditions of Approval**

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed February 26, 2025, by the Planning Commission,

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pending design modifications required for Historic District Design Review compliance. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.

2. The Applicant shall receive approval of a Historic District Design Review prior to submitting a Building Permit application.
3. If the Applicant does not obtain a building permit within one year of the date of this approval, this SSCUP approval will expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.
4. The applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.
5. Any changes, modifications, or deviations from the approved scope of work, in shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
6. Residential fire sprinklers are required for all new construction on this lot, per requirements of the Chief Building Official.
7. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.
8. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state. The Final Grade shall be within four feet of Existing Grade.
9. City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
10. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
11. All outdoor lighting must be down-directed, fully shielded, with bulbs 3000 degree 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

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details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.

12. The Applicant shall submit final slope stability prior to submitting a building permit, subject to City Engineer approval.
13. The Applicant shall provide soil stabilization and drainage details documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.
14. Prior to submitting a building permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval.
15. Retaining walls cannot exceed the height approved as part of this SSCUP without modifying the SSCUP.
16. The Applicant shall obtain an Encroachment Agreement for driveway access with the Engineering Department for the heated driveway.
17. If the Applicant proposes additional retaining walls not approved under this SSCUP, the Applicant must file a modification application and return to the Planning Commission for review and approval prior to submitting a revised building permit.
18. The Applicant shall update the final plans to show the Front Setback complies with Ridge Avenue Right-of-Way according to the LMC § 15-15-1 definition of *Setback*. The plans shall also be updated to comply with Front Setback regulations outlines in LMC § 15-2.21-3(G).

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5068 or email lillian.zollinger@parkcity.org.
Sincerely,

Sarah Hall,
Planning Commission Chair

CC: Lillian Zollinger, Planner III

DRAFT

# NEW RESIDENCE
## HISTORIC DISTRICT DESIGN REVIEW

## 91 KING ROAD, PARK CITY, UTAH 84060

## CONSULTANTS

## LEGEND

| | | | |
|---|---|---|---|
| BRICK & STONE | OFFICE / 103 | ROOM NAME / ROOM NUMBER |
| EARTH | | FLOOR, POINT ELEV. |
| CONCRETE | | CENTER LINE |
| CONCRETE MASONRY UNIT | | ROUND, DIA. |
| STEEL (LARGE SCALE) | | CHANNEL |
| RIGID INSULATION | | ANGLE |
| ROUGH WOOD | X / X | DETAIL |
| BLOCKING | 4 / X / 3 | SECTION CUT, DETAIL |
| ALUMINUM (LARGE SCALE) | 4 / X / 3 | BUILDING SECTION |
| GRAVEL | X | KEYED NOTES |
| FINISHED WOOD | X | WINDOW TYPE |
| BATT OR BLOWN INSULATION | X | DOOR NUMBER |
| PLASTER, SAND, GROUT, MORTAR | 3 | REVISION |
| STEEL (SMALL SCALE) | A / D X B / C | INTERIOR WALL ELEV. |
| BITUMINOUS PAVING | A | WALL TYPE |
| PLYWOOD | | |
| GYPSUM BOARD | | |

## CODE ANALYSIS

APPLICABLE CODES

| | |
|---|---|
| 2021 IRC | 2021 IBC |
| 2021 IPC | 2021 IMC |
| 2020 NEC | 2021 IFGC |
| 2015 IECC RES. | 2021 IFC |
| 2018 IECC COM. | 2021 IEBC |

OCCUPANCY: R2

CONSTRUCTION TYPE: VB
BUILDING TO BE FIRE SPRINKLED: CONTRACTOR TO PROVIDE APPROVALS PRIOR TO INSTALLATION

AREA CALCULATION
LOWER LEVEL LIVING AREA: 977 S/F
ENTRY LEVEL LIVING AREA: 716 S/F
MAIN LEVEL LIVING AREA: 977 S/F
UPPER LEVEL LIVING AREA: 515 S/F
TOTAL LIVING AREA: 3185 S/F
GARAGE AREA: 261 S/F
ENTRY PORCH AREA: 51 S/F
BALCONY AREA: 31 S/F
PATIO AREA: 268 S/F
ALOWABLE FOOTPRINT: 1010 S/F
PROPOSED FOOTPRINT: 988 S/F
LOT AREA: 2309 S/F
DISTURBED AREA: 780 S/F

## INDEX TO DRAWINGS



| # | SHEET # | SHEET DESCRIPTION |
|---|---|---|
| 1 | Aa | COVER SHEET |
| | | SURVEY |
| 2 | 1 of 1 | BOUNDRY SURVEY / TOPO |
| | | ARCHITECTURAL |
| 3 | A0.1 | ARCHITECTURAL SITE PLAN |
| 4 | A0.2 | LANDSCAPE PLAN |
| 5 | A0.3 | STORM WATER POLLUTION PREVENTION PLAN |
| 6 | A0.4 | PARK CITY WATER DETAILS |
| 7 | A1.1 | LOWER LEVEL PLAN AND ENTRY LEVEL PLAN |
| 8 | A1.2 | UPPER LEVEL PLAN, LOW ROOF PLAN AND HIGH ROOF PLAN |
| 9 | A1.3 | HIGH ROOF PLAN |
| 10 | A2.1 | WEST AND SOUTH ELEVATIONS |
| 11 | A2.2 | EAST AND NORTH ELEVATIONS |
| 12 | A3.1 | BUILDING SECTIONS |
| 13 | A4.1 | ARCHITECTURAL NOTES AND DETAILS |
| 14 | A4.2 | ROOF FLASHING DETAILS |
| 15 | A5.1 | DOOR, WINDOW AND ROOM SCHEDULES |
| | | MECHANICAL, ELECTRICAL, PLUMBING |
| 16 | MEP.0 | GENERAL NOTES MECHANICAL, ELECTRICAL, PLUMBING |
| 17 | MEP.1 | LOWER LEVEL AND MAIN LEVEL, MECHANICAL, ELECTRICAL, PLUMBING PLAN |
| 18 | MEP.2 | UPPER LEVEL, MECHANICAL, ELECTRICAL, PLUMBING PLAN |



## ABBREVIATIONS

| | | | | | |
|---|---|---|---|---|---|
| A/C | AIR CONDITIONING | F.D. | FLOOR DRAIN | PR. | PAIR |
| ACOUST. | ACOUSTICAL | FND | FOUNDATION | R.D. | ROOF DRAIN |
| ADD. | ADDENDUM | FIN. | FINISH | REG. | REGULAR |
| ADJ. | ADJUSTABLE | FLR. | FLOOR | R.S. | ROUGH-SAWN |
| ALLOW. | ALLOWANCE | F.R. | FIRE RATED | RAD. | RADIUS |
| ALUM. | ALUMINUM | FTG. | FOOTING | REINF. | REINFORCING |
| APPROX. | APPROXIMATE | G | GAS | REQ'D. | REQUIRED |
| B.D. | BOARD | G.I. | GALVANIZED IRON | REV. | REVISED |
| B.U. | BUILT-UP | GA. | GAUGE | RM. | ROOM |
| B.W. | BOTH WAYS | GALV. | GALVANIZED | R.O. | ROUGH OPENING |
| BLDG. | BUILDING | GRD. | GRADE | S & R | SHELF AND ROD |
| BLK. | BLOCK | G.W.B. | GYPSUM WALL BOARD | S.C. | SOLID CORE |
| BRK. | BRICK | G.L.B. | GLU-LAM BEAM | SCHED. | SCHEDULE |
| C.I. | CAST IRON | H.B. | HOSE BIBB | SHT. | SHEET |
| C.J. | CONTROL JOINT | HD. | HEAD | SIM. | SIMILAR |
| C.M.U. | CONCRETE MASONRY UNIT | H.M. | HOLLOW METAL | SPEC. | SPECIFICATION |
| CLG. | CEILING | HOR. | HORIZONTAL | STD. | STANDARD |
| COL. | COLUMN | I.D. | INSIDE DIAMETER | STL. | STEEL |
| COMP. | COMPACTED/COMPOSITE | INT. | INTERIOR | STRUCT. | STRUCTURAL |
| CONC. | CONCRETE | IRRIG. | IRRIGATION | SYS. | SYSTEM |
| CONST. | CONSTRUCTION | INSUL. | INSULATION | T & B | TOP AND BOTTOM |
| CONTR. | CONTRACTOR | JB. | JAMB | T & G | TONGUE AND GROOVE |
| CONT. | CONTINUOUS | JNT. | JOINT | T.O. | TOP OF |
| D.F. | DRINKING FOUNTAIN/DOUGLAS FIR | M.R. | MOISTURE RESISTANT | T.O.F. | TOP OF FOOTING |
| DIA. | DIAMETER | MANF'R | MANUFACTURER | T.O.W. | TOP OF WALL |
| DIM. | DIMENSION | MAX. | MAXIMUM | TYP. | TYPICAL |
| DN. | DOWN | MECH. | MECHANICAL | T.S. | STEEL TUBE COLUMN |
| DWG. | DRAWING | MIN. | MINIMUM | U.N.O. | UNLESS NOTED OTHERWISE |
| DTL. | DETAIL | (N). | NEW | VERT. | VERTICAL |
| EA. | EACH | N.I.C. | NOT IN CONTRACT | V.T.R. | VENT THRU ROOF |
| E.F. | EXHAUST FAN | N.T.S. | NOT TO SCALE | W. | WATER |
| E.I.F.S. | EXT. INSUL. FINISH SYSTEM | NO. | NUMBER | WD. | WOOD |
| E.J. | EXPANSION JOINT | O.C. | ON CENTER | W/ | WITH |
| ELEC. | ELECTRIC/ELECTRICAL | O.D. | OUTSIDE DIAMETER | WP. | WATERPROOF |
| ELEV. | ELEVATION | OF.D. | OVERFLOW DRAIN | W.R. | WATER RESISTANT |
| EQ. | EQUAL | OPNG | OPENING | W.H. | WATER HEATER |
| E.T. | EXPANSION TANK | PLYWD. | PLYWOOD | W.S. | WATER SOFTNER |
| EXIST. (E) | EXISTING | PNT. | PAINT | W.W.F. | WELDED WIRE FABRIC |
| EXT. | EXTERIOR | PNTD. | PAINTED | W.W.M. | WOVEN WIRE MESH |

## GENERAL NOTES

1. THIS DESIGN IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED AND/OR USED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT/ENGINEER.

2. THESE SHEETS - LISTED BY DRAWING INDEX , ALL ACCOMPANYING SPECIFICATIONS FOR MATERIALS, WORKMANSHIP QUALITY, AND NOTES HAVE BEEN PREPARED SOLELY FOR THE CONSTRUCTION AND FINISH OF PROJECT IMPROVEMENTS, COMPLETE AND READY FOR OCCUPANCY AND USE.

3. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH PERTINENT JURISDICTIONAL CODES, RESTRICTIONS, COVENANTS, AND/OR ORDINANCES. ANY CONFLICT BETWEEN DESIGN AND REQUIREMENT SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

4. ANY AND ALL PROPOSED CHANGE, MODIFICATIONS AND/OR SUBSTITUTION SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

5. IN THE EVENT OF CONFLICT BETWEEN THE DESIGN DOCUMENTS AND/OR JURISDICTIONAL REQUIREMENTS, THE MORE RESTRICTIVE FROM THE STANDPOINT OF SAFETY AND PHYSICAL SECURITY SHALL APPLY.

6. ANY INSTALLATION, FINISH, OR COMPONENT INTENDED TO PROVIDE ENCLOSURE, WEATHER ABILITY OR APPEARANCE QUALITY SHALL BE PRODUCED AS A REPRESENTATIVE SAMPLE PRIOR TO PROCEEDING WITH COMPLETION. WORK PERFORMED WITHOUT WRITTEN APPROVAL OF SUCH SAMPLE BY THE ARCHITECT/ENGINEER SHALL BE DONE AT THE RISK OF THE CONTRACTOR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE SHALL BE GIVEN.

7. ALL WORK SHALL BE INSPECTED BY GOVERNING AGENCIES IN ACCORDANCE WITH THEIR REQUIREMENTS. JURISDICTIONAL APPROVAL SHALL BE SECURED BEFORE PROCEEDING WITH WORK.

8. BUILDING DESIGN IS GENERALLY PREDICATED UPON PROVISIONS OF THE 2015 IRC AND AMENDMENTS AS MAY HAVE BEEN LOCALLY ENACTED. ALL REQUIREMENTS OF THE JURISDICTIONAL FIRE SAFETY/PREVENTION DISTRICT SHALL BE ACCOMMODATED BY THIS DESIGN AND ANY CONSEQUENT CONSTRUCTION.

9. ALL 2/5 lb. GAS PIPE SYSTEM METER SETS REQUIRES PRIOR APPROVAL FROM QUESTAR GAS COMPANY. PROVIDE A LETTER FROM QUESTAR APPROVING SYSTEM.

10. ALL FIELD WELDING OR TORCH WORK, WILL REQUIRE A SEPARATE "HOT WORK" PERMIT PRIOR TO BEGINNING WORK. IFC 105.6.11.

11. TOWER CRANES REQUIRE A SEPARATE PERMIT. CONTACT BUILDING DEPARTMENT FOR REQUIREMENTS.

12. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

13. BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF JONATHAN DEGRAY - ARCHITECT P.C. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF JONATHAN DEGRAY - ARCHITECT P.C. VIOLATORS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.
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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
91 KING ROAD, PARK CITY, UTAH 84060

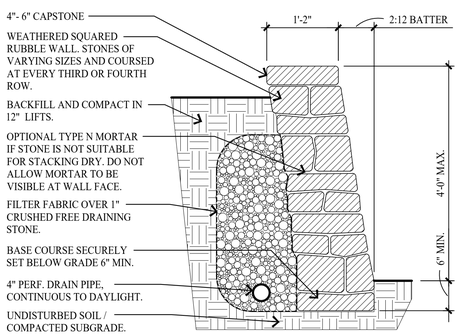
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COVER SHEET

REVISIONS:

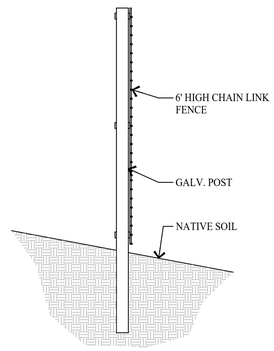
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JANUARY 16, 2025

PROJECT NUMBER:
2405-02

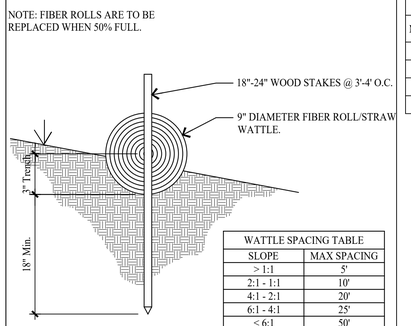
SHEET NUMBER:
Aa




4 A0.1 — STACKED STONE RETAINING WALL
NO SCALE




3 A0.1 — 6' HIGH LOD FENCE
NO SCALE

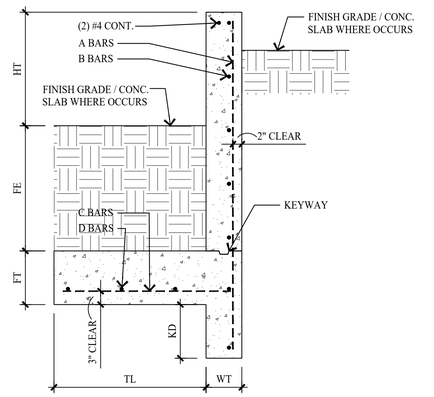



| WATTLE SPACING TABLE | |
|---|---|
| SLOPE | MAX SPACING |
| > 1:1 | 5' |
| 2:1 - 1:1 | 10' |
| 4:1 - 2:1 | 20' |
| 6:1 - 4:1 | 25' |
| < 6:1 | 50' |

2 A0.1 — FIBER ROLL/STRAW WATTLE DETAIL
NO SCALE

## TYPICAL CONCRETE RETAINING WALL SCHEDULE

| MARK | HT (max) | FE | TL | WT | HL | FT | KD | A | B | C | D |
|---|---|---|---|---|---|---|---|---|---|---|---|
| W1 | 8'-0" | 2'-4" | 6'-8" | 10" | 0 | 16" | 24" | #6@10" | #4@12" | #6@10" | #4@12" |
| W2 | 6'-0" | 2'-4" | 4'-10" | 8" | 0 | 14" | 12" | #5@12" | #4@12" | #5@12" | #4@12" |
| W3 | 4'-0" | 2'-4" | 2'-10" | 8" | 0 | 12" | 0 | #5@12" | #4@12" | #5@12" | #4@12" |
| W4 | 2'-0" | 2'-4" | 1'-4" | 8" | 0 | 12" | 0 | #4@12" | #4@12" | #4@12" | #4@12" |




1 A0.1 — L-SHAPE RETAINING WALL
NO SCALE

# GENERAL NOTES

SITE PLAN NOTES:

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET. -IRC R401.3

STABILIZATION CONSTRUCTION ENTRANCE

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.

GRADING NOTES

1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
2. MAXIMUM ALTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. DRAIN AWAY FROM BUILDING.
5. CONTAIN DRAINAGE ON PROPERTY.
6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN SCREENED LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

# LEGEND

- SEWER MANHOLE LID
- ELECTRIC METER BOX
- GAS METER
- WATER VALVE
- WATER METER
- STORM DRAIN LID
- POWER POLE
- WATER METER VAULT
- DATUM ELEVATION
- FIRE HYDRANT
- TELECOM BOX
- ELECTRICAL BOX
- SEWER CLEAN OUT
- LOD FENCE
- SURFACE DRAINAGE FLOW
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE
- ASSUMED CONTOUR LINE
- PROPERTY LINE
- SET BACK LINE
- EXISTING HOUSE FOOTPRINT
- WL — WATER LINE
- SL — SEWER LINE
- GL — GAS LINE
- EL — ELECTRICAL LINE

0 5' 10'
GRAPHIC SCALE

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

LOD DISTURBED AREA: 780 S/F




ARCHITECTURAL SITE PLAN
SCALE: 1/4" = 1'-0"

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
91 KING ROAD, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ARCHITECTURAL SITE PLAN

REVISIONS:

DATE: JANUARY 30, 2025

PROJECT NUMBER: 2405-02

SHEET NUMBER: A0.1

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF JONATHAN DEGRAY - ARCHITECT P.C. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF JONATHAN DEGRAY - ARCHITECT P.C. VIOLATORS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.
JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED

BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

1. Section 603.5, is added and shall read as follows:

603.5 Home Ignition Zone.

603.5.1 Purpose. All structures must meet the following wildfire preparation requirements in regards to vegetation:

603.5.2 Ignition Zones. Areas around the structure shall be classified as Immediate (0-5 feet from the structure), Intermediate (5 to 30 fee from the structure), and Extended (30 to 100* feet from the structure).

603.5.2.1 Immediate Ignition Zone. The immediate Ignition Zone shall extend from zero (0) to five(5) feet from the structure, any overhang, or deck attached to the structure and shall meet the following requirements:

1. All dead and dying vegetation must be removed from within five (5) feet of the structure.
2. All vegetation must be on the approved list (Refer to Municipal Code Section 14-1-5).
3. All trees must be trimmed so as to be no closer than 10 feet from an active wood burning chimney. Distance from natural gas direct vent shall follow manufacturer recommendations.

603.5.2.2 Intermediate Ignition Zone. The Intermediate Ignition Zone shall extend from the edge of the Immediate Ignition Zone to a distance not to exceed 30 feet, which may include an area outside the established LOD and shall meet the following requirements:

1. All vegetation in this zone must be on the approved list. See Municipal Code Section 14-1-5 (Also see 2006 Utah Wildland Urban Interface Code Appendix B).
2. All dead and dying vegetation shall be removed.
3. Grasses must be kept to a maximum of 4 inches in height above ground.
4. Vegetation under trees shall be removed so as to preclude the laddering effect of a ground fire from spreading into the tree crown.
5. Trees taller than 10 feet and less than 15 feet must have all branches removed from within four (4) feet of the ground as measured from the highest point of the ground below the canopy of the tree.
6. Trees greater than 15 feet must have all branches removed from within six (6) feet of the ground as measured from the highest point of the ground below the canopy of the tree.
7. Trees and shrubs must be clustered with the canopies of the clusters being no closer than 18 feet to the next closest cluster.
8. No single tree cluster shall exceed five (5) trees or cover more than 15% of the Intermediate Ignition Zone, whichever is lesser.

   Exception: Structures meeting all of the requirements labeled in sub-section C items 1 through 4 and at least 3 of the items labeled 5 through 9 listed in Section 603.4.3 are not required to meet items 5 through 8 above. Notwithstanding any exception, all landscaping in the Intermediate Ignition Zone must be such that a ground fire is not likely to spread into the tree canopy.

603.5.2.3 Extended Ignition Zone. The Extended Ignition Zone shall extend from the edge of the Intermediate Ignition Zone to a distance not to exceed 100 feet, which may include an area outside of the established LOD, and shall meet the following requirements:

1. All dead and dying vegetation shall be removed.
2. Small conifers growing between trees may be removed in the context of clumping, clustering, and thinning, in accordance with Section 603.4
3. Trees greater than 15 feet must have all branches removed from within six (6) feet of the ground as measured from the highest point of the ground below the canopy of the tree.
4. Trees and shrubs must be clustered with the canopies of the clusters being no closer than 12 feet to the next closest cluster.
5. No single tree cluster shall exceed 5 trees or cover more than 25% of the Intermediate Ignition Zone, whichever is lesser.
6. Exception Structures meeting all of the items listed in Section 603.4 are not required to meet items 3 through 5 above. Notwithstanding any exception, all landscaping in the Extended Ignition Zone must be such that a ground fire is not likely to spread into the tree canopy.

NOTE:
THE LANDSCAPING SHALL HAVE AN IRRIGATION SYSTEM WITH A WATERSENSE LABELED SMART IRRIGATION CONTROLLER. PER LMC 15-5-5 (N).

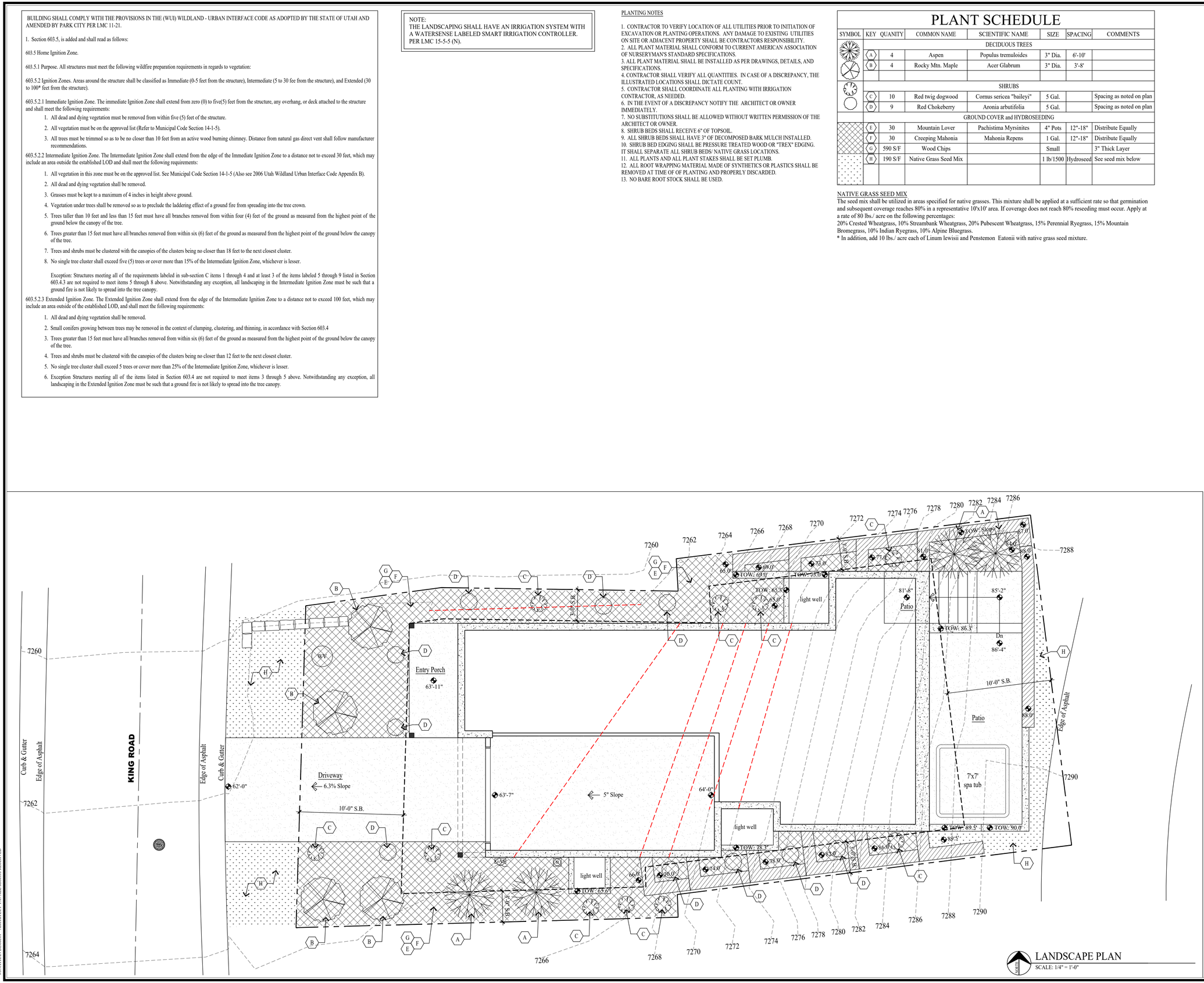
PLANTING NOTES

1. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF EXCAVATION OR PLANTING OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTORS RESPONSIBILITY.
2. ALL PLANT MATERIAL SHALL CONFORM TO CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S STANDARD SPECIFICATIONS.
3. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DRAWINGS, DETAILS, AND SPECIFICATIONS.
4. CONTRACTOR SHALL VERIFY ALL QUANTITIES. IN CASE OF A DISCREPANCY, THE ILLUSTRATED LOCATIONS SHALL DICTATE COUNT.
5. CONTRACTOR SHALL COORDINATE ALL PLANTING WITH IRRIGATION CONTRACTOR, AS NEEDED.
6. IN THE EVENT OF A DISCREPANCY NOTIFY THE ARCHITECT OR OWNER IMMEDIATELY.
7. NO SUBSTITUTIONS SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT OR OWNER.
8. SHRUB BEDS SHALL RECEIVE 6" OF TOPSOIL.
9. ALL SHRUB BEDS SHALL HAVE 3" OF DECOMPOSED BARK MULCH INSTALLED.
10. SHRUB BED EDGING SHALL BE PRESSURE TREATED WOOD OR "TREX" EDGING. IT SHALL SEPARATE ALL SHRUB BEDS/ NATIVE GRASS LOCATIONS.
11. ALL PLANTS AND ALL PLANT STAKES SHALL BE SET PLUMB.
12. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF OF PLANTING AND PROPERLY DISCARDED.
13. NO BARE ROOT STOCK SHALL BE USED.

# PLANT SCHEDULE

| SYMBOL | KEY | QUANITY | COMMON NAME | SCIENTIFIC NAME | SIZE | SPACING | COMMENTS |
|---|---|---|---|---|---|---|---|
| | | | DECIDUOUS TREES | | | | |
| | A | 4 | Aspen | Populus tremuloides | 3" Dia. | 6'-10' | |
| | B | 4 | Rocky Mtn. Maple | Acer Glabrum | 3" Dia. | 3'-8' | |
| | | | | | | | |
| | | | SHRUBS | | | | |
| | C | 10 | Red twig dogwood | Cornus sericea "baileyi" | 5 Gal. | | Spacing as noted on plan |
| | D | 9 | Red Chokeberry | Aronia arbutifolia | 5 Gal. | | Spacing as noted on plan |
| | | | GROUND COVER and HYDROSEEDING | | | | |
| | E | 30 | Mountain Lover | Pachistima Myrsinites | 4" Pots | 12"-18" | Distribute Equally |
| | F | 30 | Creeping Mahonia | Mahonia Repens | 1 Gal. | 12"-18" | Distribute Equally |
| | G | 590 S/F | Wood Chips | | Small | | 3" Thick Layer |
| | H | 190 S/F | Native Grass Seed Mix | | 1 lb/1500 | Hydroseed | See seed mix below |
| | | | | | | | |

NATIVE GRASS SEED MIX
The seed mix shall be utilized in areas specified for native grasses. This mixture shall be applied at a sufficient rate so that germination and subsequent coverage reaches 80% in a representative 10'x10' area. If coverage does not reach 80% reseeding must occur. Apply at a rate of 80 lbs./ acre on the following percentages:
20% Crested Wheatgrass, 10% Streambank Wheatgrass, 20% Pubescent Wheatgrass, 15% Perennial Ryegrass, 15% Mountain Bromegrass, 10% Indian Ryegrass, 10% Alpine Bluegrass.
* In addition, add 10 lbs./ acre each of Linum lewisii and Penstemon Eatonii with native grass seed mixture.




LANDSCAPE PLAN
SCALE: 1/4" = 1'-0"

# GENERAL NOTES

SITE PLAN NOTES:

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET. -IRC R401.3

STABILIZATION CONSTRUCTION ENTRANCE

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.

GRADING NOTES

1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
2. MAXIMUM ALTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. DRAIN AWAY FROM BUILDING.
5. CONTAIN DRAINAGE ON PROPERTY.
6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN SCREENED LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

# LEGEND

- SEWER MANHOLE LID
- ELECTRIC METER BOX
- GAS METER
- WATER VALVE
- WATER METER
- STORM DRAIN LID
- POWER POLE
- WATER METER VAULT
- DATUM ELEVATION
- FIRE HYDRANT
- TELECOM BOX
- ELECTRICAL BOX
- SEWER CLEAN OUT
- LOD FENCE
- SURFACE DRAINAGE FLOW
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE
- ASSUMED CONTOUR LINE
- PROPERTY LINE
- SET BACK LINE
- EXISTING HOUSE FOOTPRINT
- WL WATER LINE
- SL SEWER LINE
- GL GAS LINE
- EL ELECTRICAL LINE

0 5' 10'
GRAPHIC SCALE

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

LOD DISTURBED AREA: 780 S/F


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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
91 KING ROAD, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
LANDSCAPE PLAN

REVISIONS:

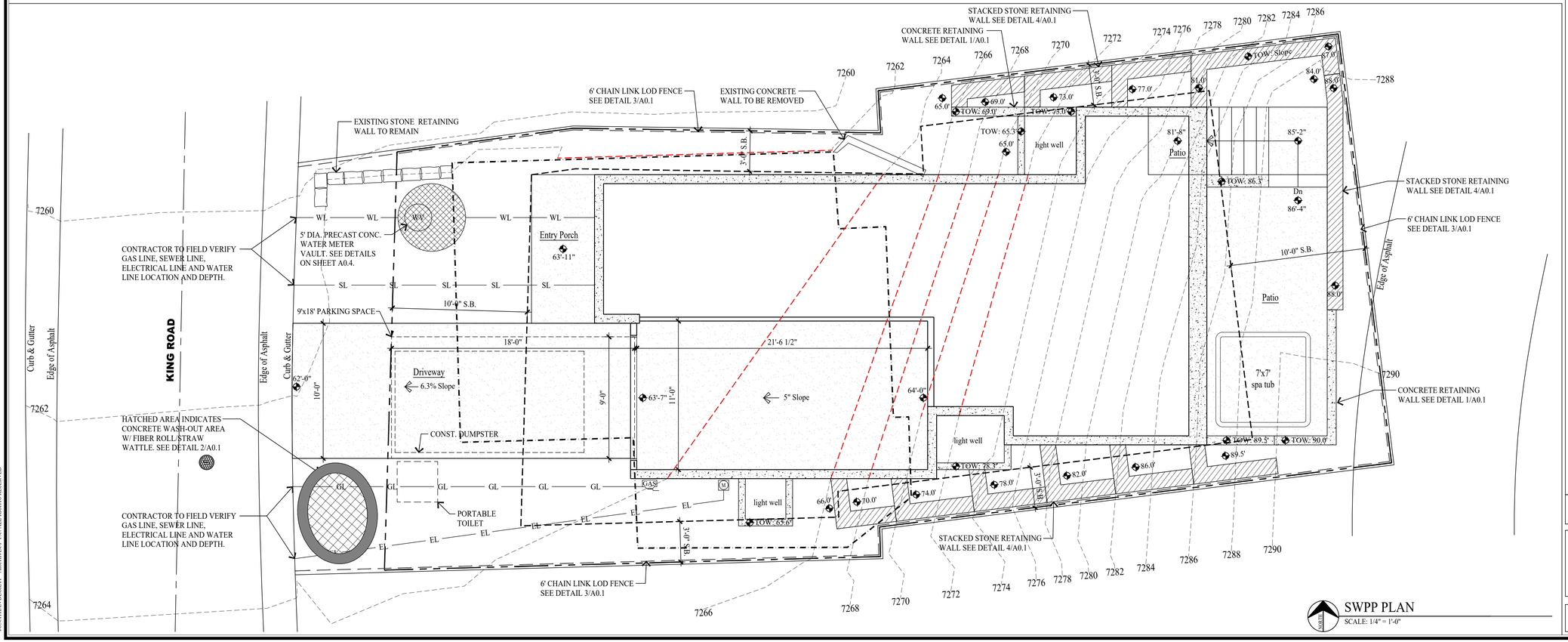
DATE:
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2405-02

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SWPP PLAN
SCALE: 1/4" = 1'-0"

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# LEGEND

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- GL GAS LINE
- EL ELECTRICAL LINE

0 5' 10'
GRAPHIC SCALE

NOTE:
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LOD DISTURBED AREA: 780 S/F

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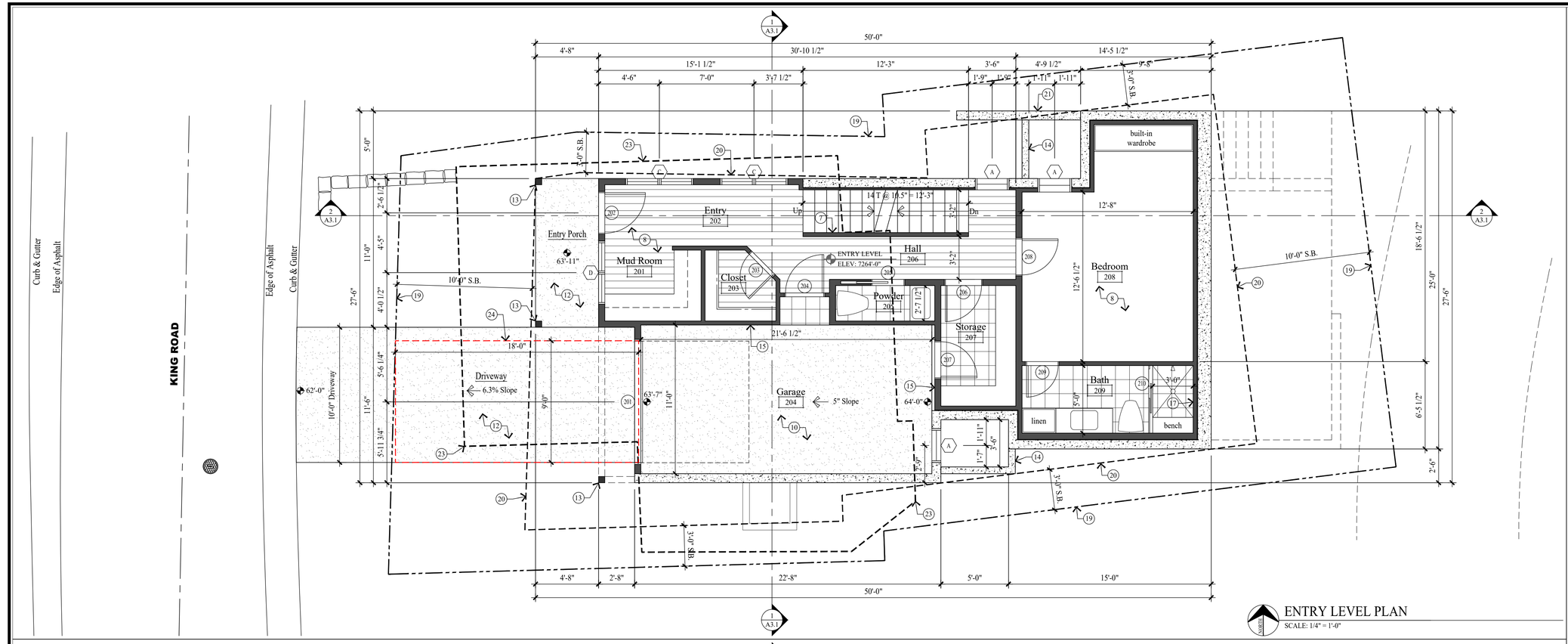
SHEET DESCRIPTION:
SWPP PLAN

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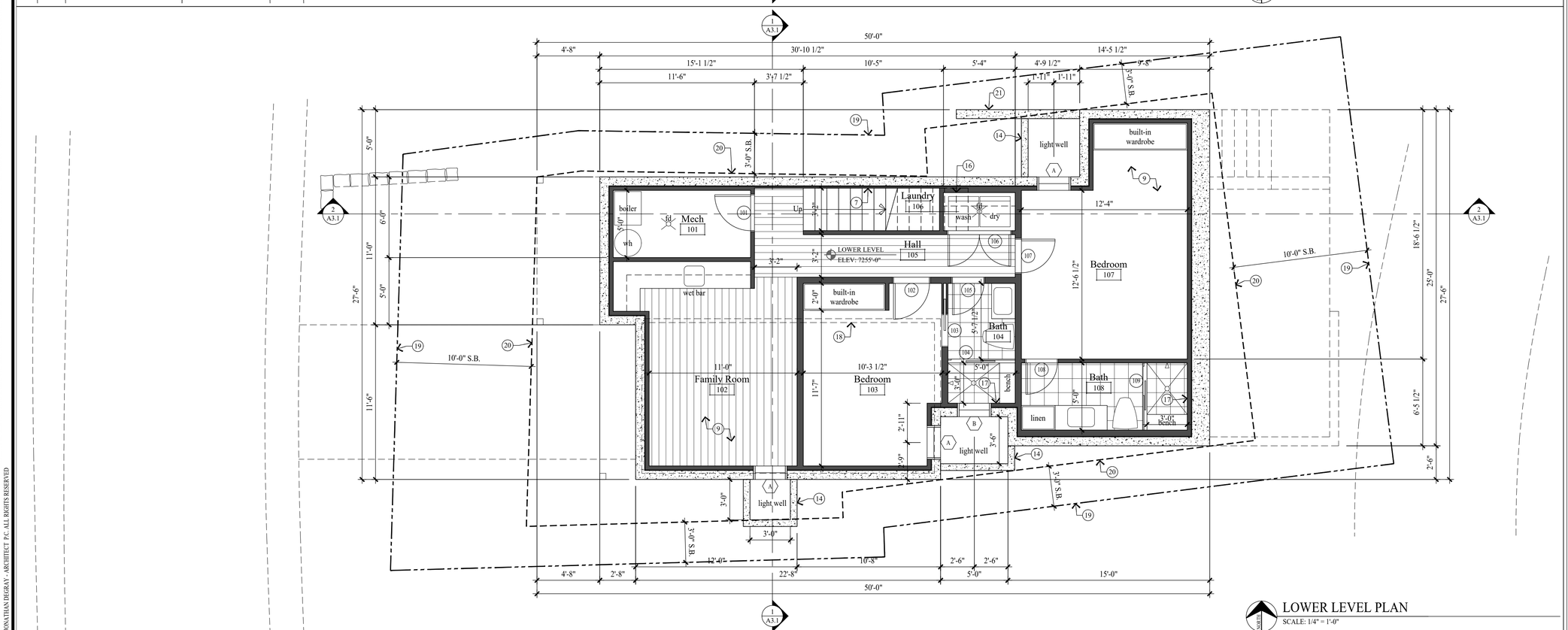
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ENTRY LEVEL PLAN
SCALE: 1/4" = 1'-0"




LOWER LEVEL PLAN
SCALE: 1/4" = 1'-0"

# GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 TYP. ROOF JOIST TO BE 9 1/2" TJI FRAMING W/ BIB INSULATION R-38 TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH.

# KEY NOTES

1. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCT. FOR SIZE & SPACING.
2. MEATAL RIDGE VENT.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
5. BALCONY: 2x6 TREX DECKING ON WATERPROOF MEMBRANE ON 3/4" PLYWOOD ON P.T. DECK JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
6. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ 1/2" DIA. STEEL BARS HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
7. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.
8. 1 1/2" GYPCRETE W/ HYDRAUNIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
9. 4" REINFORCED CONCRETE SLAB W/ HYDRAUNIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
10. HEATED GARAGE SLAB: 5" CONCRETE TOPPING ON METAL DECKING, SLOPED. SEE STRUCT. FOR REINFORCING AND DETAILS.
11. PATIO: 4"-6" CONCRETE TOPPING SLOPED TO DRAIN .25%, ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON STEEL DECKING - SEE STRUCTURAL.
12. 4" REINFORCED CONCRETE PATIO / PORCH / STAIRS / DRIVEWAY ON 4" GRAVEL BASE.
13. 6x6 TIMBER COLUMN - STAIN/PAINT.
14. 6" CONCRETE WINDOW WELL W/ EGRESS LADDER. SEE STRUCTURAL FOR DETAILS.
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16. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD.
17. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
18. DASHED LINES INDICATES WALL/BEAM ABOVE.
19. PROPERTY LINE.
20. SET BACK LINE.
21. CONCRETE RETAINING WALL.
22. 36" GAS FIREPLACE DIRECT VENT. FRAME ON 10" PLATFORM. SEALED GAS APPLIANCE APPROVED FOR SLEEPING AREAS.
23. EXISTING HOUSE FOOTPRINT.
24. DASHED LINE INDICATES 9'x18' PARKING.


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LOWER LEVEL PLAN
ENTRY LEVEL PLAN

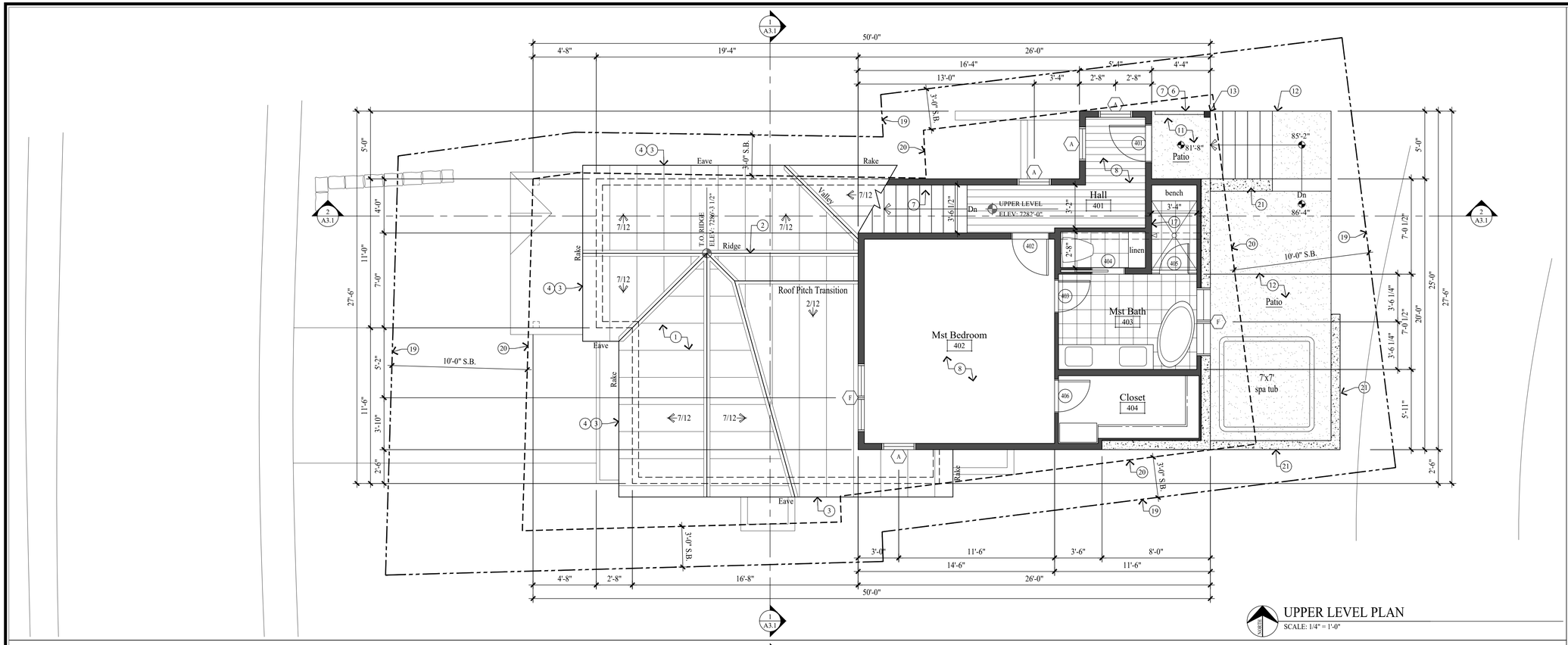
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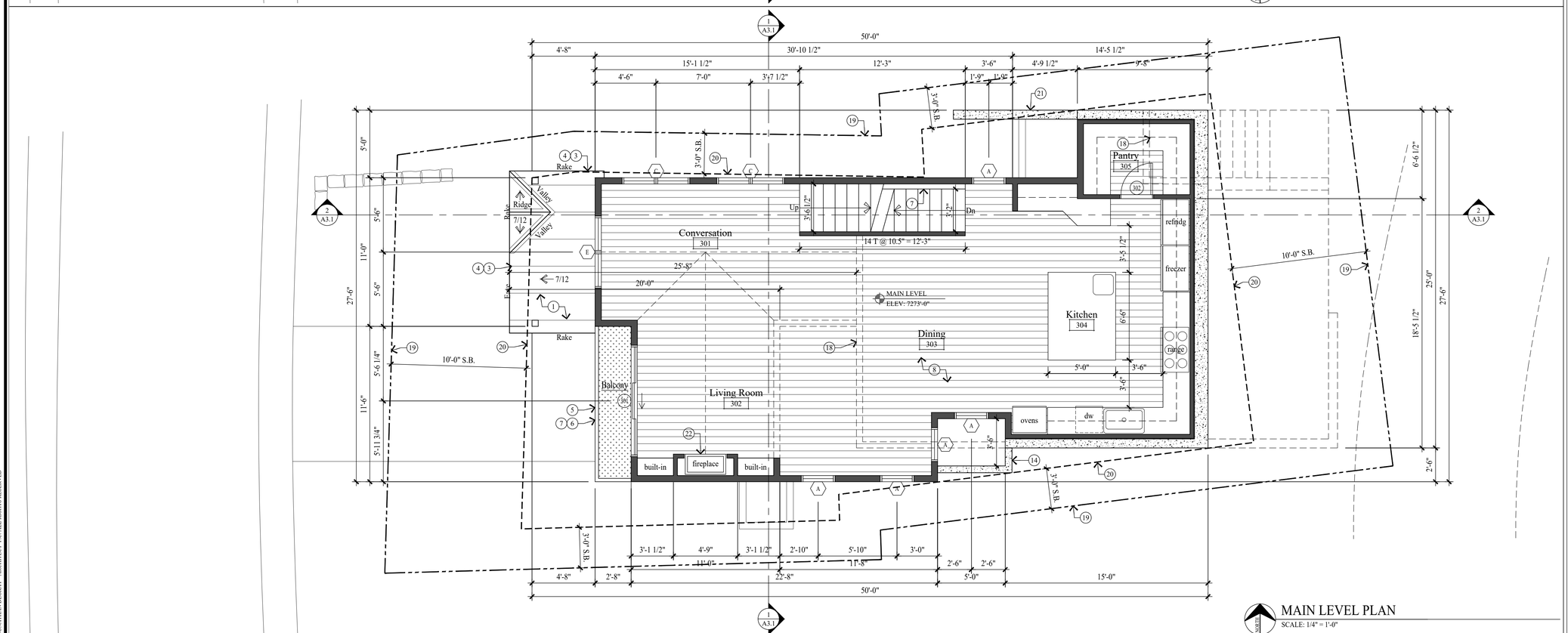
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UPPER LEVEL PLAN
SCALE: 1/4" = 1'-0"




MAIN LEVEL PLAN
SCALE: 1/4" = 1'-0"

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3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

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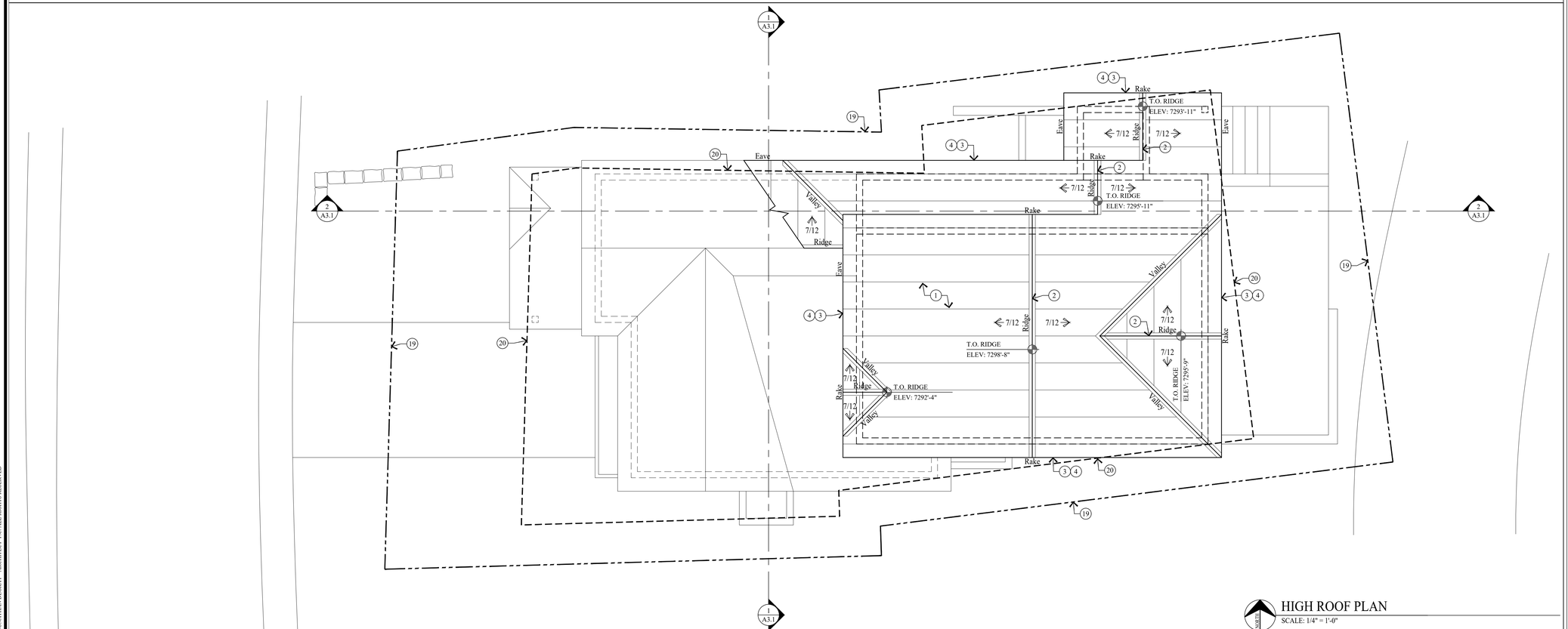
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HIGH ROOF PLAN
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NEW 2x FRAMED WALL

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 TYP. ROOF JOIST TO BE 9 1/2" TJI FRAMING W/ BIB INSULATION R-38 TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH.

# KEY NOTES

1. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCT. FOR SIZE & SPACING.
2. MEATAL RIDGE VENT.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
5. BALCONY: 2x6 TREX DECKING ON WATERPROOF MEMBRANE ON 3/4" PLYWOOD ON P.T. DECK JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
6. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ 1/2" DIA. STEEL BARS HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
7. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.
8. 1 1/2" GYPCRETE W/ HYDRAUNIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
9. 4" REINFORCED CONCRETE SLAB W/ HYDRAUNIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
10. HEATED GARAGE SLAB: 5" CONCRETE TOPPING ON METAL DECKING, SLOPED. SEE STRUCT. FOR REINFORCING AND DETAILS.
11. PATIO: 4"-6" CONCRETE TOPPING SLOPED TO DRAIN .25%, ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON STEEL DECKING - SEE STRUCTURAL.
12. 4" REINFORCED CONCRETE PATIO / PORCH / STAIRS / DRIVEWAY ON 4" GRAVEL BASE.
13. 6x6 TIMBER COLUMN - STAIN/PAINT.
14. 6" CONCRETE WINDOW WELL W/ EGRESS LADDER. SEE STRUCTURAL FOR DETAILS.
15. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
16. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD.
17. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
18. DASHED LINES INDICATES WALL/BEAM ABOVE.
19. PROPERTY LINE.
20. SET BACK LINE.
21. CONCRETE RETAINING WALL.
22. 36" GAS FIREPLACE DIRECT VENT. FRAME ON 10" PLATFORM. SEALED GAS APPLIANCE APPROVED FOR SLEEPING AREAS.
23. EXISTING HOUSE FOOTPRINT.

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NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
91 KING ROAD, PARK CITY, UTAH 84060

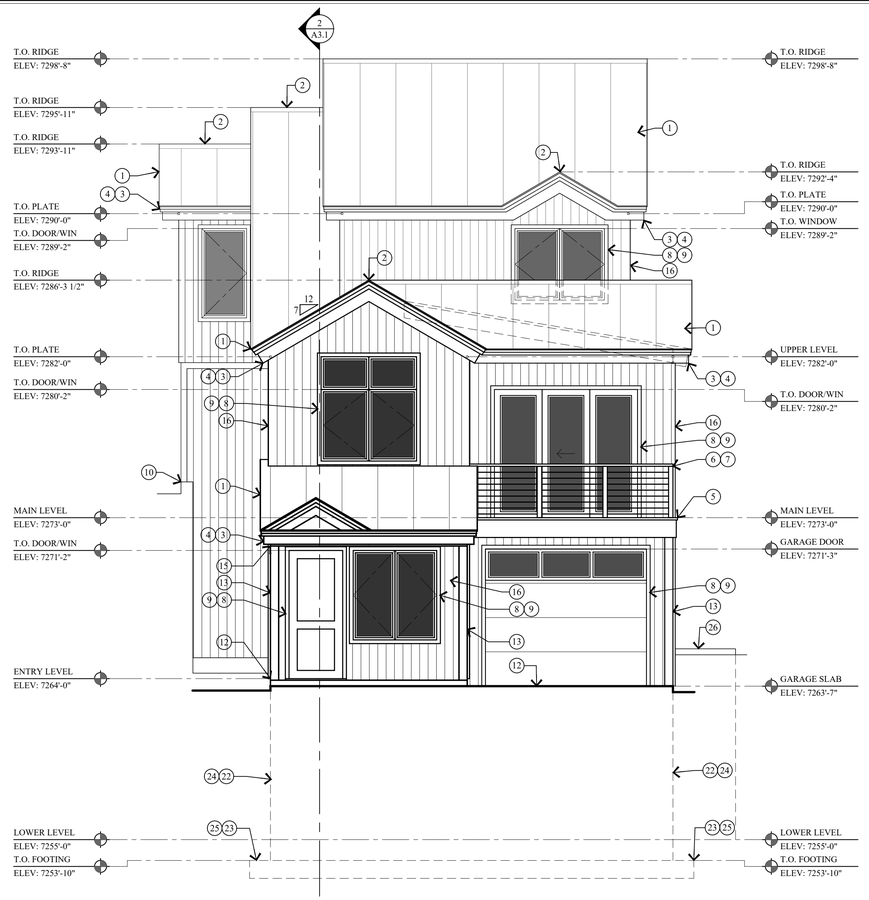
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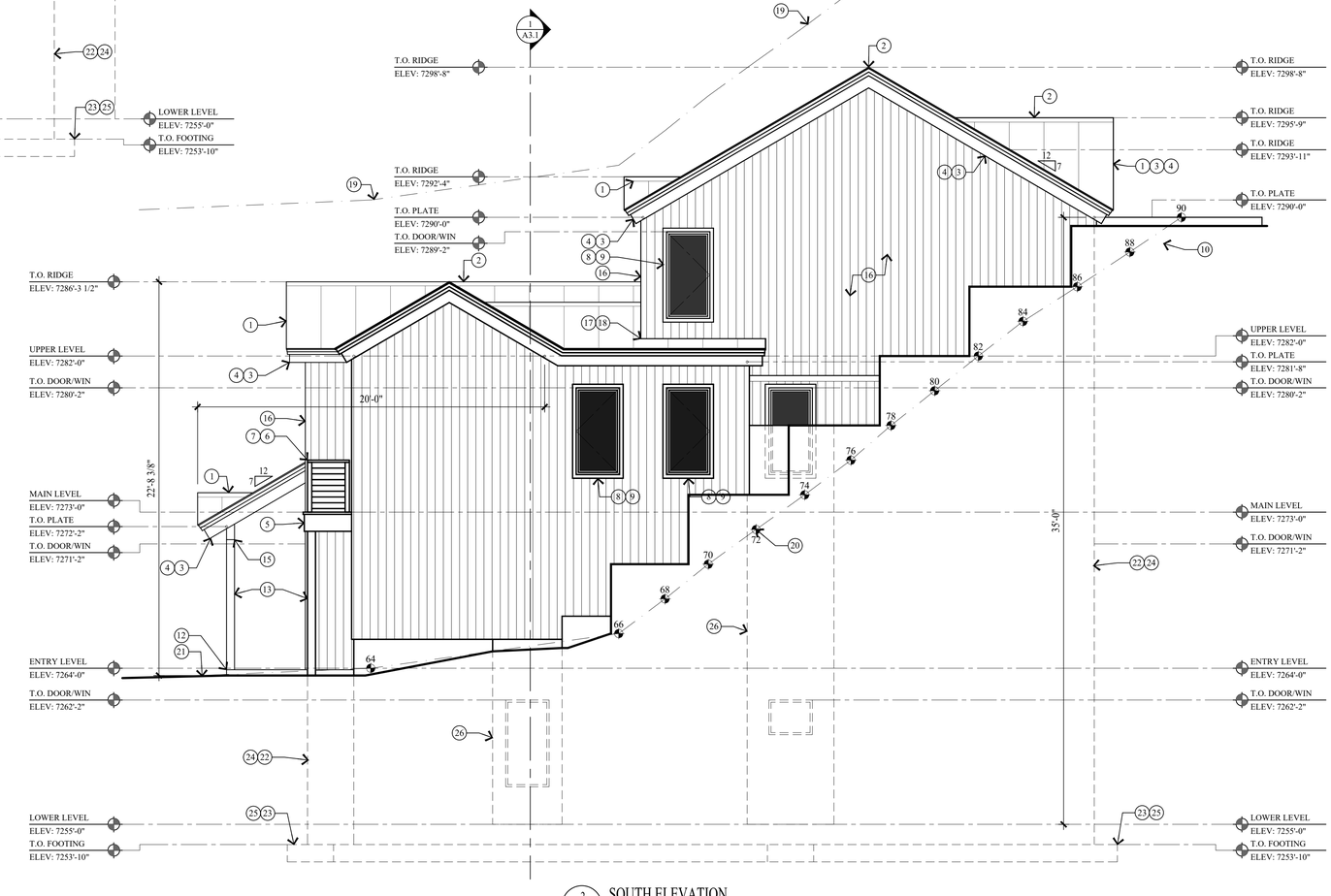
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1 / A2.1 WEST ELEVATION
SCALE: 1/4" = 1'-0"




2 / A2.1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

# KEY NOTES

1. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCT. FOR SIZE & SPACING.
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8. WINDOWS AND DOORS W/ INSULATED GLASS - SEE SCHEDULE.
9. WINDOW / DOOR TRIM: 2x3 HEAD, 2x3 JAMB AND SILL, STAIN / PAINT.
10. CONCRETE RETAINING WALL.
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13. 6x6 TIMBER COLUMN - STAIN/PAINT.
14. 6" CONCRETE WINDOW WELL W/ EGRESS LADDER. SEE STRUCTURAL FOR DETAILS.
15. STRUCTURAL BEAM - SEE STRUCTURAL DRAWINGS FOR SIZE AND DETAILS.
16. 1x6 CEDAR VERTICAL T&G THIN LINE SIDING - STAIN/PAINT ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.
17. FLASHING AND COUNTER FLASHING - TYPICAL.
18. ROOF TO WALL SURFACE; EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
19. LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.
20. EXISTING GRADE LINE.
21. FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3
22. FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
23. FOOTING - SEE STRUCTURAL FOR SIZE AND REINFORCING.
24. DRAINAGE MATT ON WATERPROOF MEMBRANE
25. FILTER FABRIC OVER FREE DRAINING GRAVEL W/ 4" PERF. FOOTING DRAIN, DAYLIGHTED OR TIE INTO STORM DRAIN.
26. 6" CONCRETE WINDOW WELL W/ EGRESS LADDER - SEE STRUCTURAL FOR DETAILS.

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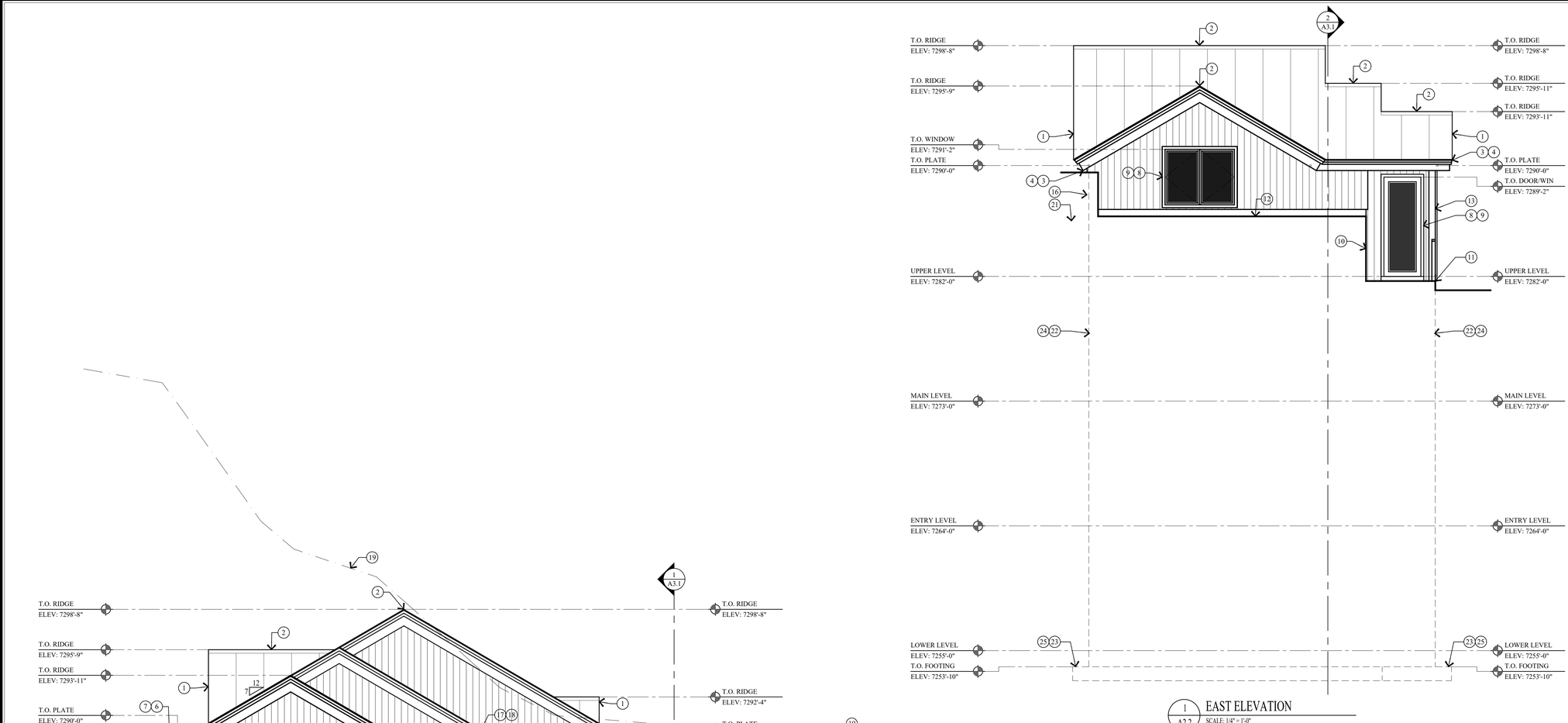
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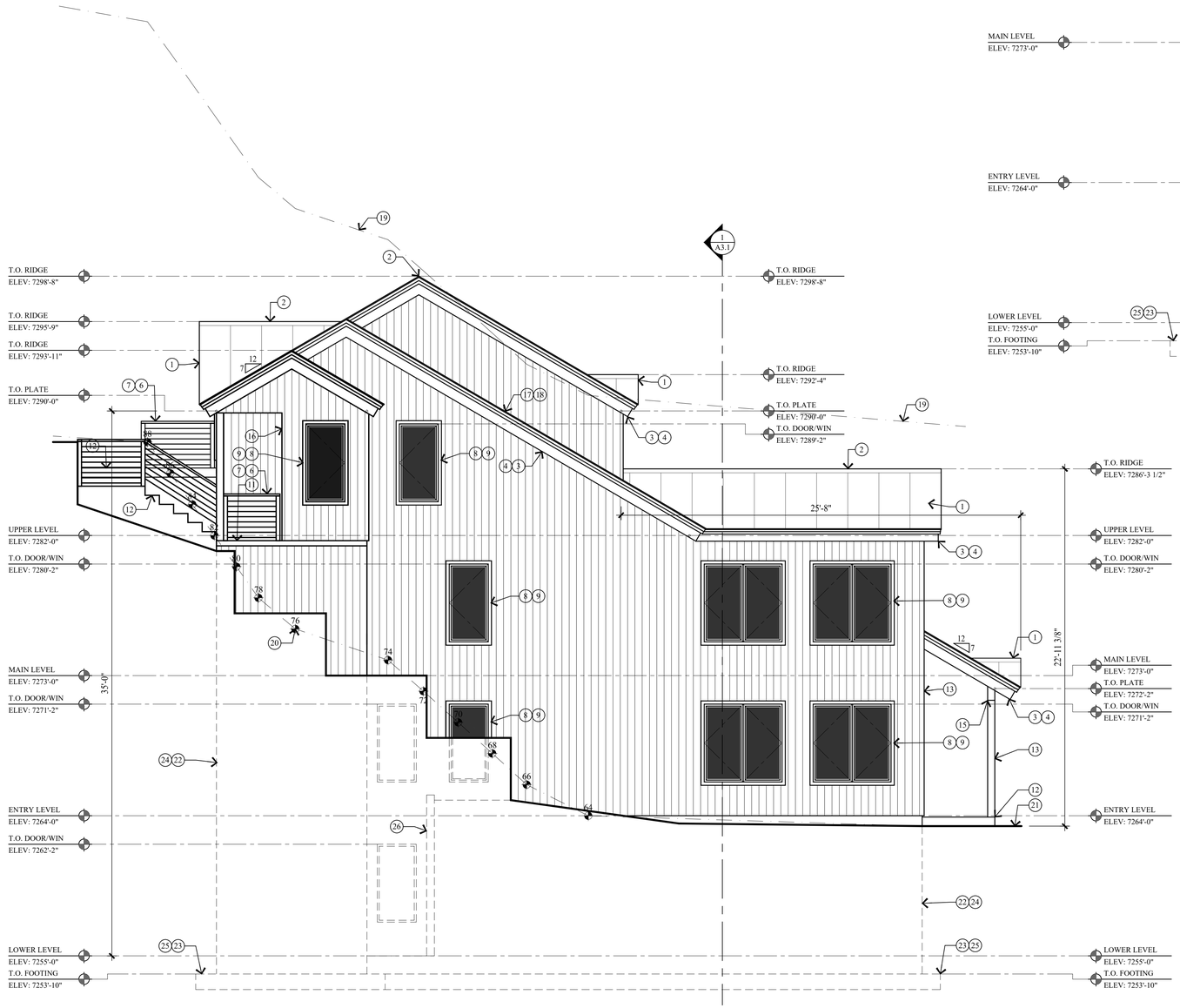
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SHEET NUMBER:
A2.1




1 EAST ELEVATION
A2.2 SCALE: 1/4" = 1'-0"




2 NORTH ELEVATION
A2.2 SCALE: 1/4" = 1'-0"

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SHEET DESCRIPTION:
EAST AND NORTH ELEVATIONS

REVISIONS:

DATE:
JANUARY 16, 2025

PROJECT NUMBER:
2405-02

SHEET NUMBER:
A2.2

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Applied GeoTech

**PRELIMINARY GEOTECHNICAL INVESTIGATION**

**POLCE RESIDENCE**

**91 KING ROAD**
**PARK CITY, UTAH**

**PREPARED FOR:**

**DEAN POLCE**

**EMAIL: DEANPOLCE@ME.COM**

**PROJECT NO. 1240988** **DECEMBER 30, 2024**

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FIGURE

SITE PLAN . . . . . Figure 1

## EXECUTIVE SUMMARY

1. It is difficult to access the property due to a residence and landscaping areas on the property. A geologist from AGEC visited the property on December 19, 2024. Based on our observations at the site and previous experience in the area, we have assumed that the subsurface materials at the site consist of clayey gravel and possibly clay. Fill will likely be encountered above the natural soil due to previous development of the property.

   An engineer from AGEC should observe the soil in the foundation excavation at the time of construction to determine whether it is similar to what has been assumed.

2. A residence is planned to be constructed on the property. The residence is planned to consist of a four-level concrete and wood-frame building. We have assumed that structural loads for the residence will consist of wall loads less than 4 kips per lineal foot and column loads less than 50 kips.

3. The proposed residence may be supported on spread footings bearing on the undisturbed natural soil or on properly compacted structural fill extending down to the natural soil.

   Footings bearing on the undisturbed natural soil may be designed using a net allowable bearing pressure of 1,500 pounds per square foot. Footings bearing on at least 3 feet of natural clayey gravel or at least 3 feet of structural fill extending down to the undisturbed natural soil may be designed using a net allowable bearing pressure of 3,500 psf.

4. With the limited horizontal distance between the property lines and the proposed residence and the proposed depth of excavation, we anticipate it will be necessary to construct shoring. Recommendations for shoring design are included in the report.

5. Based on previous experience in the area, there is a potential for subsurface water to flow through more permeable layers of the subsurface materials in a perched condition. A subsurface drain should be constructed around the below-grade portion of the residence.

6. Geotechnical information related to the building foundation, subgrade preparation, compaction and materials is included in the report.

**SCOPE**

This report presents the results of a preliminary geotechnical investigation for the Polce residence to be constructed at 91 King Avenue in Park City, Utah. The report presents the conditions observed at the time of our site visit.

Subsurface conditions have been assumed based on previous experience in the area and based on observations at the site. The assumed subsurface conditions were used for our engineering analysis and to develop recommendations for the proposed building foundation. AGEC should be requested to visit the site during construction to determine subsurface conditions are similar to what have been assumed.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the assumed subsurface conditions. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

**SITE CONDITIONS**

An geologist from AGEC visited the site on December 19, 2024 to observe conditions on the property. There was approximately 1 foot of snow on the ground surface during our site visit.

There is a residence on the property. The residence consists of a two-story wood-frame building and includes a basement. There is a carport on the south side of the residence. There is a rock wall near the northwest corner of the residence. The rocks are angular and approximately 1½ to 2 feet in size. The wall is up to approximately 4 feet tall.

The ground surface around the residence has been graded relatively flat with a gentle slope down to the west. There is a steep slope east of the residence that slopes up at approximately 1.3 horizontal to 1 vertical. A localized area in the northeast corner of the property slopes up to the east at approximately 0.7 horizontal to 1 vertical. Vegetation consists of some trees on the north side of the residence and oak brush on the slope to the east.

King Road, an asphalt-paved road, extends along the west side of the property. There are residences around the property.

**ANTICIPATED SUBSURFACE CONDITIONS**

Based on previous experience in the area and our observations at the site, we have assumed that clay and clayey gravel layers will be encountered at the property. Fill will likely be encountered above the natural soil due to previous development of the property.

**SUBSURFACE WATER**

Based on previous experience in the area, we anticipate subsurface water will flow through more permeable layers of the subsurface materials in a perched condition. Typically, subsurface water occurs during the spring and early summer as snow melts.

**PROPOSED CONSTRUCTION**

A residence is planned to be constructed on the property. The residence is planned to consist of a four-level concrete and wood-frame building. Elevations for the lower, entry, main and upper levels of the residence are planned at approximately 7,255, 7,264, 7,273 and 7,282 feet, respectively.

We have assumed that structural loads for the residence will consist of wall loads less than 4 kips per lineal foot and column loads less than 50 kips.

If the assumed construction or building loads are significantly different from those described above, we should be notified so that we can reevaluate our recommendations.

**RECOMMENDATIONS**

Assuming the subsurface conditions consist of clay and clayey gravel layers and the proposed construction is as described above, the following recommendations are given:

**A. Site Grading**

Available construction plans indicate that site grading for the residence will consist of a cut of up to approximately 35 feet.

1. Temporary Excavation Slopes

Temporary unretained excavation slopes in the natural clay and clayey gravel may be constructed at 1 horizontal to 1 vertical or flatter. Flatter excavation slopes and

likely shoring will be needed near existing buildings and roads. We should be requested to observe the excavation slopes at the time of construction.

The excavator is responsible to provide safe working conditions around temporary excavation slopes.

Chain-link fencing should be placed on temporary excavation slopes to reduce the potential for rocks and other material to ravel or fall off the slope.

2. Long-term Slopes

Long-term cut and fill slopes may be constructed at 2 horizontal to 1 vertical or flatter. Fill placed on slopes steeper than 5 horizontal to 1 vertical should be keyed into the slope with a key for every 4 feet of vertical rise. Prior to placement of fill, the subgrade should be prepared by removing the topsoil, unsuitable fill, debris and other deleterious materials.

Slopes should be protected from erosion by revegetation, erosion control mats or other methods.

3. Shoring

With the planned depth of excavation and the available horizontal distance between the property lines and the proposed residence, we anticipate it will be necessary to construct shoring. We anticipate shoring would likely consist of soil nails with a shotcrete face.

Shoring should be designed to retain the load of the soil, along with any surcharge and other loading conditions located above and adjacent to the excavation. The

amount of lateral movement of the shoring and its potential impact on adjacent structures and utilities should be considered in the design.

Lateral loads used in design of the shoring should be increased due to sloping excavations above the top of the wall. This load will be dependent on the steepness of the slope and height of material above the wall.

Details and calculations of proposed shoring and excavation should be submitted to the geotechnical engineer for review prior to commencement of the excavation.

4. Subgrade Preparation

Prior to placing fill, unsuitable fill, topsoil, organic material, and other deleterious materials should be removed from the area of the proposed residence, concrete flatwork and driveway. Properly compacted structural fill may be placed in these areas, if needed.

5. Excavation

We anticipate that excavation at the site will be difficult due to the clayey gravel. Excavation will likely require heavy-duty excavation equipment. Increased difficulty should be expected for confined excavations such as for utility trenches.

Care should be taken to not disturb the natural soil to remain below the proposed residence.

6. Materials

Materials used as fill for the project are anticipated to consist of imported fill and the natural soil. Recommendations for these materials are shown below.

a. Imported Fill

Listed below are materials recommended for imported structural fill.

| Fill Location | Recommendation |
|---|---|
| Below Footings | Non-expansive granular soil<br>Passing No. 200 Sieve <35%<br>Liquid Limit < 30%<br>Maximum size 4 inches |
| Below Floor Slabs<br>(Upper 4 inches) | Sand and/or Gravel<br>Passing No. 200 Sieve <5%<br>Maximum size 2 inches |
| Below Floor Slabs<br>(Deeper than 4 inches) | Non-expansive granular soil<br>Passing No. 200 Sieve <50%<br>Liquid Limit <30%<br>Maximum size 4 inches |

b. On-Site Materials

The clayey gravel may be considered for use as structural fill below footings and floor slabs if it meets the criteria given in the table above. Material larger than 4 inches in size should be broken down or removed from the clayey gravel prior to use as fill.

The clay is not suitable for use as structural fill, but may be considered for use as utility trench backfill, foundation wall backfill and grading fill in areas of concrete flatwork and landscape areas.

Topsoil, organic material, oversize material and other deleterious material should be removed from the materials described above that will be used as structural fill, utility trench backfill and below concrete flatwork.

c. Moisture Conditioning

Depending on the moisture content of the soil at the time of construction, the soil may require wetting or drying prior to use as fill. Drying of the soil may not be practical during cold or wet times of the year.

7. Compaction

Compaction of fill placed at the site should equal or exceed the minimum densities as indicated below when compared to the maximum dry density as determined by ASTM D 1557.

| Fill Location | Compaction |
|---|---|
| Below Foundations | ≥ 95% |
| Below Concrete Flatwork | ≥ 90% |
| Foundation Wall Backfill | ≥ 90% |
| Utility Trench Backfill (Outside building area) | ≥ 90% |
| Landscaping | ≥ 85% |

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

Fill placed for the project should be frequently tested for compaction.

8. Drainage

The ground surface surrounding the proposed residence should be sloped to drain away from the residence in all directions. Roof downspouts and drains should discharge beyond the limits of backfill.

## B. Foundations

1. Bearing Material

The proposed residence may be supported on spread footings bearing on the undisturbed natural soil or on properly compacted structural fill extending down to the natural soil.

Structural fill placed below foundations should extend out away from the edge of the footings at least a distance equal to the depth of fill beneath the footings.

Topsoil, organic material, unsuitable fill and other deleterious materials should be removed from the area of the proposed residence.

2. Bearing Pressure

Footings bearing on the undisturbed natural soil may be designed using a net allowable bearing pressure of 1,500 pounds per square foot. Footings bearing on at least 3 feet of natural clayey gravel or at least 3 feet of structural fill extending down to the undisturbed natural soil may be designed using a net allowable bearing pressure of 3,500 psf.

3. Settlement

We estimate that total and differential settlement will be less than ½ inch for footings supported on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil.

Care should be taken to minimize the disturbance of the natural soil to remain below footings so that settlement can be maintained within tolerable limits. Loose

soil in the base of the foundation excavation should be removed or be properly compacted.

4. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

5. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 40 inches below grade for frost protection.

6. Foundation Base

The base of foundation excavations should be cleared of loose or deleterious material prior to fill or concrete placement.

7. Construction Observation

An engineer from AGEC should be requested to observe footing excavations prior to structural fill or concrete placement. The subsurface conditions should be observed at the time of foundation excavation.

**C. Concrete Slab-on-Grade**

1. Slab Support

Concrete slabs may be supported on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil. Topsoil, organics, and other deleterious material should be removed from proposed floor slab areas.

2. Underslab Sand and/or Gravel

A 4-inch layer of free draining sand and/or gravel (less than 5 percent passing the No. 200 sieve) should be placed below the floor slab for ease of construction and to promote even curing of the floor slab concrete.

## D. Lateral Earth Pressures

1. Lateral Resistance for Footings

Lateral resistance for spread footings is controlled by sliding resistance between the footing and the foundation material. A friction value of 0.45 may be used in design for ultimate lateral resistance for footings.

2. Foundation Walls and Retaining Structures

The following equivalent fluid weights are given for design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest condition is where the wall does not move. The values listed assume that the material adjacent the foundation walls is relatively level.

| Material Adjacent Wall | Active | At-Rest | Passive |
|---|---|---|---|
| Clayey Gravel | 40 pcf | 55 pcf | 300 pcf |

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 19 pcf for the active condition, increased by 4 pcf for the at-rest condition and decreased by 19 pcf for the passive condition. This assumes a horizontal ground acceleration of 0.31g which represents a 2 percent probability of exceedance in a 50-year period.

4. Safety Factors

The values recommended above for active and passive pressures assume mobilization of the soil to achieve the assumed soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

## E. Seismic Design Considerations

1. Building Code Parameters

Listed below is a summary of the site parameters that may be used with the 2021 International Building Code:

| Description | Value |
|---|---|
| Site Class | C[1] |
| $S_s$ - $MCE_R$ ground motion (period=0.2s) | 0.58g |
| $S_1$ - $MCE_R$ ground motion (period=1.0s) | 0.21g |
| $F_a$ - Site amplification factor at 0.2s | 1.27 |
| $F_v$ - Site amplification factor at 1.0s | 1.5 |
| PGA - $MCE_G$ peak ground acceleration | 0.26g |
| $PGA_M$ - Site modified peak ground acceleration | 0.31g |

*[1]Site Class C was selected based on our experience and understanding of the geology in the area.*

2. Potential Seismic Sources

No active faults are mapped as being located on the property. The Wasatch fault is considered the closest potentially active fault to the site and is located approximately 15½ miles to the west (Utah Geological Survey, 2024).

3. Liquefaction

Based on our experience in the area, liquefaction is not a potential hazard at the site.

## F. Water Soluble Sulfates

Based on previous experience in the area and published literature, the natural soil in the area generally possesses a negligible sulfate attack potential on concrete. No special cement type would be required for concrete placed in contact with the soil for such conditions. Other conditions may dictate the type of cement to be used for the project.

## G. Subsurface Drain

With the potential for perched water conditions to develop during the wet times of the year, we recommend that a subsurface drain be provided around the below grade portion of the residence. The subsurface drain system should consist of at least the following items:

1. The subsurface drain system should consist of a perforated pipe installed in a gravel filled trench around the perimeter of the subgrade floor portion of the residence. The gravel should extend up foundation walls to within 3 feet of the finished ground surface adjacent the foundation wall. A geotextile drain could be considered for the portion of the drain which extends up the foundation wall.

2. The flow line of the pipe should be placed at least 14 inches below the finished floor level and should slope to a sump or outlet where water can be removed by pumping or by gravity flow. Sump pumps should have sufficient capacity to remove the anticipated volume of water that may occur.

3. If placing the gravel and drain pipe requires excavation below the bearing level of the footing, the excavation for the drain pipe and gravel should have a slope no steeper than 1 horizontal to 1 vertical so as not to disturb the soil below the residence

4. A filter fabric should be placed between the natural soil and the drain gravel. This will help reduce the potential for fine grained material filling in the void spaces of the gravel.

5. Consideration should be given to installing cleanouts to allow access into the perimeter drain should cleaning of the pipe be required in the future.

## H. Additional Services

It is important that AGEC be involved during design and construction of the project. There are several items where we can provide value, help the design of the geotechnical aspects of the project be more efficient and help reduce the risk to the design team and the owner.

We recommend that at least the following additional services be provided:

1. Attend a preconstruction meeting with the contractor and architect to discuss the planned construction and the information presented in this report.
2. Evaluate temporary excavation slopes at the time of construction.
3. Review the shoring design and observe shoring construction.
4. Observe the foundation excavation for the residence.
5. Observe fill placement and compaction during construction.

**LIMITATIONS**

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the information obtained from a visit to the site and our experience in the area. Variations in the subsurface conditions will not become evident until exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate the recommendations given.

APPLIED GEOTECH




Scott D. Anderson, P.E.

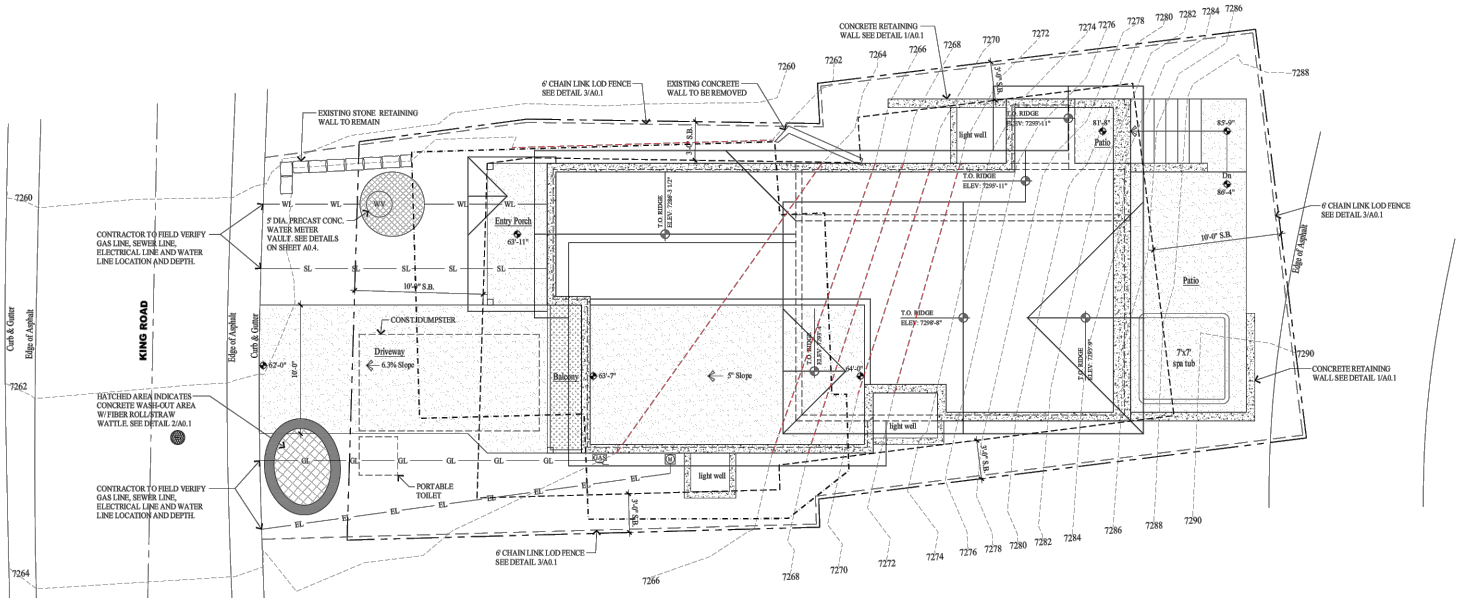
Reviewed by Douglas R. Hawkes, P.E., P.G.

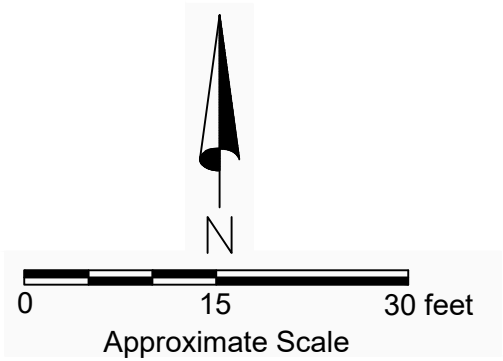
SDA/rs

## REFERENCES

International Code Council 2020, 2021 International Building Code, Falls Church, Virginia.

Utah Geological Survey, 2024; Utah Quaternary Fault and Fold Database, http://geology.utah.gov/resources/data-databases/qfaults/ accessed December 27, 2024.




POLCE RESIDENCE
91 KING ROAD
PARK CITY, UTAH

| 1240988 | AGEC | Site Plan | Figure 1 |
|---|---|---|---|

August 24, 2021

Marshall King, Alliance Engineering
323 Main Street
P.O Box 2664
Park City, UT 84060
marshall@alliance-engr.com
435-649-9467

CC: Dean and Roma Polce

## NOTICE OF BOARD OF ADJUSTMENTS ACTION

### Description

| | |
|---|---|
| Address: | 91 King Road |
| Zoning District: | Historic Residential – Low Density (HRL) |
| Application: | Variance |
| Project Number: | PL-21-04829 |
| Action: | Approved with Conditions |
| Date of Final Action: | August 24, 2021 |
| Project Summary: | A request for a Variance from the minimum Lot size, Lot width, and Setbacks |

### Action Taken

On August 24, 2021, the Board of Adjustments conducted a public hearing and approved the Variance from the minimum Lot size and Setbacks according to the following findings of fact, conclusions of law, and conditions of approval.

### Findings of Fact

1. The property is located 91 King Road in the Historic Residential – Low Density (HRL) Zoning District.

2. HRL Zoning District is characterized by historic and contemporary homes on one (1) and two (2) lot combinations.
3. The property consists of 2,298 square feet.
4. There is an existing 812 square foot Single Family Dwelling on the property. It is a non-historic site.
5. The existing house is setback from the front property line by approximately five (5) feet. The house is set back from the edge of asphalt on Ridge Avenue by approximately thirty-three (33) feet.
6. The Applicant is requesting a Variance to LMC Sections 15-2.1-3 for minimum Lot size, Lot Width, and Setbacks in the Historic Residential Low – Density Zoning District.
7. Literal enforcement of the LMC would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the LMC as there are circumstances specific to this property that are unique and are not conditions general to the neighborhood such as the substandard Lot size of 2,298 square feet. Literal enforcement would not enable the owner to make substantial improvements to the Property.
8. There are special circumstances attached to this property that do not generally apply to other Properties in the same zone. The Property does not meet the minimum lot size and width requirement for the HRL zone.
9. Granting the Variances are essential to the enjoyment of a substantial property right possessed by other property in the same zone. Granting the Variances allows the property owner to redevelop their property in a way other Properties in the same zone can.
10. The Variances will not substantially affect the General Plan and will not be contrary to public interest. It is within the public interest to mitigate development of an unusually small Lot by enabling future development on the Lot to adhere to Setback requirements.
11. The spirit of the Land Management Code is observed, and substantial justice is done. Granting the Variances will allow the applicant to redevelop the property so that it can become more compliant with the current requirements of the Land Management Code, while also reducing the impact of the non-historic existing structure that does not meet Setback requirements.
12. All other LMC related site and lot criteria, including the other setbacks, height, footprint, parking, uses, etc. will be met.

**Conclusions of Law**

1. Literal enforcement of the HRL District requirements for this property causes an unreasonable hardship that is not necessary to carry out the general purpose of the zoning ordinance.

2. There are special circumstances attached to the property that do not generally apply to other properties in the same district.
3. Granting the Variances is essential to the enjoyment of a substantial property right possessed by other property in the same zone.
4. The proposal is consistent with the General Plan.
5. The spirit of the zoning ordinance is observed by this application.

**Condition of Approval**

1. The Variances are limited to the current dimensions and configuration of the Lot and the existing Structure, as indicated on the plans submitted with this application dated April 8, 2021, unless otherwise approved with an HDDR approval.
2. If the Property Owner has voluntarily demolished, or is required by law to demolish, more than 50% of the Gross Floor Area of the existing Non-Complying Structure, the Structure shall not be restored unless it is restored to comply with the Setback regulations of the Zoning District in which it is located.
3. No future additions to the existing Structure may encroach into the required Setbacks.
4. No other structures including decks are allowed in the front, rear, or side Setbacks.
5. All future development on the Lot shall comply with the requirements of the Historic Residential Low – Density (HRL) Zoning District.
6. The applicant shall require a Conditional Use Permit for Development on Steep Slopes prior to the issuance of a building permit for future development on the rear portion of the Lot.
7. The applicant will need to submit an HDDR application for the proposed design of a new structure or additions to the existing structure to the Planning Department for review for compliance with the Design Guidelines for Historic Districts and Historic Sites prior to the issuance of a building permit for the new construction.
8. If at some point in the future King Road is re-aligned or at the time of redevelopment of the property, the applicant will be responsible for the removal of retaining walls and other structure at their sole expense and in an expeditious manner (within 90 days of written notice).
9. The applicant will need to enter into an Encroachment Agreement with Park City Engineering Department for the retaining walls located within the Public Right-of-Way.
10. City Engineer review and approval of all appropriate grading, utility installation, public improvements is a condition precedent to building permit issuance. An approved shoring plan is required prior to excavation.
11. Prior to the issuance of a building permit a Construction Mitigation Plan that includes careful consideration of how construction related parking will be managed shall be submitted to the Building, Engineering and Planning Departments for review and approval.
12. Development must commence within two (2) years in order for the Side and Front Setback Variance to be effective.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5063 or email browne.sebright@parkcity.org.

Sincerely,

Ruth D. Gezelius

Ruth Gezelius
Board of Adjustments, Chair

CC: Browne Sebright, Planner II

# Planning Commission
# Staff Report

**Subject:** **2250 Deer Valley Drive South**
**Parcels PCA-85-D and PCA-S-98-R**
**Application:** **PL-24-06291**
**Author:** **Virgil Lund, Planner II**
**Date:** **February 26, 2025**
**Type of Item:** **Conditional Use Permit**

## Recommendation

(I) Review the Conditional Use Permit to construct:

- Lift 7 bottom terminal with a 163-square-foot operator house located within the approved Building Pad;
- 1,185-square-foot lift storage building;
- 1,464-square-foot pumphouse; and
- Realigned 0.3-mile ski run.

(II) conduct a public hearing, and (III) consider approving the Conditional Use Permit based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

## Description

| | |
|---|---|
| Applicant: | Hannah Tyler, Deer Valley Resort |
| Location: | Parcels PCA-85-D and PCA-S-98-R |
| Zoning District: | Recreation and Open Space<br>Sensitive Land Overlay |
| Adjacent Land Uses: | Recreation, Resort Open Space |
| Reason for Review: | The Planning Commission reviews and takes Final Action on Ski Runs and Ski-Related Accessory Buildings greater than 600 square feet in the Recreation and Open Space Zoning District.[1] |

| | |
|---|---|
| CUP | Conditional Use Permit |
| DA | Development Agreement |
| LMC | Land Management Code |
| MPD | Master Planned Development |
| ROS | Recreation and Open Space |
| SLO | Sensitive Land Overlay |

[1] LMC § 15-2.7-2

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

## Summary

On November 6, 2023, Deer Valley Resort submitted a Conditional Use Permit (CUP) application to construct:

- 4.62 miles of new ski runs;
- A new six-passenger 0.56-mile-long ski lift on Park Peak between Bald Mountain Peak and Flagstaff Peak for beginner skier access to the higher elevations of Deer Valley Resort;
- An 8,483-square-foot terminal and lift storage building; and
- A 375-square-foot operator house.

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
- The proposed bottom terminal and lift storage building

On May 22, 2024, the Planning Commission approved the 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 operator house, and 4.62 miles of new ski runs (Exhibit B). The Applicant deferred the requested terminal and lift storage building to a later CUP.

On September 24, 2024, Deer Valley Resort submitted the Phase II CUP for Lift 7 to realign one of the approved ski runs and construct the bottom terminal for Lift 7, with a 1,185-square-foot lift storage building and a 1,464-square-foot pumphouse (Exhibit I).

The realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are proposed to be constructed on Parcels PCA-S-98-R and PCA-S-85-D in the Upper Deer Valley neighborhood of the General Plan (p. 13), the Recreation and Open Space Zoning District, and the Sensitive Land Overlay.

These Parcels are also within the Flagstaff/Empire Pass Master Planned Development (MPD). The Flagstaff Development Agreement (pg.15) outlines the review process for Upper Deer Valley ski lifts that are part of the Deer Valley Ski Area Master Plan (Exhibit C). Ski lifts included in the Deer Valley Ski Area Master Plan require an Administrative Conditional Use Permit with Planning Director Final Action. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are not in the Deer Valley Ski Area Master Plan or the Flagstaff Development Agreement and therefore require a CUP and Planning Commission Final Action. Land Management Code Section 15-6-8(G) establishes maintenance and storage facilities as Resort Accessory Uses that do not require the use of Unit Equivalents within an MPD.

On January 22, 2025, the Planning Commission approved an addendum amending Flagstaff Development Agreement Technical Report #5 *Open Space Management Plan* and #13 *Wildlife Management Plan* (Staff Report, Minutes)

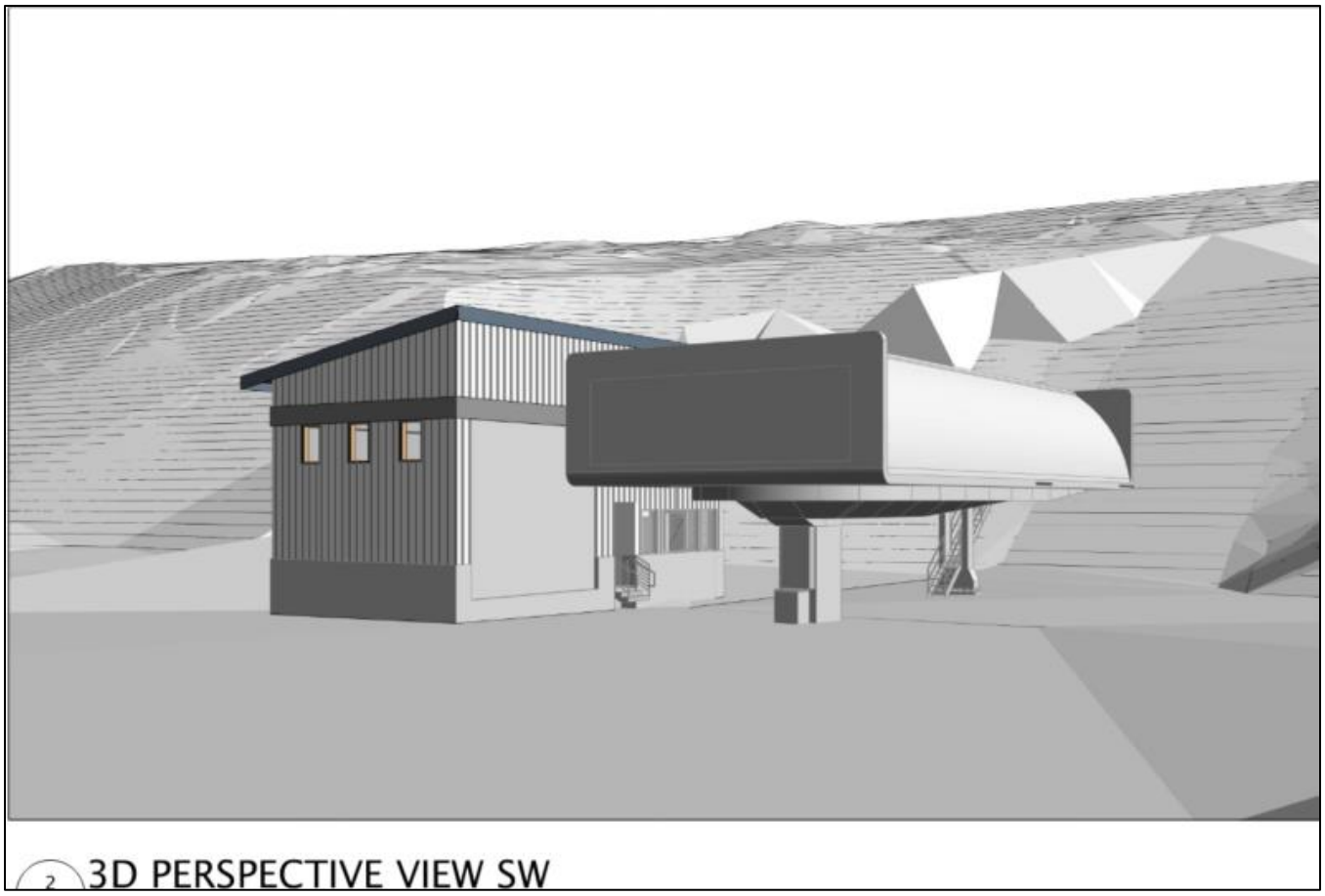



*Figure 1: Applicant's 3D Rendering of Bottom Terminal and Lift Storage Building*

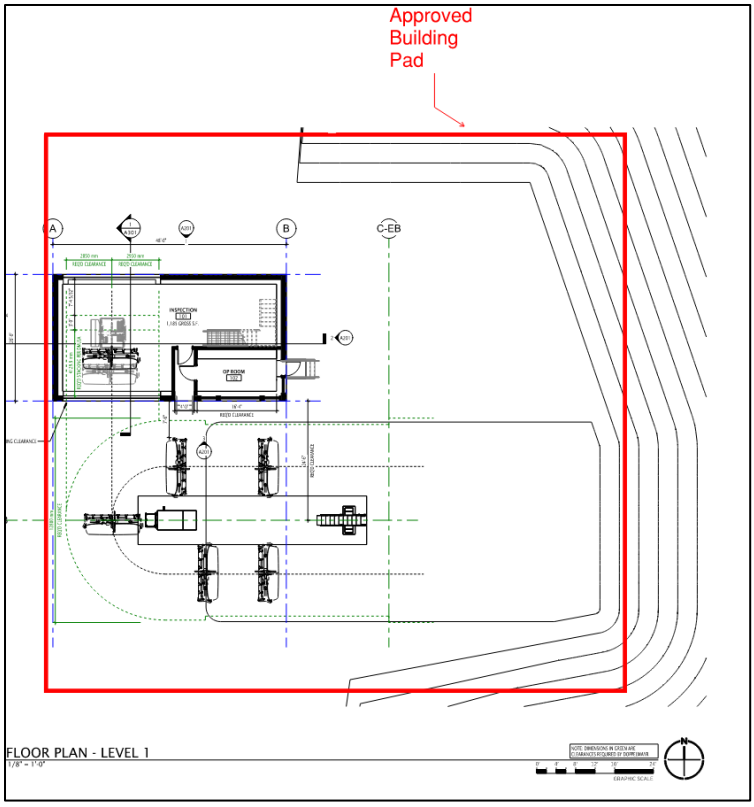



*Figure 2: Proposed Lift Terminal and Lift Storage Building, with Building Pad Shown in Red*

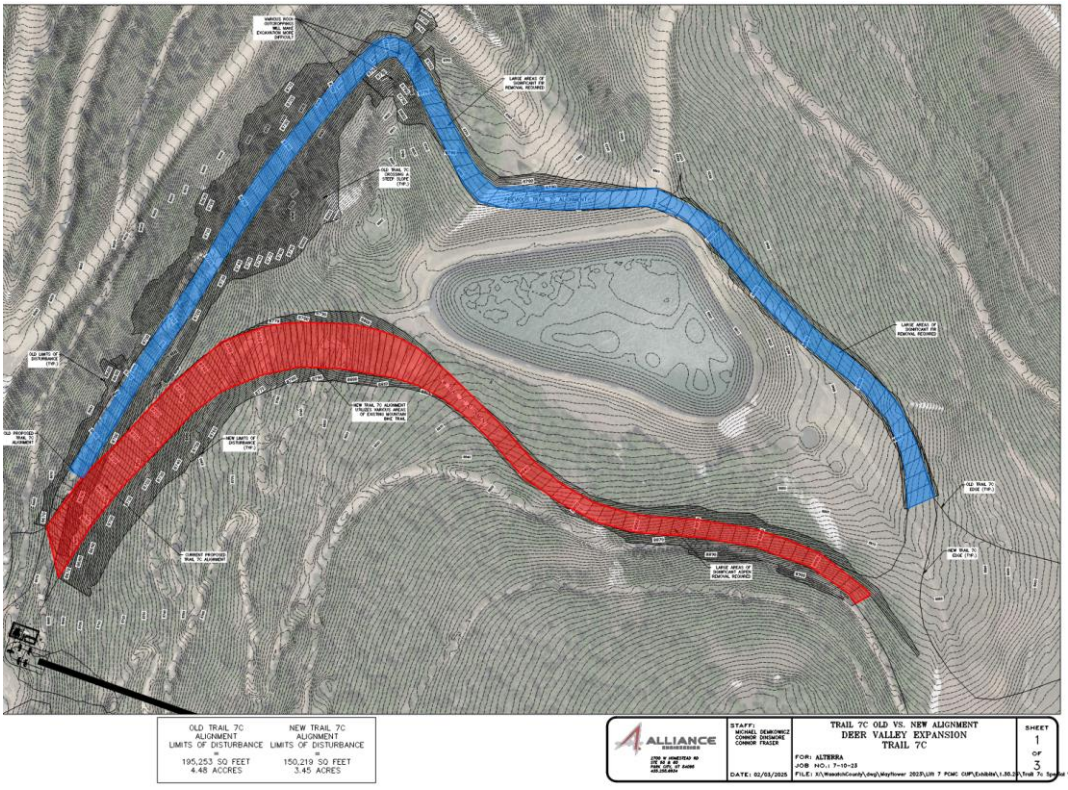



*Figure 3: Proposed 7c Trail Alignment (Red) Compared to Approved Trail Alignment (Blue)*

## Analysis

**(I) The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building comply with the Recreation and Open Space Zoning District requirements.**

LMC § 15-2.7-2(C)(8) requires Planning Commission review of a CUP for ski runs and LMC § 15-2.7-2(C)(14) requires Planning Commission review of a CUP for Ski-Related Accessory Buildings greater than 600 square feet proposed within the Recreation and Open Space (ROS) Zoning District.

The purpose of the ROS Zoning District is to:

1. establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
2. permit recreational Uses and preserve recreational Open Space land,
3. encourage parks, golf courses, trails and other Compatible public or private recreational Uses,
4. preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests, and
5. encourage sustainability, conservation, and renewable energy.[2]

The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building will provide additional recreational opportunities for residents and visitors of Park City.

The information below outlines the ROS Zoning District Lot and Site requirements established in LMC § 15-2.7-3:

**Recreation and Open Space Zoning District Setbacks**

All Structures must be no less than 25 feet from the boundary line of the Lot, district, or public Right-of-Way.[3]

The realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are proposed to be constructed on metes-and-bounds Parcels leased by Deer Valley Resort. The ski lift bottom terminal and lift storage building are proposed to be constructed adjacent to Parcel PCA-S-79-C, 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 terminal and lift storage building are set back 106 feet from Parcel PCA-S-79-C. The proposed pumphouse is set back greater than 700 feet from any parcel boundary line.

[2] LMC § 15-2.7-1
[3] LMC § 15-2.7-3(A)

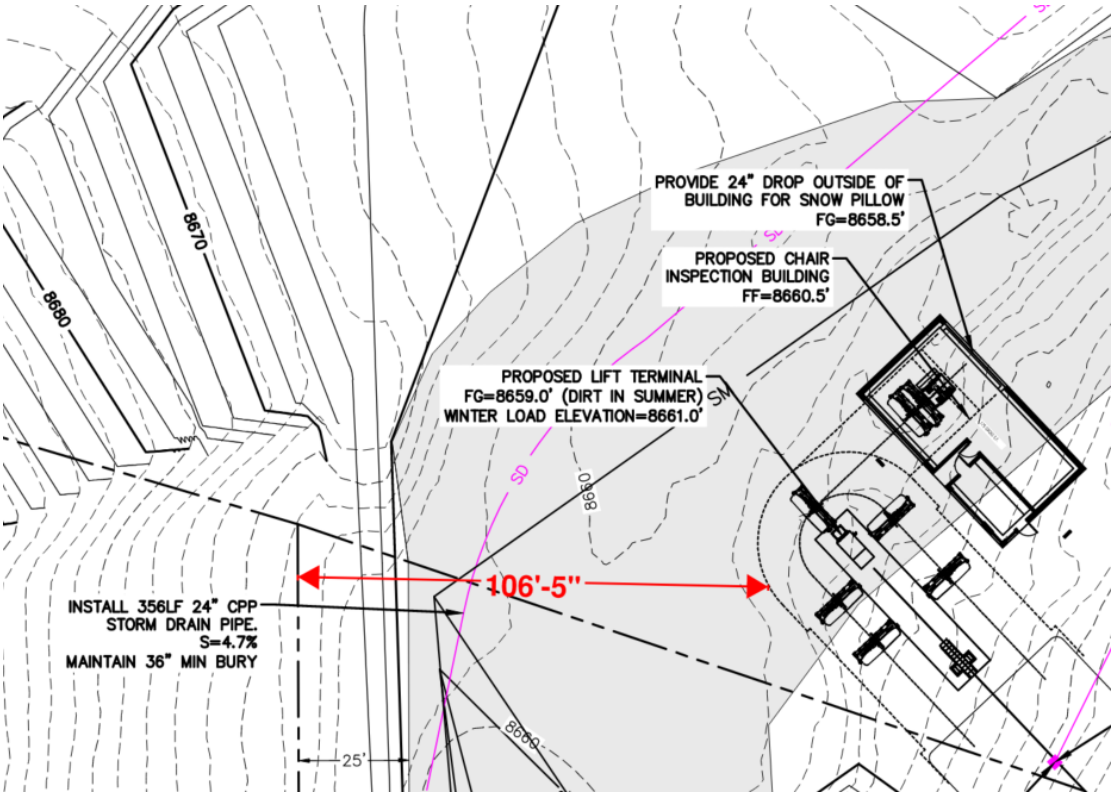



*Figure 4: Proposed Lift Terminal Setback Shown in Red*

## Recreation and Open Space Zoning District Vegetation Protection

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.[4]

The 7c ski run that was part of the Phase I Lift 7 CUP included the removal of Significant Vegetation for 4.48 acres. The realigned ski run proposes to remove 3.45 acres of Significant Vegetation. The Forestry Board requires 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.

[4] LMC § 15-2.7-6

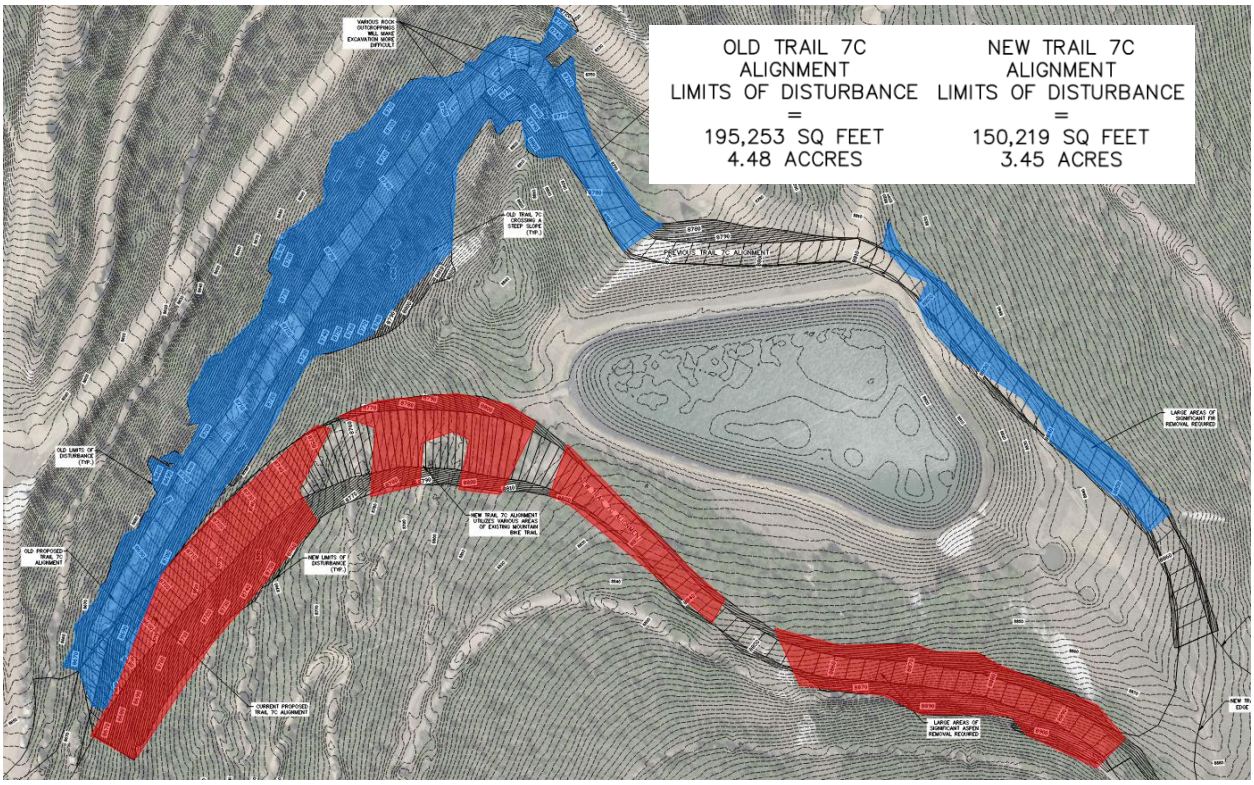



*Figure 5: Significant Vegetation Removal Proposed (Red) Vs Previously Approved for Ski Run 7c (Blue)*

### Recreation and Open Space Zoning District Height

In the ROS Zoning District, no Structure may be erected to a height greater than 28 feet from Existing Grade.[5]

The proposed lift storage building will reach a maximum height of 21 feet from Existing Grade. The proposed lift terminal will reach a maximum height of approximately 19 feet from Existing Grade. The proposed pumphouse will reach a maximum height of 26 feet from Existing Grade.

**(II) The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building comply with the Sensitive Land Overlay regulations in LMC Chapter 15-2.21.**

The purpose of the Sensitive Land Overlay (SLO) is to:

1. require dedicated Open Space in aesthetically and environmentally sensitive Areas,
2. encourage preservation of large expanses of Open Space and wildlife habitat,
3. cluster Development while allowing a reasonable use of Property,
4. prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands, and

[5] LMC § 15-2.7-4

5. protect and preserve environmentally sensitive land.[6]

**Steep Slopes** – LMC § 15-15-1 defines Very Steep Slopes as those greater than 40%. LMC § 15-2.21-4(A) prohibits Development on or within 50 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 to be subject to this prohibition.[7]

The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are not located on or within 50 feet of a Very Steep Slope area. See images below.

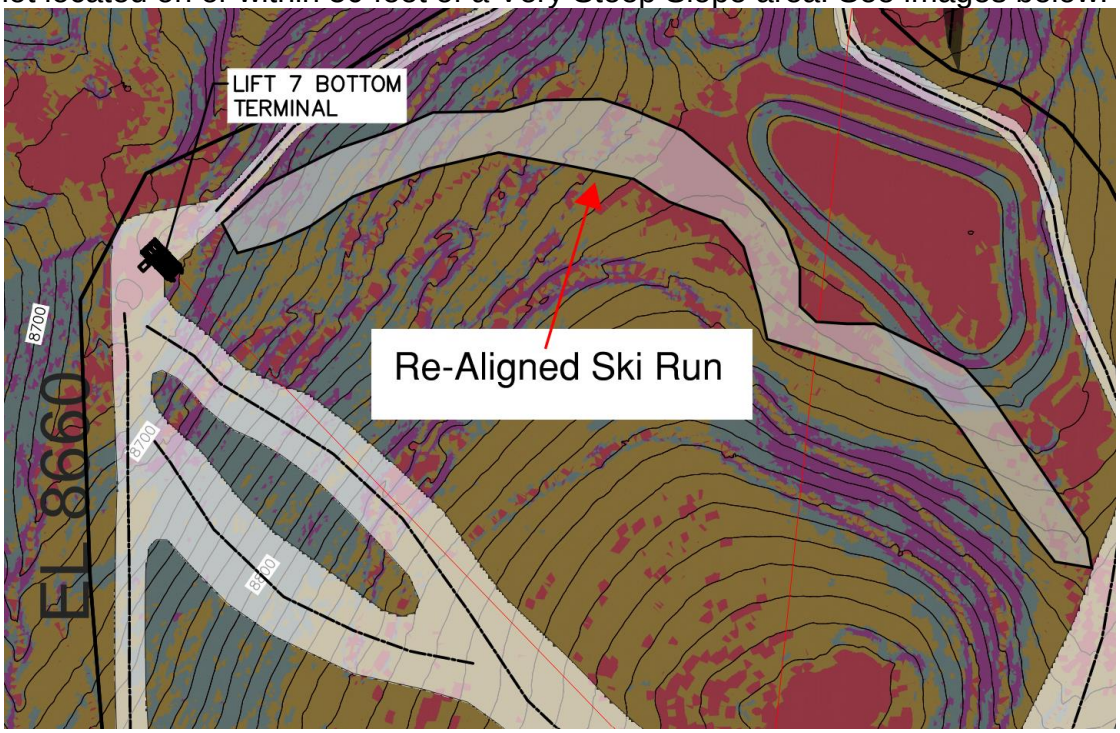



*Figure 6: Slope Map Showing Very Steep Slopes in Purple*

The map above shows the bottom terminal, building pad, and ski run are not located within 50 feet of a Very Steep Slope area. The average slope for the length of the proposed ski run is between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.

[6] LMC § 15-2.21-1
[7] LMC § 15-2.21-4

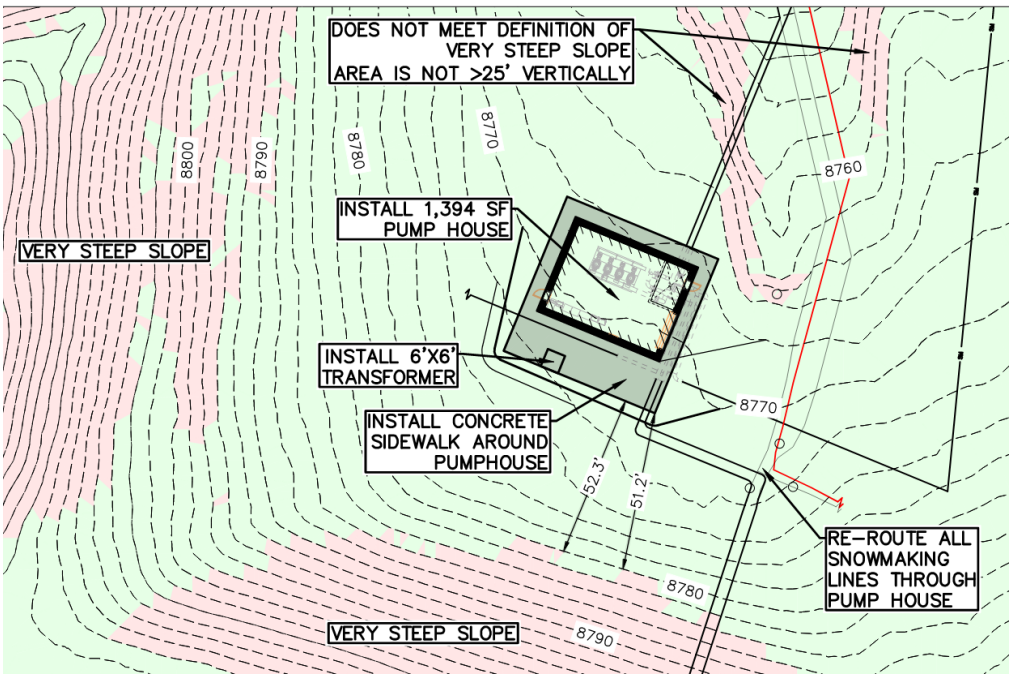



*Figure 7: Proposed Pump House in Relation to Very Steep Slopes*

The proposed pumphouse will be located 51 feet from a Very Steep Slope area.

**Ridge Line Area Protection** – 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. LMC § 15-2.21-5(A) states the intent of Ridge Line Area Protections within the SLO is to ensure Development blends with the natural contour of these land forms and that Development should be sited so as not to create a silhouette against the skyline or mountain backdrop as viewed from designated Vantage Points. LMC § 15-2.21-5(C) requires Ridge Line Areas to remain Open Space.

The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building will not impact a Ridge Line Area or be visible from any Vantage Points (see Exhibit D).

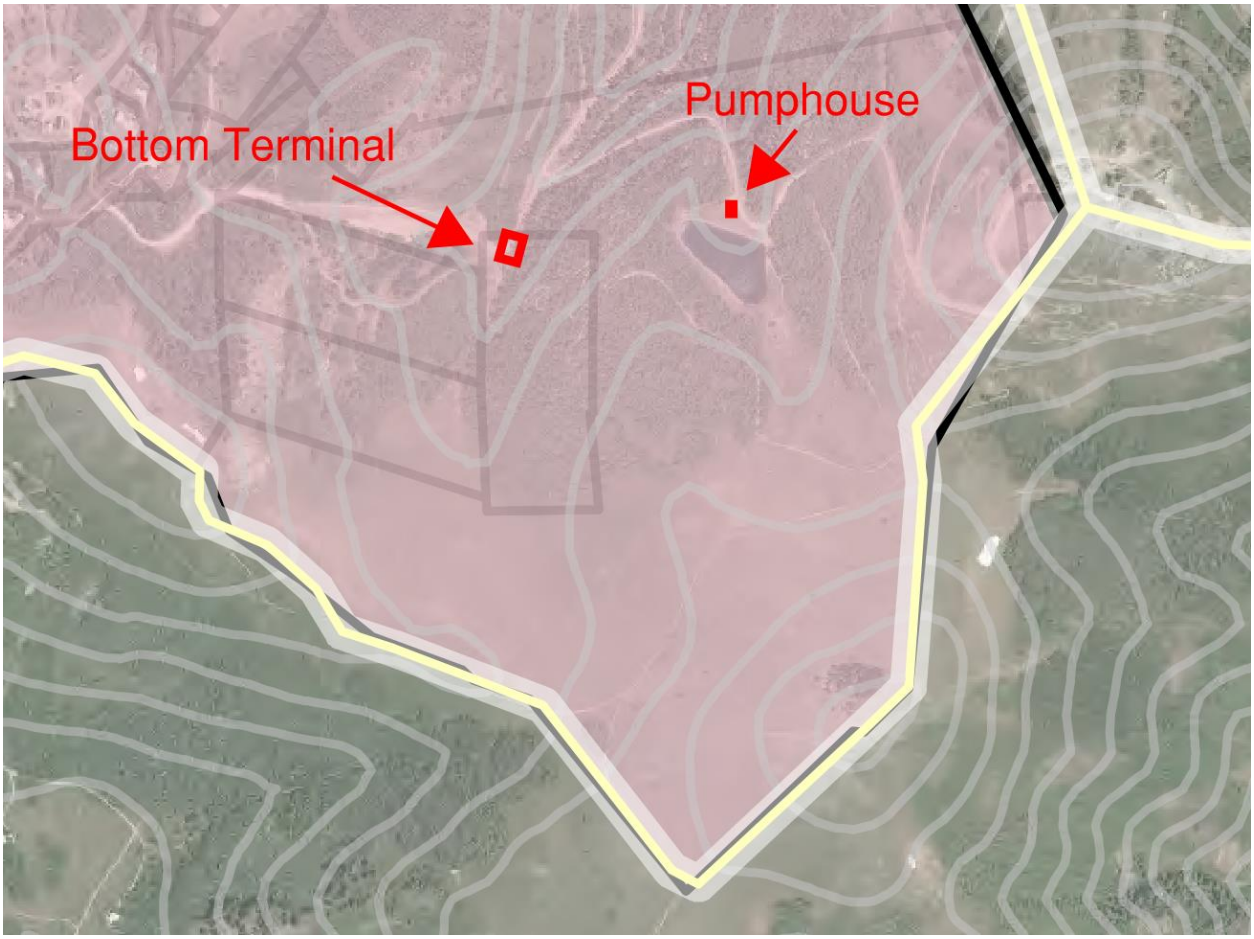



*Figure 8: Terminal and Pumphouse Located Greater Than 1,000 Feet from the Designated Ridgelines*

**Wetlands and Stream Protection** – 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 pumphouse, bottom terminal and lift storage building, and realigned ski run. However, the Utah Department of Environmental Quality identifies an intermittent or ephemeral stream channel (Exhibit E).

On November 6, 2023, Daren Rasmussen, an Environmental Scientist – Utah Division of Dam Safety & Stream Alterations with the Utah Department of Natural Resources Division of Water Rights outlined the designated stream channel as a natural stream beginning below the location of the Lift 7 bottom terminal and storage building. Because Lift 7 terminates above the location where the stream channel is designated as a natural stream, the Utah Department of Natural Resources Division of Water Rights determined special permitting is not required for stream alteration. Please see Exhibit E and the Applicant's image below.




*Figure 9: Natural Stream Channel, Beginning Approximately 200 Feet Below the Bottom Terminal*

LMC § 15-2.21-6(F) establishes a minimum Setback of fifty feet outward from the Ordinary High Water Mark in the SLO for streams. Condition of Approval 8 from the Phase I CUP requires the Applicant to retain the minimum fifty-foot Setback for the natural stream.

**Wildlife and Wildlife Habitat Protection** – LMC § 15-2.21-8 establishes the intent of Wildlife and Wildlife Habitat Protection standards 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: "[i]f 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."

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 in Appendix B of Technical Report #13 (Exhibit F).

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 include 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. See Exhibit G for all species located in the project area.

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. See image below:

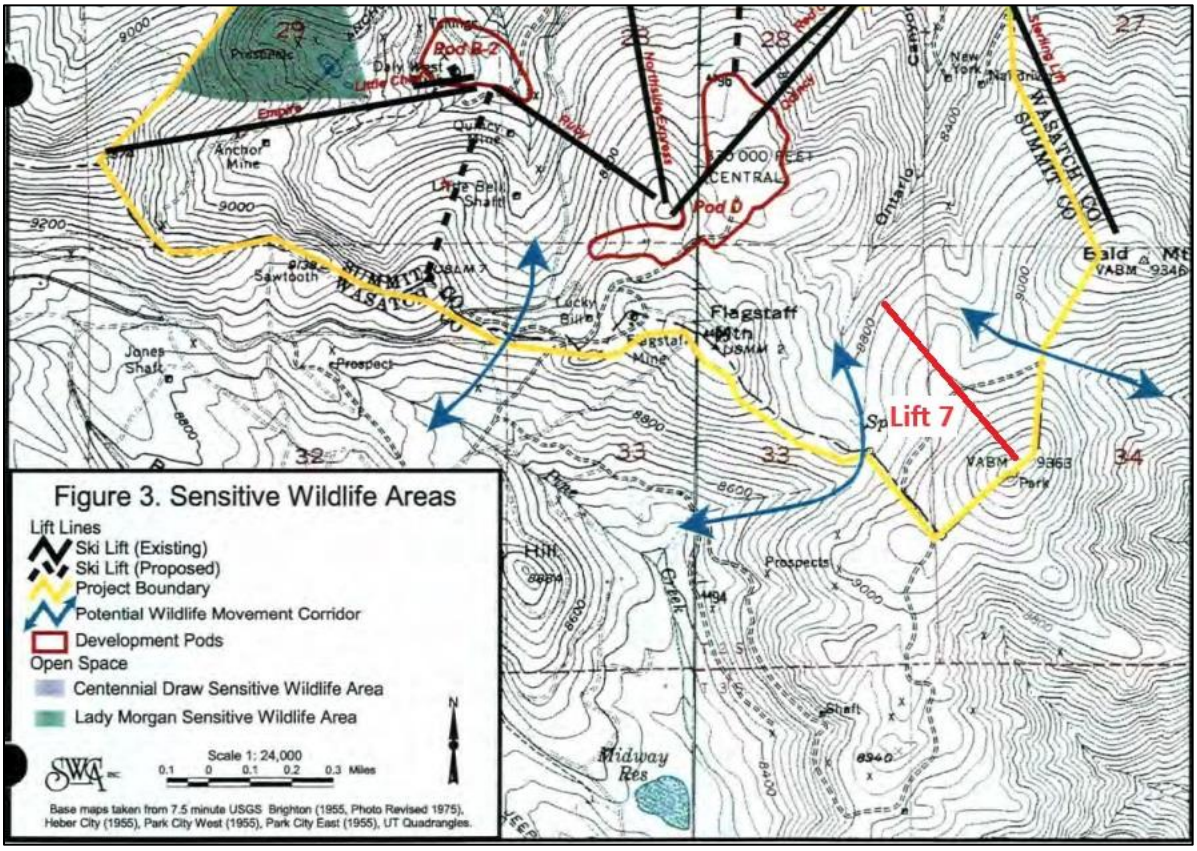



*Figure 10: Wildlife Habitat Corridors*

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 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.” The Phase I Lift 7 Conditional Use Permit Final Action Letter imposed specific Conditions of Approval for wildlife habitat protection within this area. See Exhibit B, Lift 7 CUP Final Action Letter Conditions of Approval 17-25.

**Preserve the Natural Character of the Sensitive Lands, Revegetate, and Establish Permanent Erosion Control Measures.**

LMC § 15-2.21-7(B) requires the following:

> *The Planning Director must review the proposed project and after consultation may request the Developer to prepare alternatives for consideration and to prepare a mitigation plan that modifies the project to mitigate the environmental and visual impact of the project. To the maximum extent feasible, the Developer must design the ski facilities to preserve the natural character of the Sensitive Lands. The mitigation must also address revegetation of disturbed Areas and temporary and permanent erosion control measures.*

The Applicant included a vegetative cover evaluation in their Sensitive Lands Analysis submittal. The vegetation identified within the area proposed for the bottom terminal, pumphouse, storage building, and ski run installations includes:

| **Dry Meadow** | **Common Name** |
|---|---|
| *Geum rossii* | Alpine Avens |
| *Carex rupestris* | Curly Sedge |
| *Carex scirpoidea* | Canadian Single-spike Sedge |
| *Carex elynoides* | Blackroot Sedge |
| *Kobresia myosuroides* | Mouse-Tail Bog Sedge |
| *Deschampsia caespitosa* | Tufted Hair Grass |

| **Shrub Thicket** | **Common Name** |
|---|---|
| *Salix planifolia* | Diamondleaf Willow |
| *Salix Glauca* | Gray Willow |
| *Salix drummondiana* | Drummonds Willow |
| *Polygonum bistortoides* | Western Bistort |
| *Quercus gambelii* | Gamble Oak |
| *Quercus turbinella* | Scrub Oak |

| **Evergreens** | **Common Name** |
|---|---|
| *Pinus ponderosa* | Ponderosa Pine |
| *Pseudotsuga menziesii* | Douglas Fir |

The Applicant's narrative provides clarification on the purpose of realignment of the ski run:

- Preservation of bird nesting areas
- Protection of vegetation that supports wildlife food sources, specifically berry-

producing shrubs
- Conservation of conifer forest stands
- Utilization of existing mountain biking trail corridors to reduce removal of Significant Vegetation
- Avoidance of steep rock band and Steep Slopes
- 1.03-acre reduction of limits of disturbance
- Optimized grade for beginner skiers

The Phase I Lift 7 CUP Final Action Letter imposed specific Conditions of Approval for the removal of Significant Vegetation, revegetation and erosion control measures. See Exhibit B, Lift 7 CUP Final Action Letter Conditions of Approval 4, 8-9.

**(III) The proposal, as conditioned, complies with the Passenger Tramways and Ski Base Facilities criteria outlined in LMC § 15-4-18**.

See April 24, 2024 Planning Commission Staff Report Analysis Section IV for compliance with LMC § 15-4-18.

**(IV) The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).**

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

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

| CUP Review Criteria | Analysis of Proposal |
|---|---|
| Size and Location of the Site | **No Mitigation Recommended**<br>The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are located within the existing Deer Valley Resort ski area. The proposed lift terminal is similar in size and dimensions to the existing lift terminals in the resort and is in an appropriate location on the mountain to connect to the future Deer Valley East Village expansion area. The lift storage building is within the Planning Commission-approved building pad. The |

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| | proposed 1,464-square-foot pumphouse will be located underneath the existing snowmaking pond and will increase snowmaking capabilities for the resort. |
| Traffic | **No Mitigation Recommended**<br>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.<br><br>The Applicant states: "The proposed ski sift 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."<br><br>Please see the Planning Commission's Conditions of Approval from the Phase I Lift 7 CUP Conditions 11-12 (Exhibit B). |
| Utility Capacity | **No Mitigation Recommended**<br>As part of the realigned ski run, the Applicant proposes installing a snowmaking line and power line.<br><br>The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse do not cross existing utilities. The Development Review Committee reviewed the Application on October 15, 2024, and does not require Conditions of Approval. |
| Emergency Vehicle Access | **No Mitigation Recommended**<br>The Park City Fire District reviewed this Application on October 15, 2024, and confirmed the proposal conforms with their requirements. |
| Parking | **No Mitigation Recommended** |

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| | LMC § 15-3-6 “Parking Ratio Requirements For Specific Land Use Categories” does not outline specific Off-Street Parking requirements for ski lifts.<br><br>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 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 constructing additional parking in said area shall be reviewed by the Commission.”<br><br>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.”<br><br>Please see the Planning Commission’s Conditions of Approval from the Phase I Lift 7 CUP Conditions 11-12 (Exhibit B). |
| Internal Vehicular and Pedestrian Circulation System | **No Mitigation Recommended**<br>The Applicant’s image below shows the proposed queuing system for the bottom lift terminal. The proposed queuing system will locate skiers waiting to load the lift outside of the existing ski runs. |

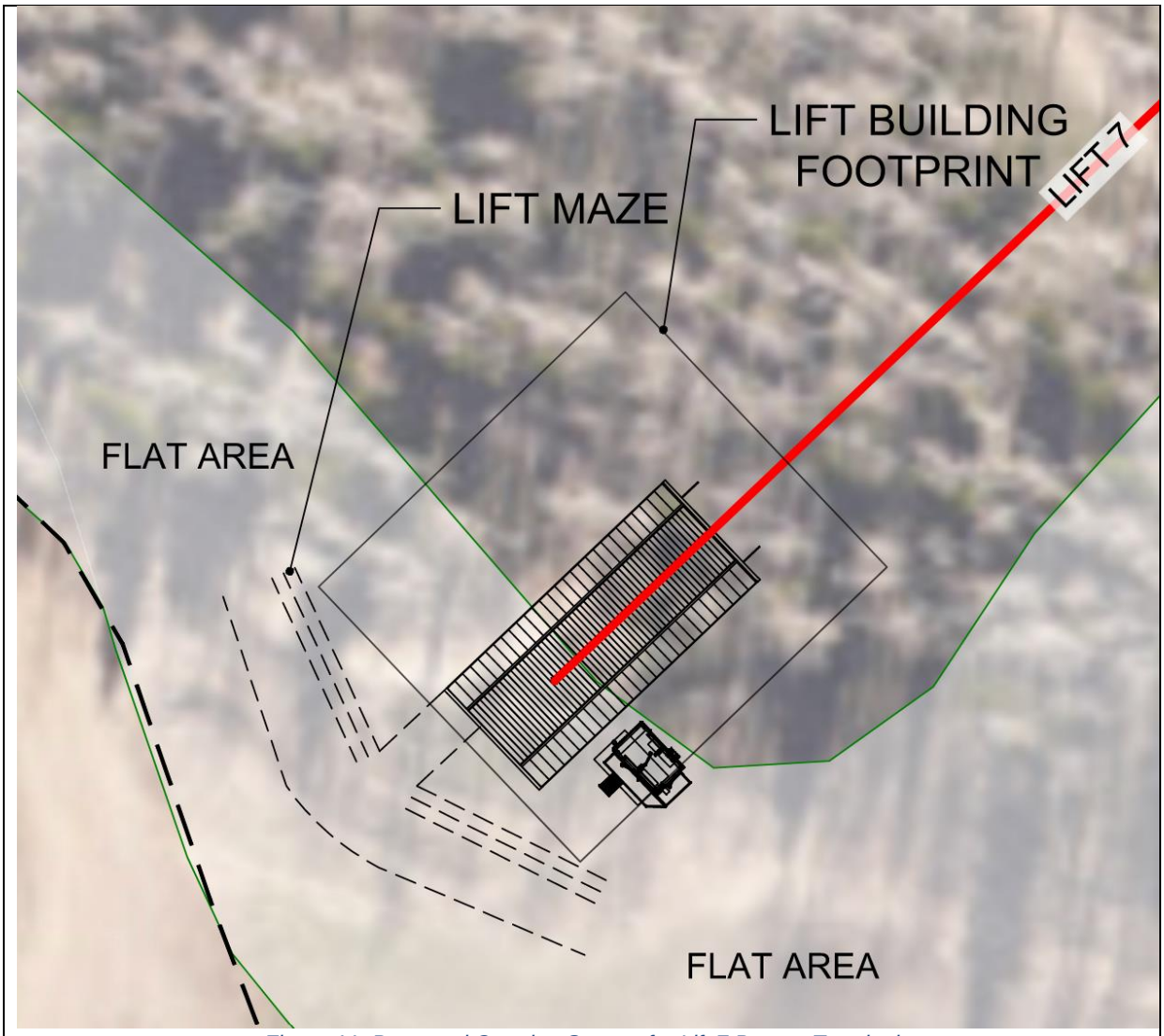



*Figure 11: Proposed Queuing System for Lift 7 Bottom Terminal*

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| Fencing, Screening, and Landscaping | **Recommended Condition of Approval**<br>The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal to the proposed area of disturbance. See Condition of Approval 4. |
| Building Mass, Bulk, and Orientation | **Complies**<br>The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are appropriate in size and scale and are not visible from designated Vantage Points.<br><br>The Structures comply with the ROS Zoning District Height and Setbacks. |

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| Useable Open Space | **No Mitigation Recommended**<br>The proposed ski lift and ski runs will increase the amount of recreational open space for beginner skiers at Deer Valley Resort. |
| Signs and Lighting | **Recommended Condition of Approval**<br>The lights proposed for the ski lift bottom terminal are emergency lights and utility lighting consistent with current ski lift infrastructure. The Applicant will finalize exterior lighting for the pumphouse at building permit submittal.<br><br>Condition of Approval 5 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 Planning Staff prior to installation.<br><br>No signs are proposed or approved as part of this CUP Application. |
| Physical Design and Compatibility with Surrounding Structures | **No Mitigation Recommended**<br>The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse will be similar in design to the existing ski infrastructure in Deer Valley Resort.<br><br>The ski lift bottom terminal 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 bottom terminal will be of the same aesthetic as the existing Deer Valley lift terminals. |
| Noise, Vibration, Odors, Steam, or Other Mechanical Factors | **Recommended Condition of Approval**<br>The proposed ski lift will produce noise of 70 to 80 decibels, typical for ski lifts. Operation of the ski lift shall comply with the City Noise Ordinance in the Municipal Code of Park City Chapter 6-3. See |

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| | Condition of Approval 6.<br><br>The bottom terminal and lift storage 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 bottom terminal and lift storage building are set back 106 feet from Parcel PCA-S-79-C. The pumphouse is greater than 700 feet from the parcel boundary line. |
| Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas | **Recommended Condition of Approval**<br>There is an existing service road through Ontario Canyon that will serve as access for the construction of the new lift. Staff recommends Conditions of Approval 7 and 8:<br><br>• The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift.<br><br>• 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. |
| Expected Ownership and management of the project | **No Mitigation Recommended**<br>The parcels are owned by BLX Lease, LLC and BLX Lease 2, LLC and are 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 for 105 years, commencing on August 24, 2023, and expiring on August 23, 2128 (Exhibit H). |
| Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the | **Recommended Conditions of Approval**<br>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.<br><br>The proposed bottom terminal, lift storage building, |

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| existing topography of the Site | and pumphouse do not cover a topographic Area at least twenty-five feet vertically upslope or downslope and fifty feet horizontally and are not within fifty feet of Very Steep Slopes.<br><br>The average slope for the proposed ski run is between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.<br><br>Staff recommends two Conditions of Approval:<br><br>• The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.<br><br>• The Applicant shall install erosion control blankets on all slopes steeper than 2:1. |
| Reviewed for consistency with the goals and objectives of the Park City General Plan | **No Mitigation Recommended**<br>The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are proposed to be installed within the Upper Deer Valley neighborhood and align with Goals 9, 10, and 11 outlined in the Park City General Plan.<br><br>The General Plan identifies the Upper Deer Valley Neighborhood as a home to resort-oriented development, surrounded by open space.<br><br>Goal 9 of the Geneal Plan states: “Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.”<br><br>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.” |

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| | 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."<br><br>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." |

**(V) The Development Review Committee reviewed the proposal on October 15, 2024, and confirmed the proposal conforms to their requirements.[8]**

## 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 February 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on February 12, 2025. The *Park Record* published courtesy notice on February 12, 2025.[9]

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

## Alternatives
- The Planning Commission may approve the Conditional Use Permit for the realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building;
- The Planning Commission may deny the Conditional Use Permit and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

## Exhibits
Exhibit A: Draft Final Action Letter

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

Exhibit B: Lift 7 CUP Final Action Letter
Exhibit C: Deer Valley Ski Area Master Plan
Exhibit D: Visual Assessment
Exhibit E: Utah Division of Water Rights Stream Corridor Determination
Exhibit F: Technical Report 13 Wildlife Management Plan
Exhibit G: Sensitive Lands Analysis
Exhibit H: Memo of Lease
Exhibit I: Proposed Plans

**Planning Department**

February 26, 2025

Hannah Tyler
2250 Deer Valley Drive South

CC: Deer Valley Resort

**NOTICE OF PLANNING COMMISSION ACTION**

**Description**

| | |
|---|---|
| Address: | 2250 Deer Valley Drive South |
| Zoning District: | Recreation Open Space; Sensitive Land Overlay |
| Application: | Conditional Use Permit |
| Project Number: | PL-24-06291 |
| Action: | APPROVED WITH CONDITIONS (See Below) |
| Date of Final Action: | February 26, 2025 |
| Project Summary: | The Applicant proposes to construct 1,464-square-foot pumphouse, 1,185-square-foot lift storage building and bottom terminal with a 163-square-foot operator house, and a 0.3-mile realigned ski run. |

**Action Taken**

On February 26, 2025, the Planning Commission conducted a public hearing and approved the Conditional Use Permit for a realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building according to the following findings of fact, conclusions of law, and conditions of approval.

**Findings of Fact**

1. On November 6, 2023, Deer Valley Resort submitted a Conditional Use Permit (CUP) application to construct:
    a. 4.62 miles of new ski runs;

   b. A new six-passenger 0.56-mile-long ski lift on Park Peak between Bald Mountain Peak and Flagstaff Peak for beginner skier access to the higher elevations of Deer Valley Resort;
   c. An 8,483-square-foot terminal and lift storage building; and
   d. A 375-square-foot operator house.
2. 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.
3. On May 22, 2024, the Planning Commission approved the 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 operator house and 4.62 miles of new ski runs. The Applicant deferred the requested terminal and lift storage building to a later CUP.
4. On September 24, 2024, Deer Valley Resort submitted the Phase II CUP for Lift 7 to realign one of the approved Ski Runs and construct the bottom terminal for Lift 7, with a 1,185-square-foot lift storage building and a 1,464-square-foot pumphouse.
5. The realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are proposed to be constructed on Parcels PCA-S-98-R and PCA-S-85-D, in the Upper Deer Valley neighborhood of the General Plan (p. 13), the Recreation and Open Space Zoning District, and the Sensitive Land Overlay.
6. These Parcels are also within the Flagstaff/Empire Pass Master Planned Development (MPD). The Flagstaff Development Agreement (pg.15) outlines the review process for Upper Deer Valley ski lifts that are part of the Deer Valley Ski Area Master Plan. Ski lifts included in the Deer Valley Ski Area Master Plan require an Administrative Conditional Use Permit with Planning Director Final Action. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are not in the Deer Valley Ski Area Master Plan or the Flagstaff Development Agreement and therefore require a CUP and Planning Commission Final Action. Land Management Code Section 15-6-8(G) establishes maintenance and storage facilities as Resort Accessory Uses that do not require the use of Unit Equivalents within an MPD.

7. On January 22, 2025, the Planning Commission approved an addendum amending Flagstaff Development Agreement Technical Report #5 Open Space Management Plan and #13 Wildlife Management Plan.
8. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building comply with the Recreation and Open Space Zoning District requirements.
    a. LMC § 15-2.7-2(C)(8) requires Planning Commission review of a CUP for ski runs and LMC § 15-2.7-2(C)(14) requires Planning Commission review of a CUP for Ski-Related Accessory Buildings greater than 600 square feet proposed within the Recreation and Open Space (ROS) Zoning District.
    b. The purpose of the ROS Zoning District is to:
        i. establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
        ii. permit recreational Uses and preserve recreational Open Space land,
        iii. encourage parks, golf courses, trails and other Compatible public or private recreational Uses,
        iv. preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests, and
        v. encourage sustainability, conservation, and renewable energy.
    c. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building will provide additional recreational opportunities for residents and visitors of Park City.
    d. Recreation and Open Space Zoning District Setbacks
        i. All Structures must be no less than 25 feet from the boundary line of the Lot, district, or public Right-of-Way.
        ii. The realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are proposed to be constructed on metes-and-bounds Parcels leased by Deer Valley Resort. The ski lift bottom terminal and lift storage building are proposed to be constructed adjacent to Parcel PCA-S-79-C, 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 terminal and lift storage building are set back 106 feet from Parcel PCA-S-79-C. The proposed pumphouse is set back greater than 700 feet from any parcel boundary line.

e. Recreation and Open Space Zoning District 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.
    ii. The 7c ski run that was part of the Phase I Lift 7 CUP included the removal of Significant Vegetation for 4.48 acres. The re-aligned ski run proposes to remove 3.45 acres of Significant Vegetation.
    iii. The Forestry Board requires 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.
f. Recreation and Open Space Zoning District Height
    i. In the ROS Zoning District, no Structure may be erected to a height greater than 28 feet from Existing Grade.
    ii. The proposed lift storage building will reach a maximum height of 21 feet from Existing Grade. The proposed lift terminal will reach a maximum height of approximately 19 feet from Existing Grade. The proposed pumphouse will reach a maximum height of 26 feet from Existing Grade.

9. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building comply with the Sensitive Land Overlay regulations in LMC Chapter 15-2.21.
    a. The purpose of the Sensitive Land Overlay (SLO) is to:
        i. require dedicated Open Space in aesthetically and environmentally sensitive Areas,
        ii. encourage preservation of large expanses of Open Space and wildlife habitat,
        iii. cluster Development while allowing a reasonable use of Property,

iv. prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands, and
v. protect and preserve environmentally sensitive land

b. Steep Slopes
   i. LMC § 15-15-1 defines Very Steep Slopes as those greater than 40%. LMC § 15-2.21-4(A) prohibits Development on or within 50 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 to be subject to this prohibition.
   ii. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are not located on or within 50 feet of a Very Steep Slope area.
   iii. The average slope for the length of the proposed ski run is between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.
   iv. The proposed pumphouse will be located 51 feet from a Very Steep Slope area.

c. Ridge Line Area Protection
   i. 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. LMC § 15-2.21-5(A) states the intent of Ridge Line Area Protections within the SLO is to ensure Development blends with the natural contour of these land forms and that Development should be sited so as not to create a silhouette against the skyline or mountain backdrop as viewed from designated Vantage Points. LMC § 15-2.21-5(C) requires Ridge Line Areas to remain Open Space.
   ii. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building will not impact a Ridge Line Area or be visible from any Vantage Points.

d. 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 pumphouse, bottom

terminal and lift storage building, and realigned ski run. However, the Utah Department of Environmental Quality identifies an intermittent or ephemeral stream channel.

ii. On November 6, 2023, Daren Rasmussen, an Environmental Scientist – Utah Division of Dam Safety & Stream Alterations with the Utah Department of Natural Resources Division of Water Rights outlined the designated stream channel as a natural stream beginning below the location of the Lift 7 bottom terminal and storage building. Because Lift 7 terminates above the location where the stream channel is designated as a natural stream, the Utah Department of Natural Resources Division of Water Rights determined special permitting is not required for stream alteration.

iii. LMC § 15-2.21-6(F) establishes a minimum Setback of fifty feet outward from the Ordinary High Water Mark in the SLO for streams. Condition of Approval 8 from the Phase I CUP requires the Applicant to retain the minimum fifty-foot Setback for the natural stream.

e. Wildlife and Wildlife Habitat Protection

i. LMC § 15-2.21-8 establishes the intent of Wildlife and Wildlife Habitat Protection standards 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: "[i]f 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.”

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 in 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 include 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 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.” The Phase I Lift 7 Conditional Use Permit Final Action Letter imposed specific Conditions of Approval for wildlife habitat protection within this area.

f. Preserve the Natural Character of the Sensitive Lands, Revegetate, and Establish Permanent Erosion Control Measures.

i. LMC § 15-2.21-7(B) requires the following:

1. The Planning Director must review the proposed project and after consultation may request the Developer to prepare alternatives for consideration and to prepare a mitigation plan that modifies the project to mitigate the environmental

and visual impact of the project. To the maximum extent feasible, the Developer must design the ski facilities to preserve the natural character of the Sensitive Lands. The mitigation must also address revegetation of disturbed Areas and temporary and permanent erosion control measures.

ii. The Applicant included a vegetative cover evaluation in their Sensitive Lands Analysis submittal.

iii. The Applicant's narrative provides clarification on the purpose of realignment of the ski run:

1. Preservation of bird nesting areas
2. Protection of vegetation that supports wildlife food sources, specifically berry-producing shrubs
3. Conservation of conifer forest stands
4. Utilization of existing mountain biking trail corridors to reduce removal of Significant Vegetation
5. Avoidance of steep rock band and Steep Slopes
6. 1.03-acre reduction of limits of disturbance
7. Optimized grade for beginner skiers.

iv. The Phase I Lift 7 Conditional Use Permit Final Action Letter imposed specific Conditions of Approval for the removal of Significant Vegetation, revegetation and erosion control measures

10. The proposal, as conditioned, complies with the Passenger Tramways and Ski Base Facilities criteria outlined in LMC § 15-4-18.
11. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).
    a. There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.
    b. The Planning Commission shall approve the Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal

or imposition of reasonable conditions to achieve compliance with applicable standards. LMC § 15-1-10.

c. Size and Location of the Site
    i. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are located within the existing Deer Valley Resort ski area. The proposed lift terminal is similar in size and dimensions to the existing lift terminals in the resort and is in an appropriate location on the mountain to connect to the future Deer Valley East Village expansion area. The lift storage building is within the Planning Commission-approved building pad. The proposed 1,464-square-foot pumphouse will be located underneath the existing snowmaking pond and will increase snowmaking capabilities for the resort.
d. 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 sift 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."
e. Utility Capacity
    i. As part of the realigned ski run, the Applicant proposes installing a snowmaking line and power line.
    ii. The proposed bottom terminal, lift storage building, re-aligned ski run, and pumphouse do not cross existing utilities. The Development Review Committee reviewed the Application on October 15, 2024, and does not require Conditions of Approval.
f. Emergency Vehicle Access

i. The Park City Fire District reviewed this Application on October 15, 2024, and confirmed the proposal conforms with their requirements.

g. Parking
   i. LMC § 15-3-6 “Parking Ratio Requirements For Specific Land Use Categories” does not outline 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 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 constructing additional parking in said area shall be reviewed by the Commission.”
   iii. 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.”
   iv. Please see the Planning Commission’s Conditions of Approval from the Phase I Lift 7 CUP.

h. Internal Vehicular and Pedestrian Circulation System
   i. The proposed queuing system will locate skiers waiting to load the lift outside of the existing ski runs.

i. 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.

j. Building Mass, Bulk, and Orientation
   i. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are appropriate in size and scale and are not visible from designated Vantage Points.
   ii. The Structures comply with the ROS Zoning District Height and Setbacks.

k. Useable Open Space
   i. The proposed ski lift and ski runs will increase the amount of recreational open space for beginner skiers at Deer Valley Resort.

l. Signs and Lighting
   i. The lights proposed for the ski lift bottom terminal are emergency lights and utility lighting consistent with current ski lift infrastructure. The Applicant will finalize exterior lighting for the pumphouse at building permit submittal.
   ii. No signs are proposed or approved as part of this CUP Application.

m. Physical Design and Compatibility with Surrounding Structures
   i. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse will be similar in design to the existing ski infrastructure in Deer Valley Resort.
   ii. The ski lift bottom terminal 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 bottom terminal will be of the same aesthetic as the existing Deer Valley lift terminals.

n. Noise, Vibration, Odors, Steam, or Other Mechanical Factors
   i. The proposed ski lift will produce noise of 70 to 80 decibels, typical for ski lifts. Operation of the ski lift shall comply with the City Noise Ordinance in the Municipal Code of Park City Chapter 6-3.
   ii. The bottom terminal and lift storage 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 bottom terminal and lift storage building are set back

106 feet from Parcel PCA-S-79-C. The pumphouse is greater than 700 feet from the parcel boundary line.

o. 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.
    ii. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift.
    iii. 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.
p. Expected Ownership and management of the project
    i. The parcels are owned by BLX Lease, LLC and BLX Lease 2, LLC and are 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 for 105 years, commencing on August 24, 2023, and expiring on August 23, 2128.
q. 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. The Sustainability Department reviewed the proposal on March 6, 2024, and confirmed the project area is not within the Park City Soils Ordinance.
    ii. The proposed bottom terminal, lift storage building, and pumphouse do not cover a topographic Area at least twenty-five feet vertically upslope or downslope and fifty feet horizontally and are not within fifty feet of Very Steep Slopes.
    iii. The average slope for the proposed ski run is between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope
        1. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
        2. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.

r. Reviewed for consistency with the goals and objectives of the Park City General Plan
    i. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are proposed to be installed within the Upper Deer Valley neighborhood and align with Goals 9, 10, and 11 outlined in the Park City General Plan.
    ii. The General Plan identifies the Upper Deer Valley Neighborhood as a home to resort-oriented development, surrounded by open space.
    iii. Goal 9 of the Geneal Plan states: “Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.”
    iv. 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.”
    v. 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.”
    vi. 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.”

12. The Development Review Committee reviewed the proposal on October 15, 2024, and confirmed the proposal conforms to their requirements.
13. Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on February 12, 2025.
14. Staff mailed courtesy notice to property owners within 300 feet on February 12, 2025.

15. The Park Record published courtesy notice on February 12, 2025.

**Conclusions of Law**

1. The proposed re-aligned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building 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 building plans and construction details shall reflect substantial compliance with the final plans dated December 18, 2024, submitted to the Planning Department and reviewed February 26, 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.
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 Planning Staff prior to installation.

6. Operation of the ski lift shall comply with the City Noise Ordinance in the Municipal Code of Park City Chapter 6-3 *Noise*.
7. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift.
8. The construction site must be maintained and a construction mitigation plan submitted. Trash and other debris may not accumulate outside the construction dumpster. The construction site shall be cleaned prior to the end of each workday. The Applicant must submit a construction mitigation plan with building permit submittal to be approved by the Building Department.
9. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
10. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.

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

Sincerely,

Sarah Hall
Planning Commission Chair

CC: Virgil Lund

PARK CITY
1884
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).

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

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).

- 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 AGEC 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

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

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

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

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

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

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

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.

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

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

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.

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.

ii. No Structures are proposed to be constructed within the Liftway.

l. 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 sift 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.

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

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

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

l. 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

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 Geneal Plan states: "Park City will continue to provide unparallel 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

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.

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

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

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.

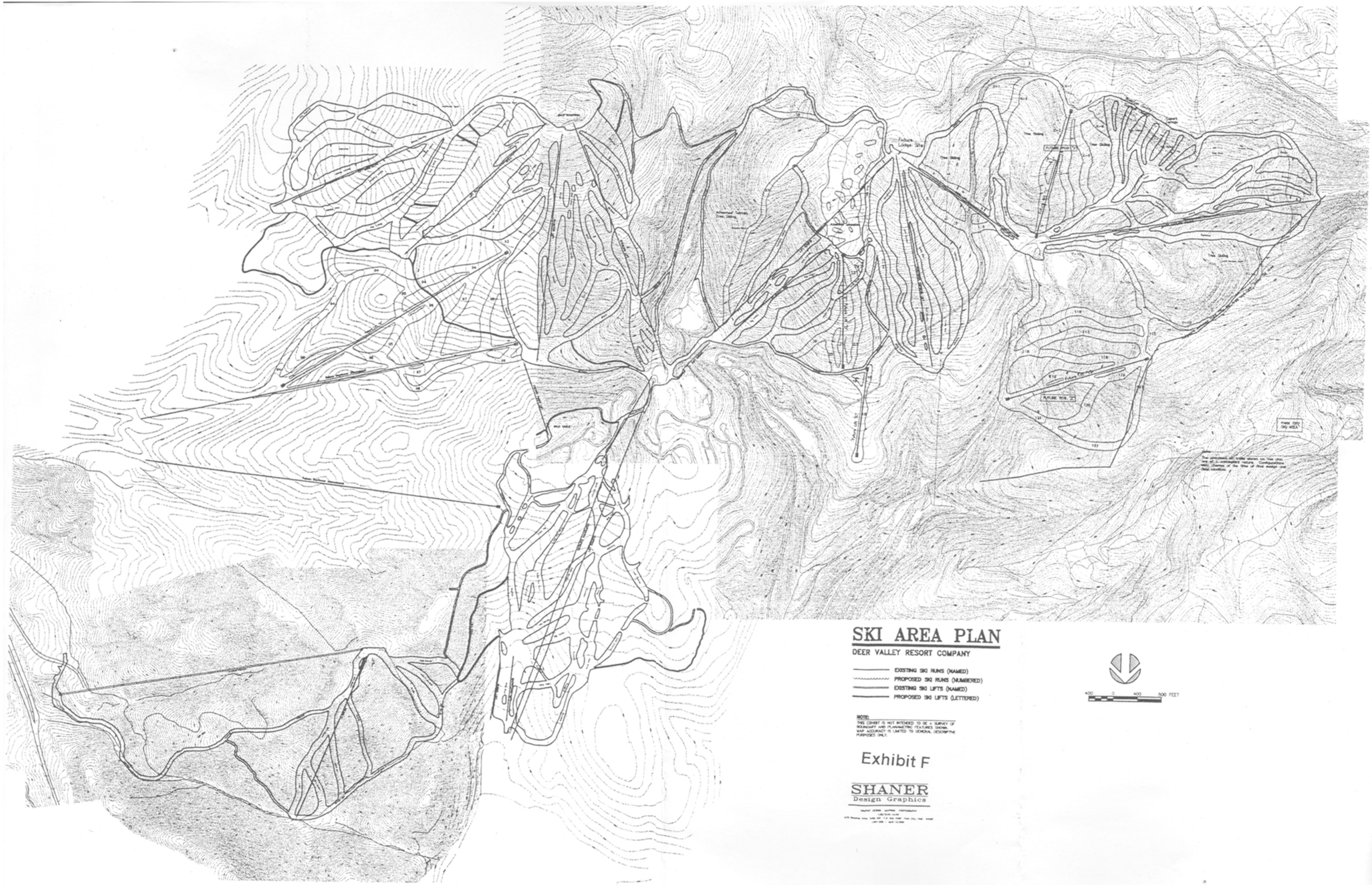
PARK CITY
1884
Planning Department

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

Sincerely,

Sarah Hall
Planning Commission Chair

CC: Virgil Lund, Project Planner



# SKI AREA PLAN

DEER VALLEY RESORT COMPANY

EXISTING SKI RUNS (NAMED)
PROPOSED SKI RUNS (NUMBERED)
EXISTING SKI LIFTS (NAMED)
PROPOSED SKI LIFTS (LETTERED)

400 0 400 800 FEET

NOTE:
THIS EXHIBIT IS NOT INTENDED TO BE A SURVEY OF BOUNDARY AND PLANIMETRIC FEATURES SHOWN. MAP ACCURACY IS LIMITED TO GENERAL DESCRIPTIVE PURPOSES ONLY.

Exhibit F

SHANER
Design Graphics

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

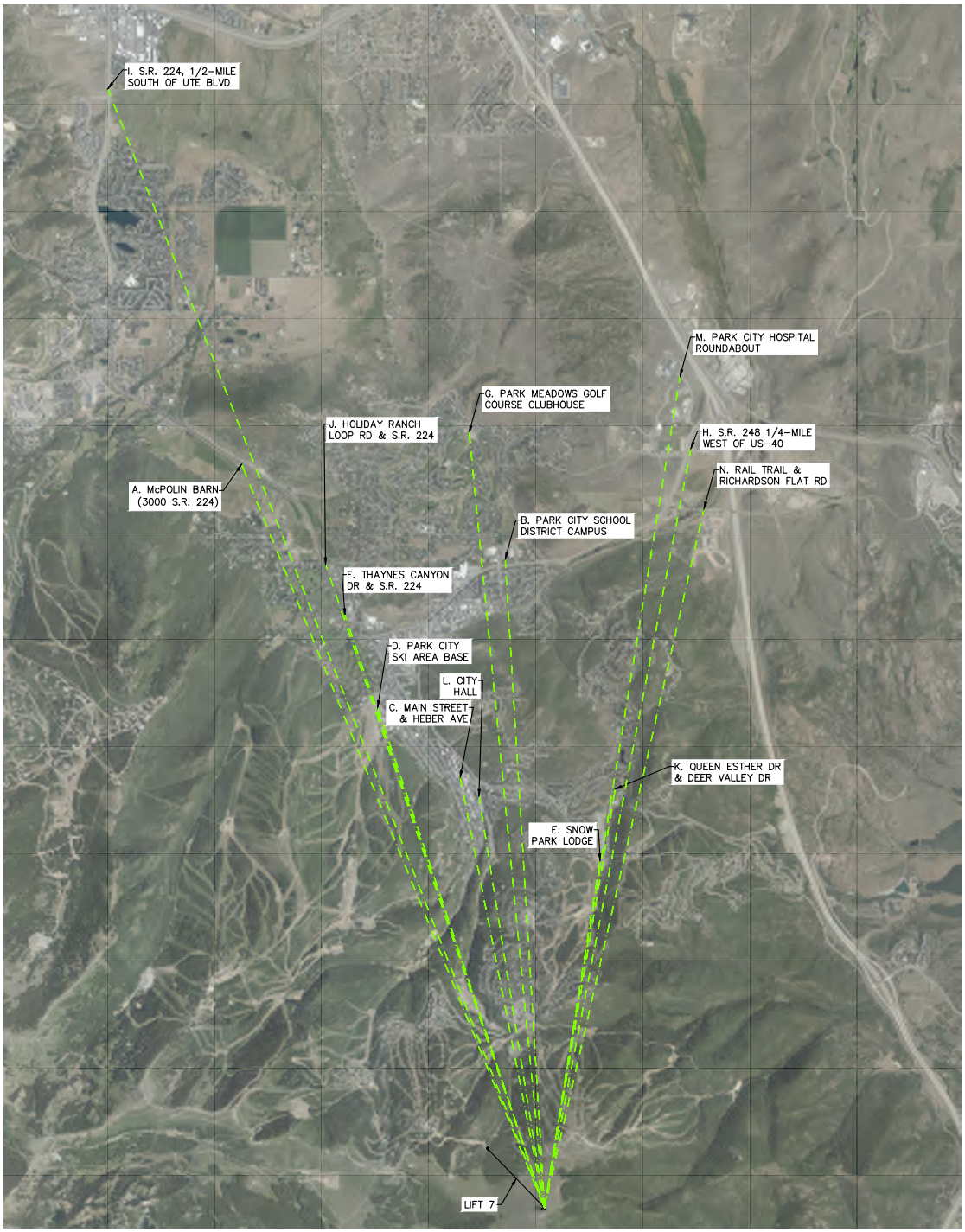



***FIGURE 1: MAP OF DESIGNATED VANTAGE POINT***

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




Vantage Point “B”: Park City School District Campus



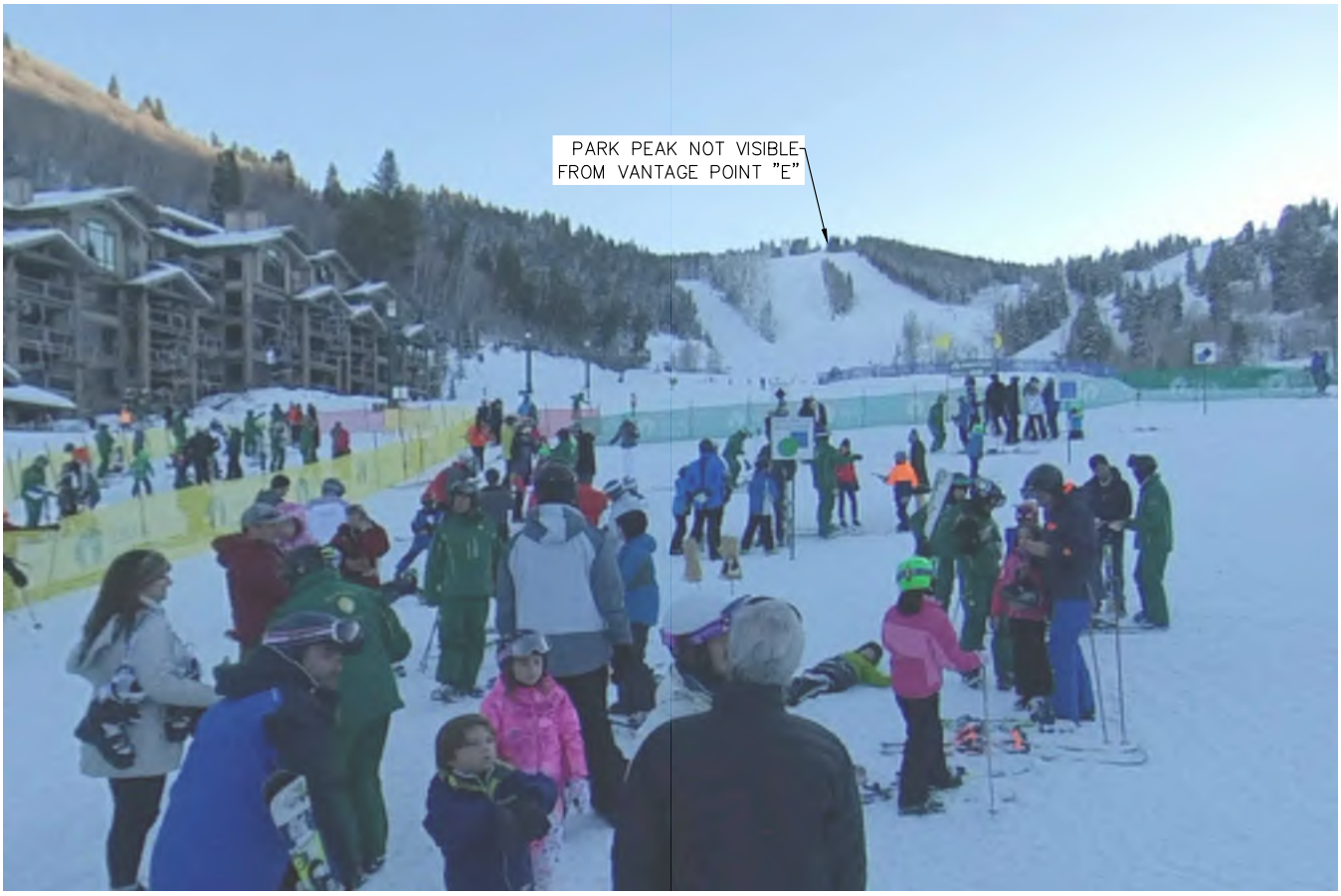
Vantage Point “C”: Intersection of Main Street and Heber Avenue




Vantage Point “D”: Park City Ski Area Base



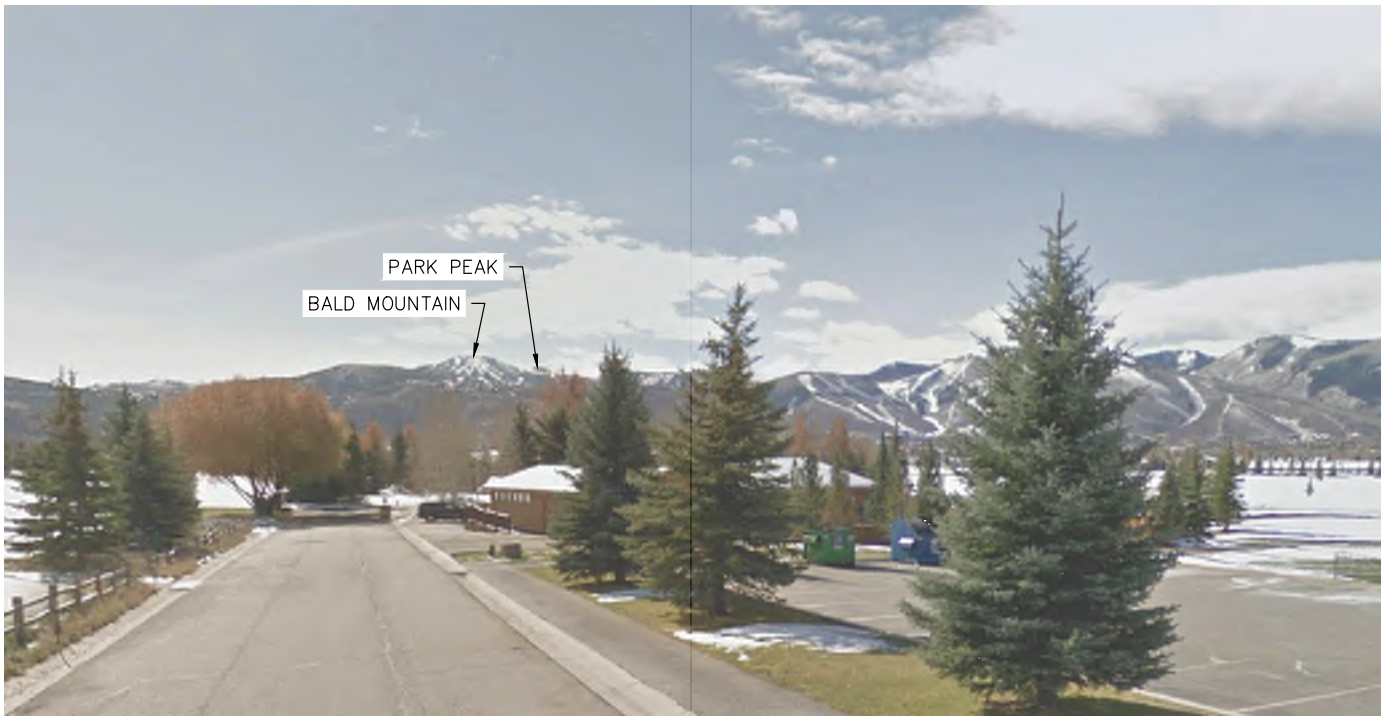
Vantage Point "E": Snow Park Lodge




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



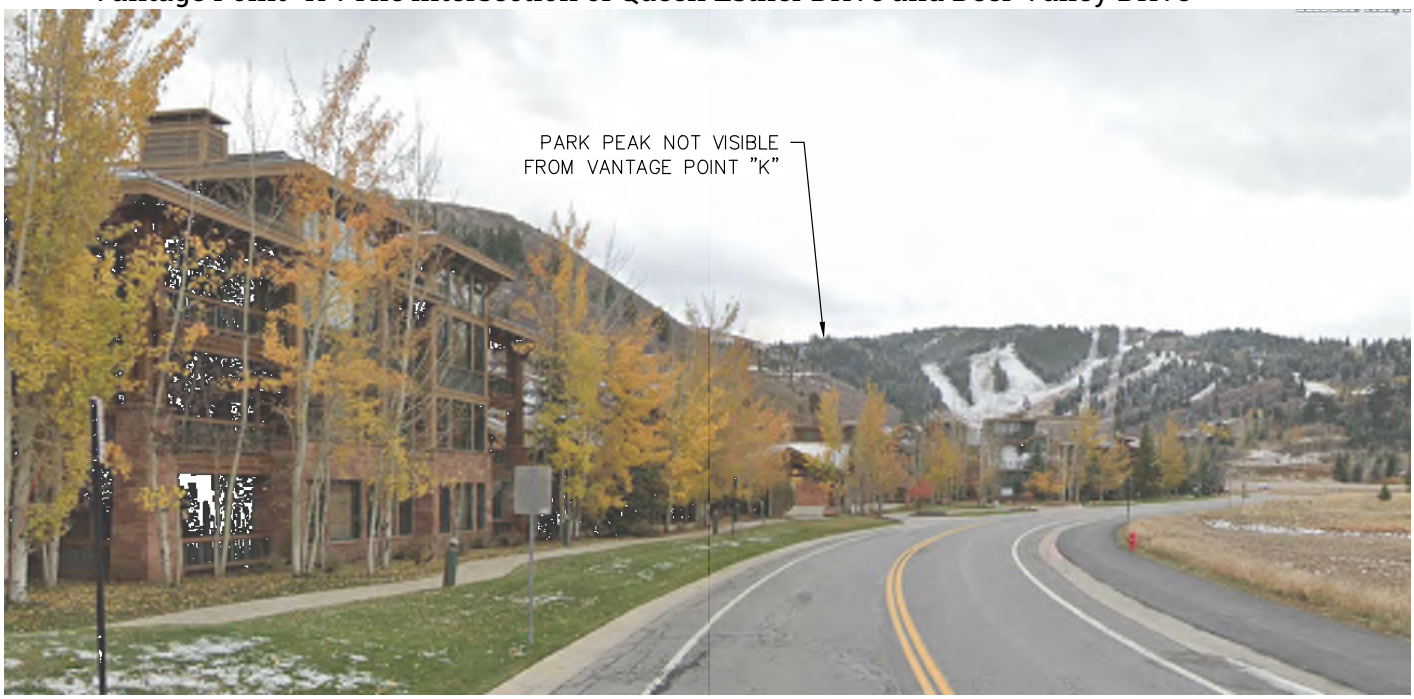
Vantage Point "I": S.R. 224, one-half mile south of the intersection with Ute Boulevard




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



## Zachary Alhamra

**From:** Daren Rasmussen <darenrasmussen@utah.gov>
**Sent:** Monday, November 6, 2023 6:31 PM
**To:** Zachary Alhamra
**Cc:** Mike Walker; Garrett Lang (DV); Connor Dinsmore; Hannah Tyler (DV); Eric Mann (DEN); Joe Kilar; Steve Graff (DV); Michael Demkowicz
**Subject:** Re: Lift 7 CUP & SLO - Stream Corridor Follow-up

With the review today of the drainage from aerial maps and discussion, I concur.

*-Daren*


**Daren Rasmussen**
Environmental Scientist- Dam Safety & Stream Alterations
**M:** (801) 244-1748 **W:** 801-538-7377
**E:** DarenRasmussen@utah.gov

Utah Department of Natural Resources
Division of Water Rights (State Engineer's Office)

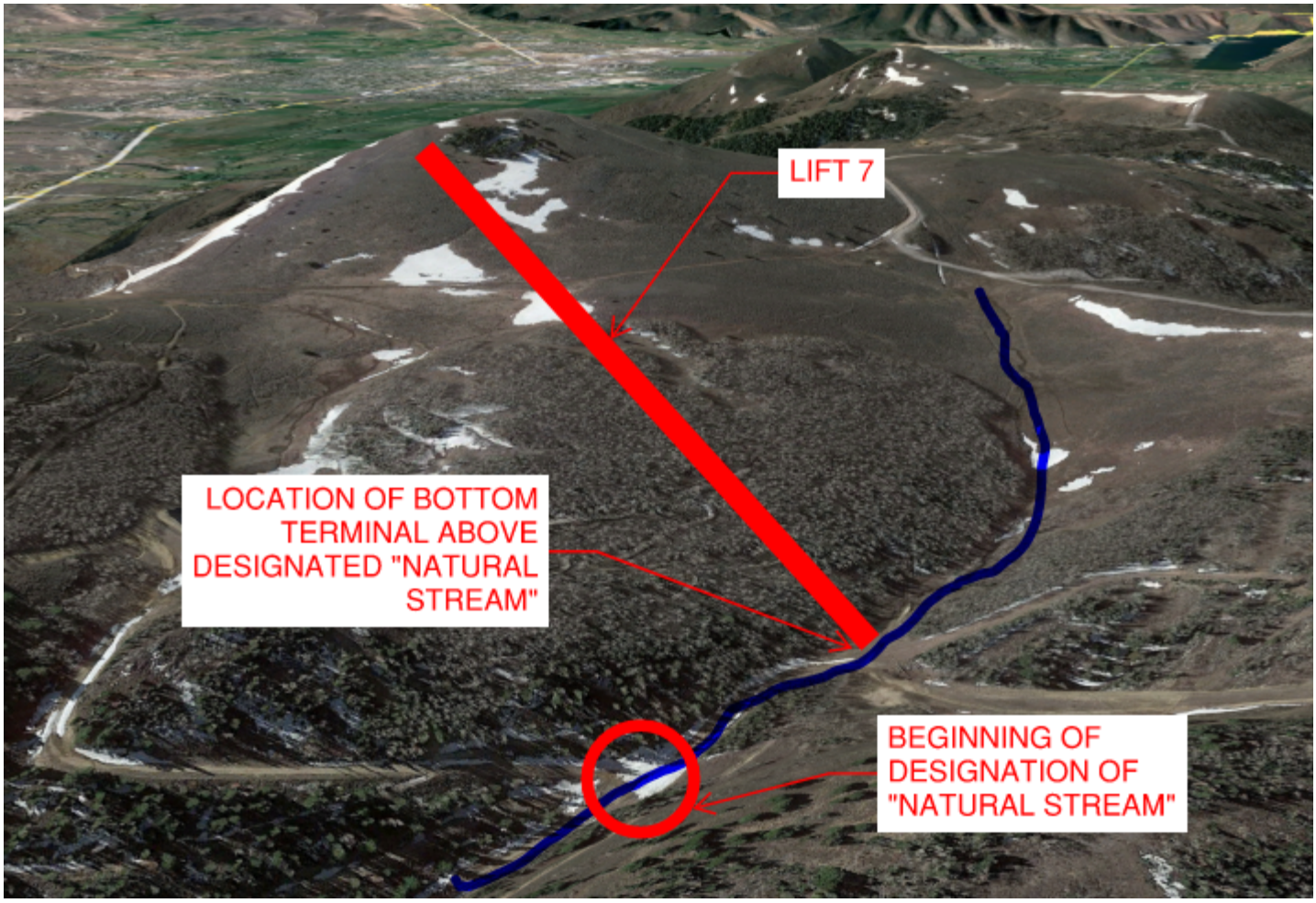
waterrights.utah.gov



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On Mon, Nov 6, 2023 at 4:50 PM Zachary Alhamra <zachary@alliance-engr.com> wrote:

> Hi All,
>
> I spoke with Daren Rasmussen with the Utah Division of Water Rights (cc'd to this correspondence) regarding the placement of the bottom terminal of Lift 7 in the location shown in image below.
>
> Daren has decided to designate the stream channel identified on the National Wetlands Inventory Map (shown below by the blue line) as a "natural stream" that begins at the intersection of Ontario ski run and the service road that leads to the pond (location shown by red circle below). Everything below this point (running into Ontario Canyon) will be designated as such. This is great news, as the location of the bottom terminal of proposed Lift 7 is upstream of this and will, as result, NOT be subject to any special permitting processes for stream alteration.




Best,

Zachary Alhamra, P.E.

*Civil Engineer*

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# 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
PARK CITY, UTAH

# WILDLIFE MANAGEMENT PLAN

# FLAGSTAFF MOUNTAIN RESORT

**EXHIBIT 13**

Prepared for

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

Prepared by

**SWCA, INC.**
**Environmental Consultants**

**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 engelmann 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 groundsquirrel, 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 approximately1600 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*** | | | |
| *Alces alces* | Moose | C, CA, A, W | C |
| *Canis latrans* | Coyote | E | U |
| *Cervus elaphus* | Elk | CA, MSO, W | C |
| *Erethizon dorsatum* | Porcupine | C, CA | C |
| *Eutamius minimus* | Least chipmunk | C, CA, MSO | C |
| *Lepus americanus* | Snowshoe hare | C, CA, MSO | U |
| *Lynx rufus* | Bobcat | CA | R |
| *Marmota flaviventris* | Yellow-bellied marmot | RT | U |
| *Microtus spp.* | Vole | C, CA, A, MSO, H, W | R |
| *Neotoma cinerea* | Bushytail woodrat | RT | U |
| *Odocoileus hemionus* | Mule deer | E | A |
| *Procyon lotor* | Racoon | W | U |
| *Spermophilus armatus* | Uinta ground squirrel | MSO | C |
| *Tamiasciurus hudsonicus* | Red squirrel or chickaree | C, CA | A |
| *Ursus americanus* | Black bear | MSO | R |
| ***Birds*** | | | |
| *Accipiter cooperii* | Cooper's hawk | E | U |
| *Bonasa umbellus* | Ruffed grouse | CA | R |
| *Buteo jamaicensis* | Red-tailed hawk | E | C |
| *Carduelis pinus* | 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**** |
| *Carpodacus cassinii* | Cassin's finch | MSO | U |
| *Catharus guttatus* | Hermit thrush | C, CA, A | A |
| *Colaptes auratus* | Northern flicker | C, CA, A, MSO | A |
| *Contopus sordidulus* | Western wood peewee | CA, A | C |
| *Contopus borealis* | Olive-sided flycatcher | C, CA | U |
| *Cyanocitta stelleri* | Steller's jay | C, CA, MSO | C |
| *Dendroica coronata* | Yellow-rumped warbler | CA, A, MSO | C |
| *Empidonax oberholseri* | Dusky flycatcher | A | U |
| *Euphagus cyanocephalus* | Brewer's blackbird | MSO | R |
| *Junco hyemalis* | Dark-eyed junco | C, CA, A, MSO, W | A |
| *Melospiza melodia* | Song sparrow | W | R |
| *Myadestes townsendi* | Townsend's solitaire | A | R |
| *Nucifraga columbiana* | Clark's nutcracker | CA | R |
| *Oporornis tolmiei* | MacGillivray's warbler | CA, A, MSO | C |
| *Parus atricapillus* | Black-capped chickadee | A, MSO | U |
| *Parus gambeli* | Mountain chickadee | C, CA, A | A |
| *Passerina amoena* | Lazuli bunting | W | R |
| *Pheucticus melanocephalus* | Black-headed grosbeak | C, CA, A | C |
| *Pica pica* | Black-billed magpie | RT | C |
| *Pipilo chlorurus* | Green-tailed towhee | CA, A, MSO | C |
| *Piranga ludoviciana* | 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**** |
| *Selasphorus platycercus* | Broad-tailed hummingbird | CA, A, MSO, H | C |
| *Sitta canadensis* | Red-breasted nuthatch | C, CA, A | A |
| *Spizella passerina* | Chipping sparrow | C, CA, A, MSO, W | A |
| *Spizella breweri* | Brewer's sparrow | MSO | C |
| *Tachycineta thalassina* | Violet-green swallow | CA, A, MSO | U |
| *Tachycineta bicolor* | Tree swallow | CA | R |
| *Troglodytes aedon* | House wren | A, MSO | U |
| *Carduelis tristis* | American goldfinch | MSO | C |
| *Cathartes aura* | Turkey vulture | E | U |
| *Certhia americana* | Brown creeper | C | C |
| *Dendroica townsendi* | Townsend's warbler | C | R |
| *Picoides villosus* | Hairy woodpecker | C, CA, A | U |
| *Pinicola enucleator* | Pine grosbeak | C | U |
| *Regulus satrapa* | Golden-crowned kinglet | C | U |
| *Falco mexicanus* | Prairie falcon | MSO | R |
| *Actitus macularia* | Spotted sandpiper | W | R |
| *Sphyrapicus nuchalis* | Red-naped sapsucker | CA, A | U |
| *Sialia currucoides* | Mountain bluebird | MSO | U |
| *Vermivora celata* | Orange-crowned warbler | CA, A, MSO | C |
| *Molothrus ater* | Brown-headed cowbird | MSO | U |
| *Loxia curvirostra* | Red crossbill | CA | A |
| *Cocothraustes* | 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**** |
| *Turdus migratorius* | American robin | E | A |
| *Vireo gilvus* | 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.*<br>***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

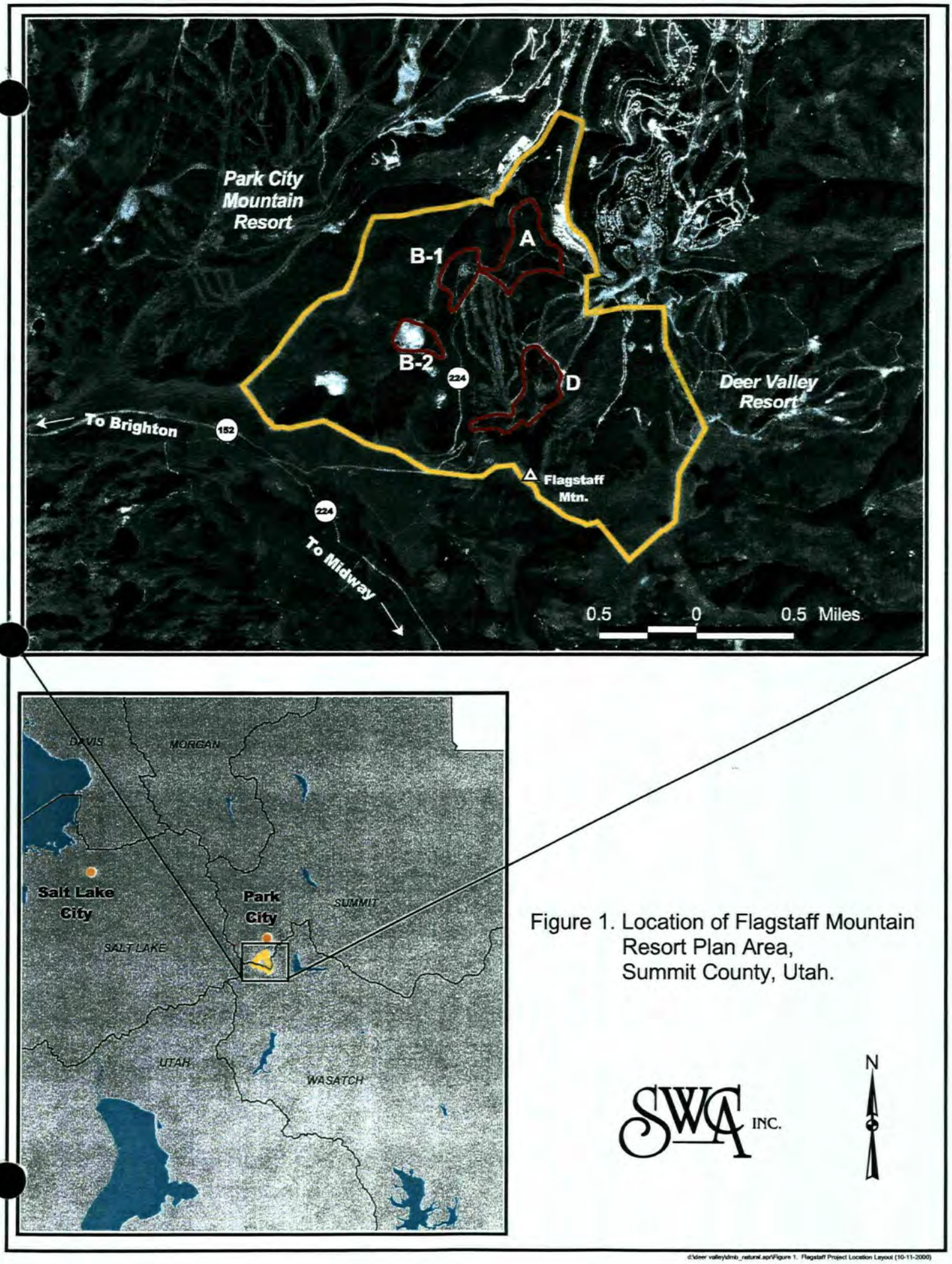
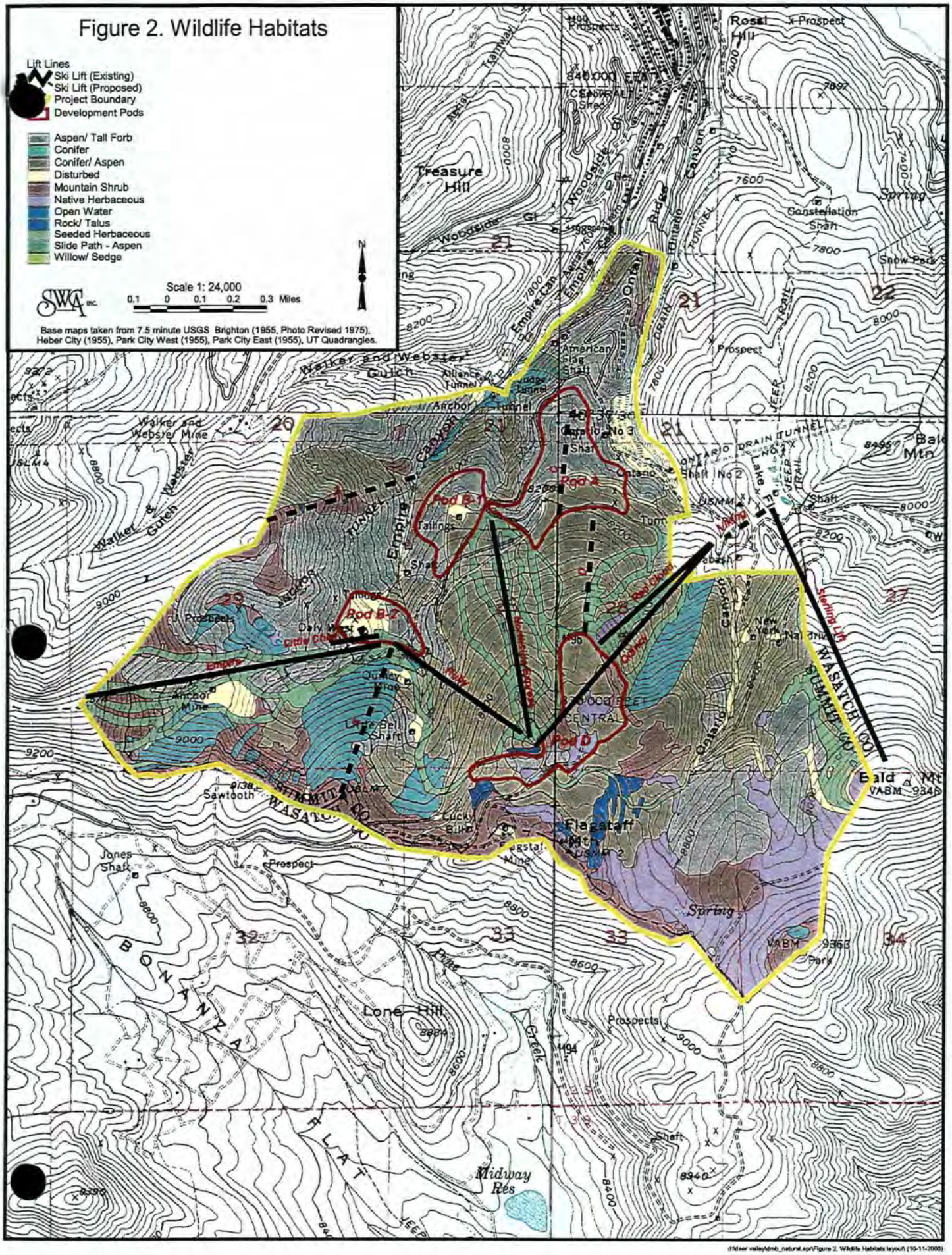
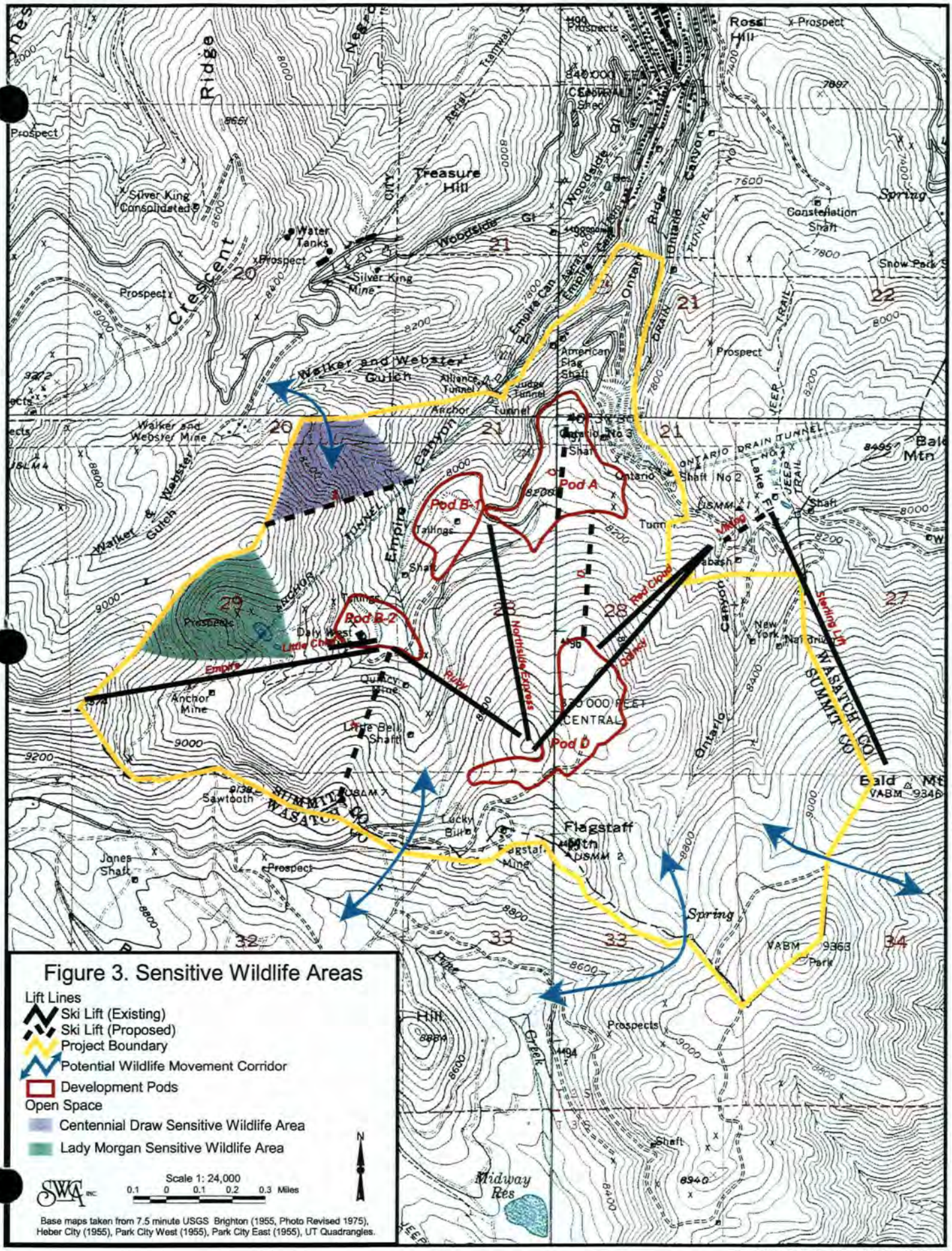



Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah.

d:\deer valley\dmb_natural.apr\Figure 1. Flagstaff Project Location Layout (10-11-2000)

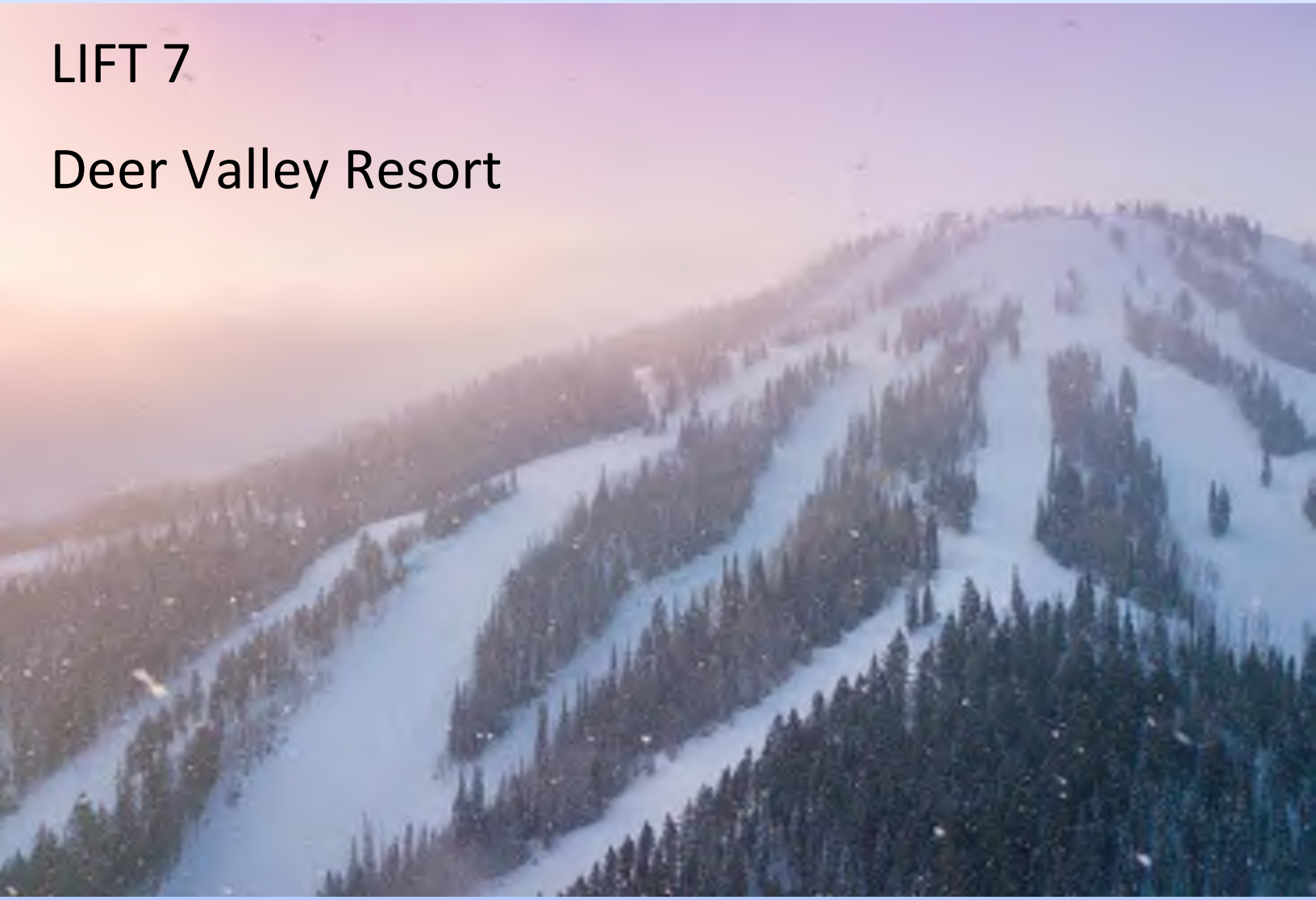



d:\deer valley\dmb_natural.apr\Figure 2. Wildlife Habitats layout (10-11-2000)


Figure 3. Sensitive Wildlife Areas
Lift Lines
Ski Lift (Existing)
Ski Lift (Proposed)
Project Boundary
Potential Wildlife Movement Corridor
Development Pods
Open Space
Centennial Draw Sensitive Wildlife Area
Lady Morgan Sensitive Wildlife Area
Scale 1: 24,000
0.1 0 0.1 0.2 0.3 Miles
N
Base maps taken from 7.5 minute USGS Brighton (1955, Photo Revised 1975), Heber City (1955), Park City West (1955), Park City East (1955), UT Quadrangles.
Pod A
Pod B-1
Pod B-2
Pod D
Red Cloud
Sterling Lift
Northside Express
Empire
Ontario
Flagstaff Mtn
Bald Mt
Treasure Hill
Crescent
Walker and Webster Gulch
Spring
Midway Res

# 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

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**15-2.21-3 Sensitive Lands Overlay Zone – Ordinance Provisions..... 4**

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5. **Vegetative Cover..... 18**
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**APPENDIX A – GEOTECHNICAL REPORT**
**APPENDIX B – UTAH ECOREGIONS**

***Notice:** All photos and maps, unless otherwise stated, was obtained from the city website and various other sources. Alliance Engineering does not take credit for the supporting material provided within this report.*

## *15-2.21-1 PURPOSE:*

The purpose of the Sensitive Land overlay (SLO) is to:

A) Require dedicated open space in aesthetically and environmentally sensitive Areas;
B) Encourage preservation of large expanses of open space and wildlife habitat;
C) Cluster development while allowing a reasonable use of property;
D) Prohibit development on ridge line areas, steep slopes, and wetlands; and
E) Protect and preserve environmentally sensitive land.

(*Amended by Ord. No. 07-81)*

## *15-2.21-2 REVIEW PROCESS:*

A) **SENSITIVE LAND ANALYSIS**
- Applicants for development within the SLO must identify the property's sensitive environmental and aesthetic areas such as steep slopes, ridge line areas, wetlands, stream corridors, wild land interface, and wildlife habitat areas and provide at time of application a sensitive land analysis.

B) **APPLICATION OF OVERLAY ZONE REGULATIONS**
- Regulatory standards apply to the type of sensitive land delineated.

C) **SITE DEVELOPMENT SUITABILITY DETERMINATION**
- Staff shall review the sensitive land analysis, apply the applicable sensitive land overlay regulations, Section 15-2.21-4 through 15-2.21-8, and shall prepare a report to the applicant and the Planning Commission identifying those areas suitable for development as developable land.

D) **HARDSHIP RELIEF**
- If the Applicant demonstrates that the regulations PARK CITY MUNICIPAL CODE - TITLE 15 LMC, Chapter 2.21 Sensitive Land Overlay Zone (SLO) Regulations 15-2.21-2 would deny all reasonable use of the property, the Planning Commission may modify application of these regulations to provide the applicant reasonable use of the property.

*(Amended by Ord. No. 2023-19)*

## *15-2.21-3 SENSITIVE LANDS OVERLAY ZONE – ORDINANCE PROVISIONS:*

**A. <u>SENSITIVE LANDS ANALYSIS</u>**

1. **Visual Assessment.** A visual assessment of the Property from Vantage Points designated by the Planning Department and identified by the Applicant with latitude and longitude coordinates, depicting conditions before and after the proposed Development, including the proposed location, size, design, landscaping, and other visual features of the project.

2. **Slope & Topographic Map.** A slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must highlight area of high geologic hazard, areas subject to land sliding, and all significant steep slopes in the following categories:
   - **a.** Greater than 15% but less than or equal to 30%
   - **b.** Greater than 30% but less than or equal to 40%
   - **c.** Very steep slopes, greater than 40%.

3. **For Properties with Steep Slopes or with Very Steep Slopes within Fifty Feet (50') of the Property, the Following are also Required:**
   - **a. Soil Investigation Report.** A soil investigation report, including but not limited to shrink-swell potential water table elevation, general soil classification and suitability for Development, erosion potential, hazardous material analysis, and potential frost action. The soils report shall indicate whether the property is 1) within the Prospector Soils Ordinance area and 2) within a Point Source water protection zone.
   - **b. Geotechnical Report.** A geotechnical report which must include the location of major geographic and geologic features, the depth of bedrock, structural features, folds, fractures, etc., and potential land slide and other high-hazard Areas such as mine shafts and avalanche paths.
   - **c. Additional Slope Information**. A Slope/topographic map depicting contours at an interval of two feet (2').

4. **Ridge Line Areas.** A map depicting all crests of hills and ridge line areas.

5. **Vegetative Cover.** A detailed map of vegetative cover, depicting the following:
   - **a.** Deciduous trees
   - **b.** Coniferous trees
   - **c.** Gamble oak or high shrub
   - **d.** Sage, grassland, and agricultural crops.

The Planning Department may require a more detailed tree/ vegetation survey if the site has unusual or significant vegetation, stand of trees, or woodlands.

6. **Designated Vantage Points.** Designated vantage points from which the proposed project is visible as identified by Staff and confirmed by the Applicant with latitude and longitude coordinates.

*(Typical vantage points are listed in Section 15-2.21-3 of the Park City Municipal Code)*

7. **Wetlands.** A map delineating all wetlands established by using the 1987 *Federal Manual for identifying and Delineating Jurisdictional Wetlands,* as amended. (*See Section 15-2.21-6)*.

8. **Stream Corridors, Canals & Irrigation Ditches.** A map delineating all stream corridors, canals, and irrigation ditches, defined by the Ordinary High-Water Mark.

9. **Wildlife Habitat Areas.** A map depicting all wildlife habitat areas, as defined by the wildlife habitat report shall be provided by the applicant. The wildlife habitat report shall be prepared by a professional, qualified in the areas of ecology, wildlife biology, or other relevant disciplines and describe the following:
    - **e.** The ecological and wildlife Use characterization of the Property explaining the species of wildlife using the Areas, the times or seasons the Area is used by those species, and the value, e.g. meaning feeding, watering, cover, nesting, roosting, or perching, that the Area provides for such wildlife species;
    - **f.** The existence of critical wildlife movement corridors;
    - **g.** The existence of special habitat features, including Key nesting Sites, feeding Areas, calving or production Areas, Use Areas for migrant song birds and grassland birds, fox and coyote dens, deer and elk winter concentration Areas as identified by the Utah Division of Wildlife, and Areas of high terrestrial or aquatic insect diversity.
    - **h.** Areas inhabited by or frequently utilized by any species identified by state or Federal agencies as Threatened or Endangered.
    - **i.** The general ecological functions provided by the Site and its features;
    - **j.** Potential impacts on these existing wildlife species that would result from the proposed development.

**B.** **ADDITIONAL INFORMATION AND STUDY REQUIREMENTS**. The planning department may require the Applicant to submit additional information as necessary (not presented in this document).

**C.** **SENSITIVE LANDS DETERMINATION**. The Planning Department shall review the information presented in the Sensitive Lands Analysis, as described in Section 15-2.21-3(A) and Section 15-2.21-3(B), and provide a recommendation to the Planning Commission determining and delineating all Sensitive Lands on the parcel, including Steep Slope Areas, Ridge Lines Areas, Entry Corridors, Wetlands, Stream Corridors, Irrigation Ditches, Wildland and Wildfire Interface Areas, and Critical Wildlife Movement Corridors and Habitat Areas.

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

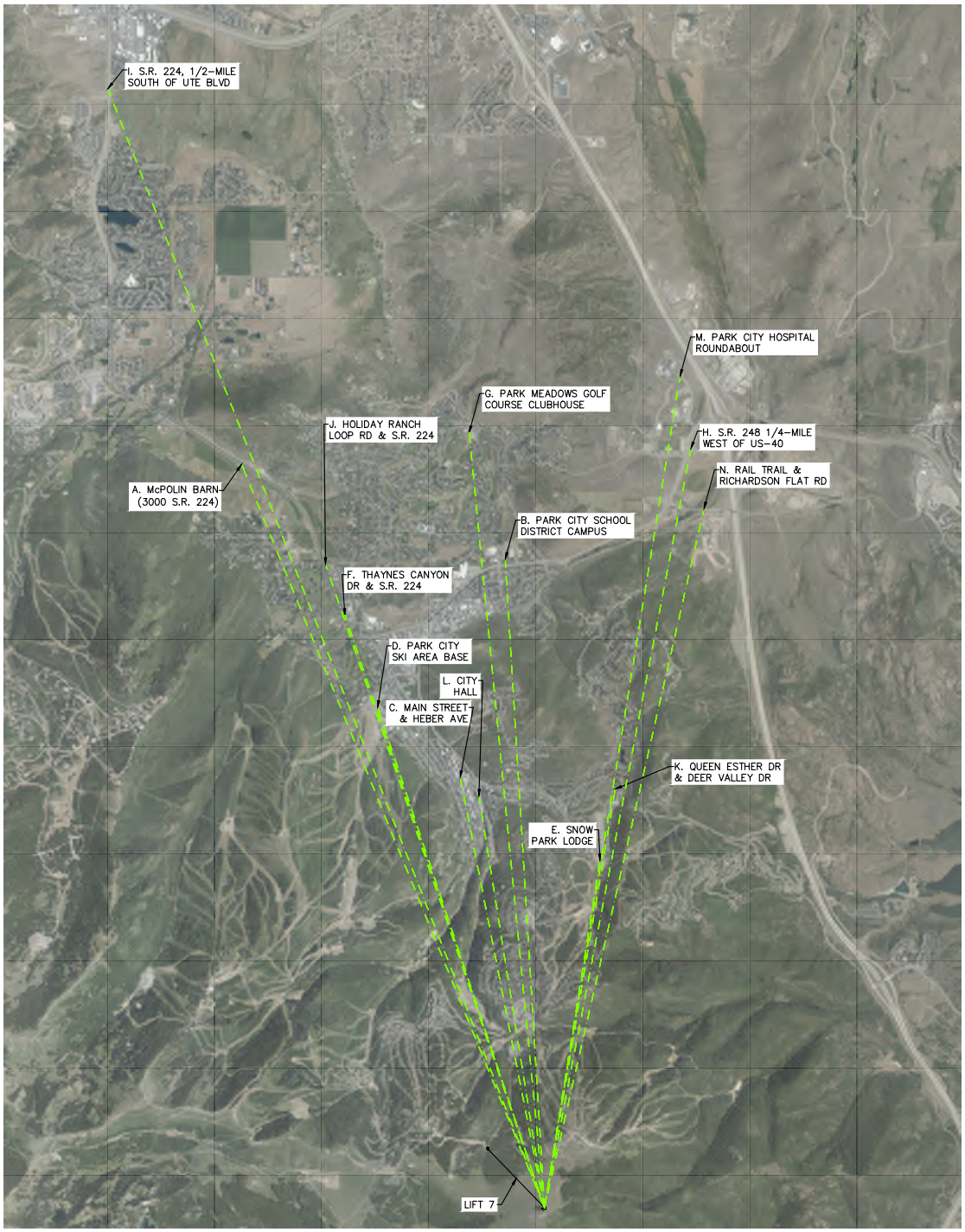



***FIGURE 1: MAP OF DESIGNATED VANTAGE POINT***

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




Vantage Point “B”: Park City School District Campus



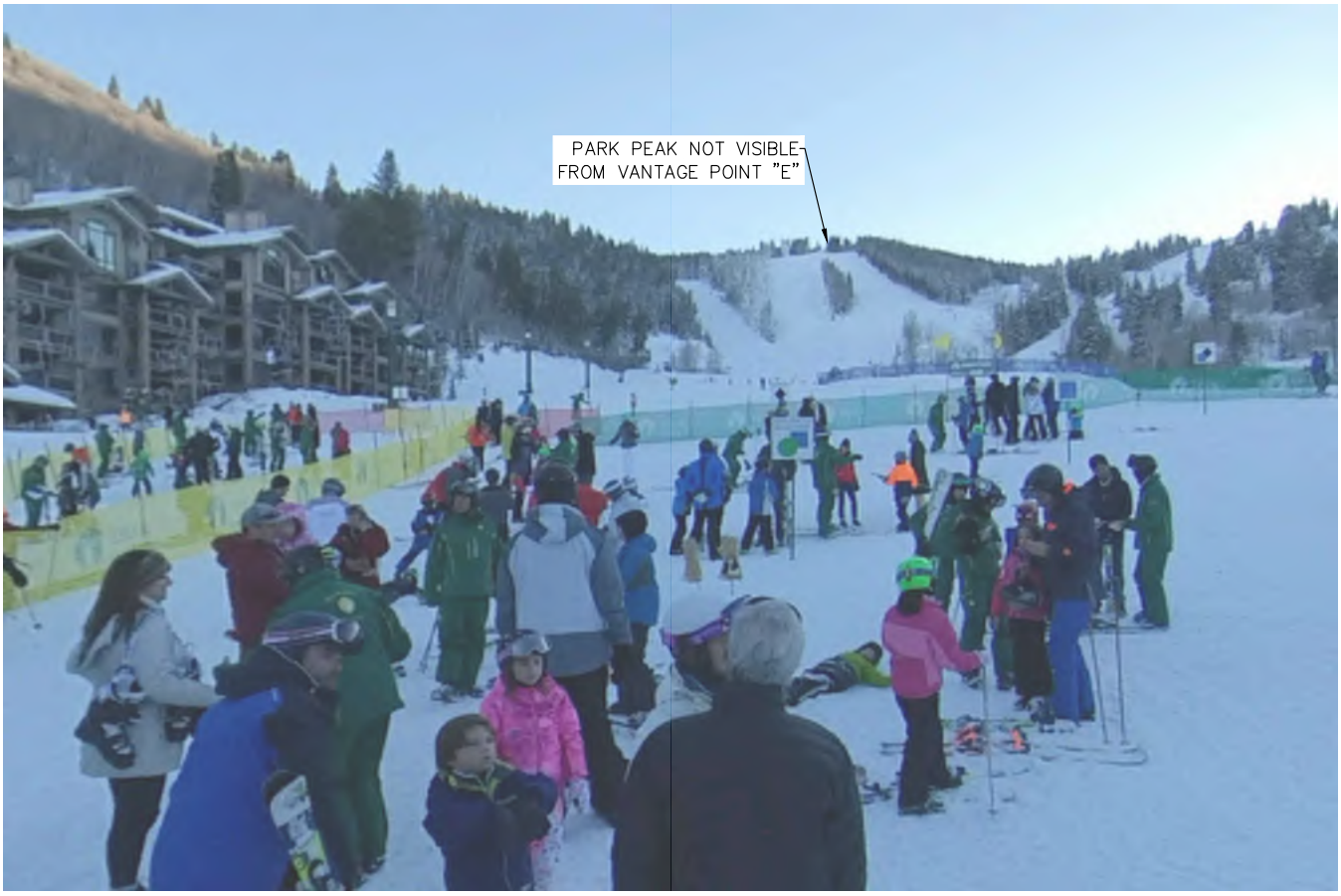
Vantage Point “C”: Intersection of Main Street and Heber Avenue




Vantage Point “D”: Park City Ski Area Base



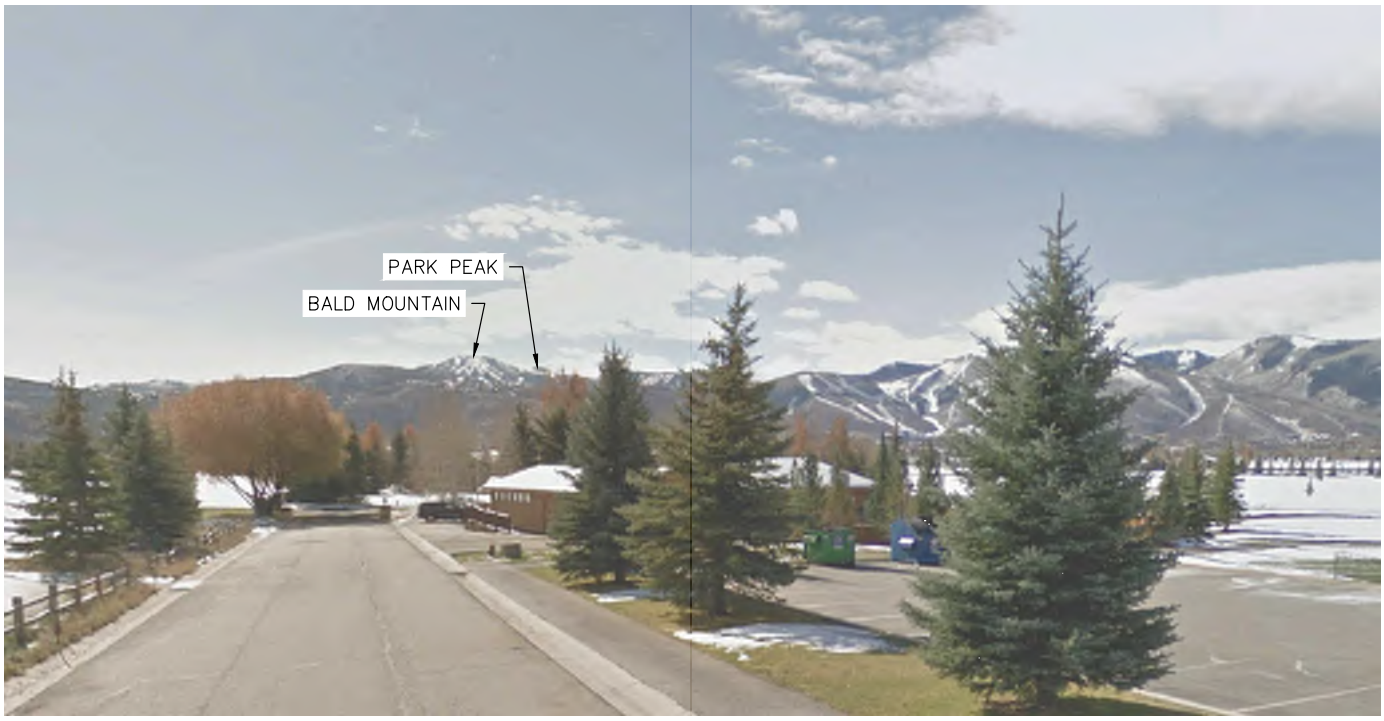
Vantage Point "E": Snow Park Lodge




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



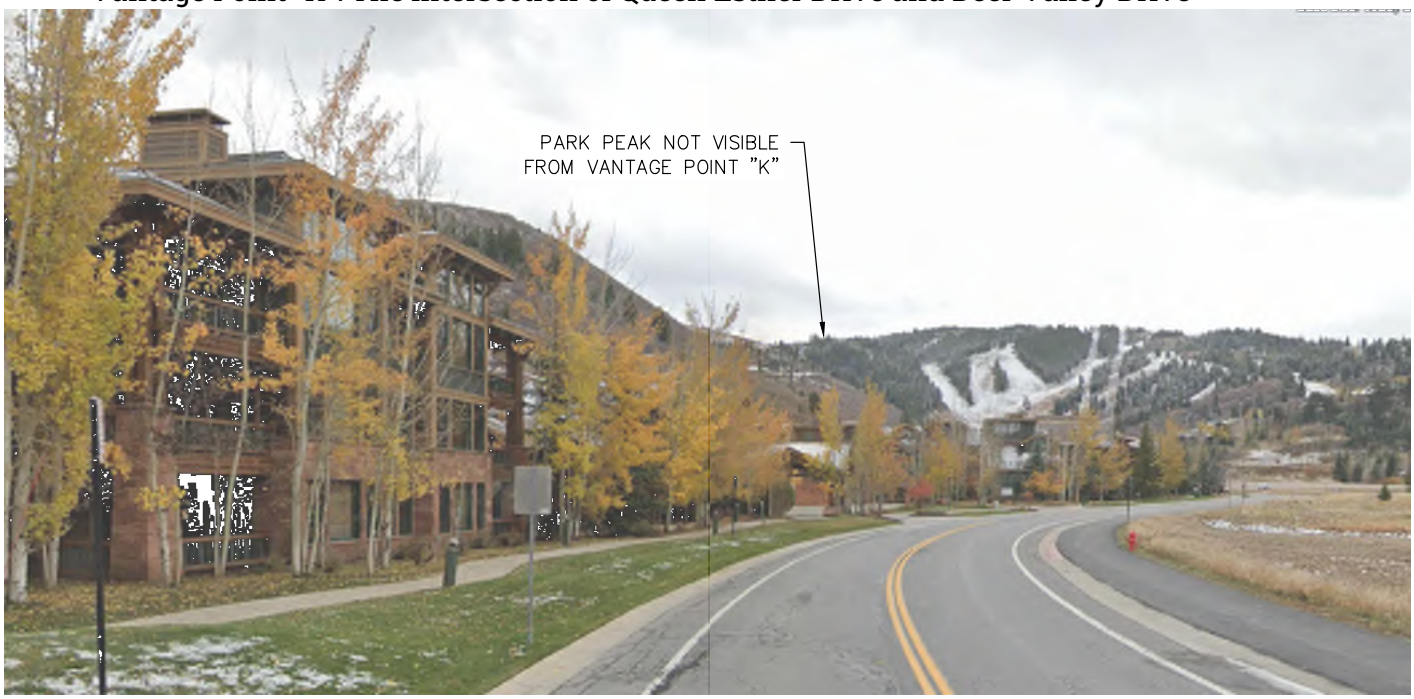
Vantage Point "I": S.R. 224, one-half mile south of the intersection with Ute Boulevard




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



## *2. SLOPE/TOPOGRAPHIC MAP*

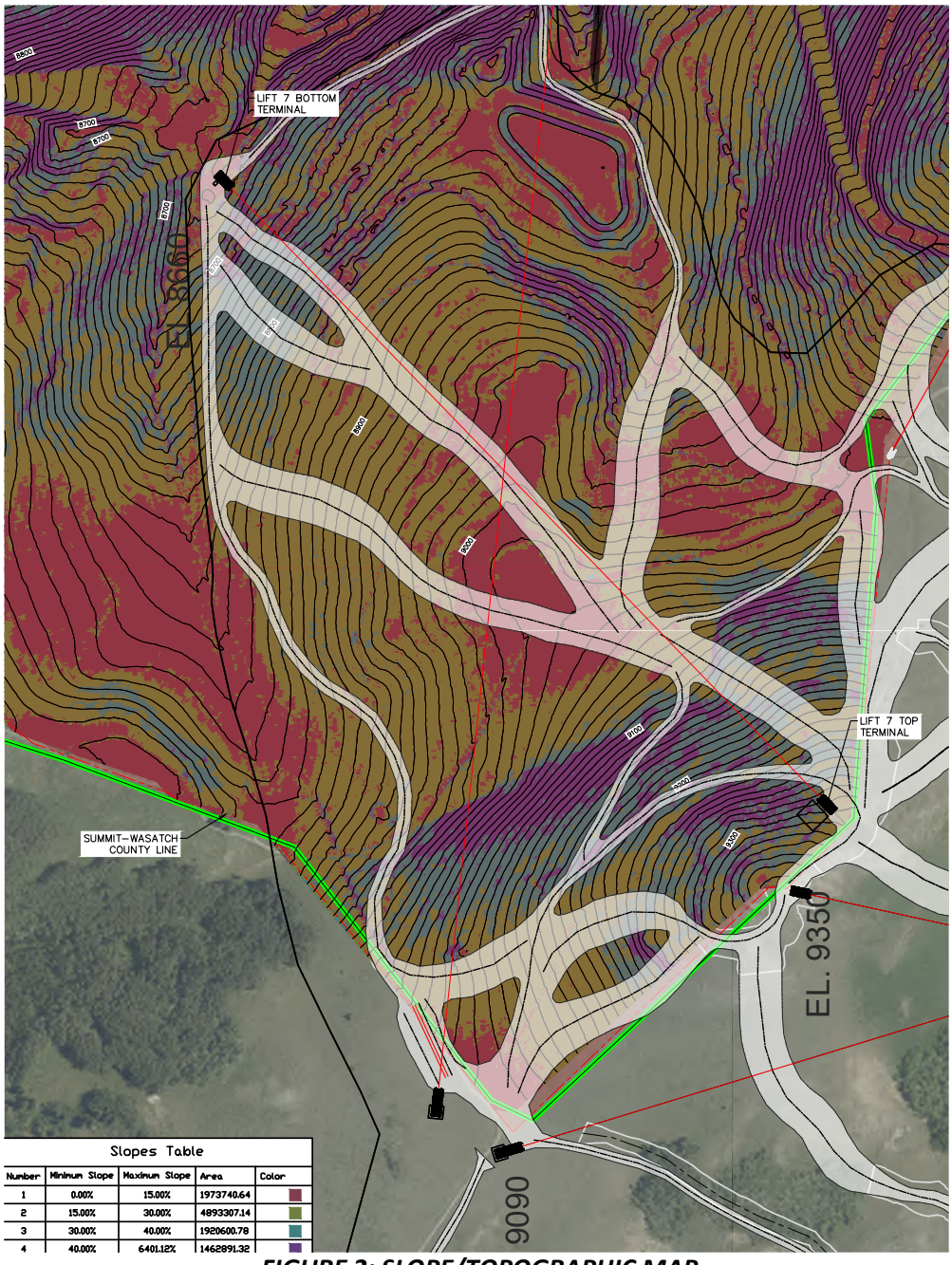



***FIGURE 2: SLOPE/TOPOGRAPHIC MAP***

A slope analysis was performed in order to better understand the area of interest's topography. The contours displayed represent every 10'.

## *3. SOIL INVESTIGATION/GEOTECHNICAL REPORT*

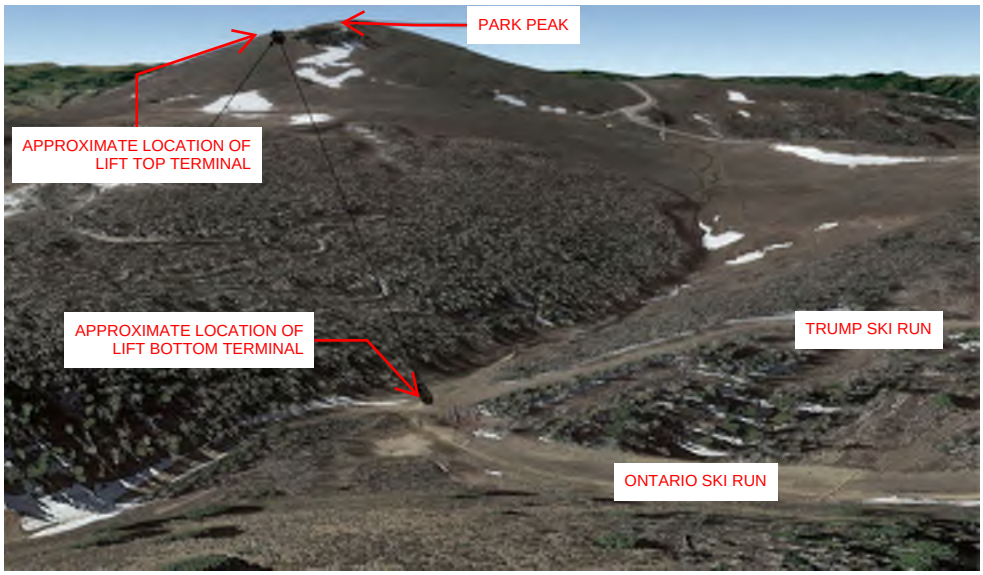
Refer to geotechnical report provided in Appendix A - “Geotechnical Report”.

## *4. RIDGE LINE AREAS*

A ridge line study was performed to understand how future development will fit into the existing topography of Park City.

***LIFT 7***

a. The bottom terminal of Lift 7 will be situated at an approximate elevation of 8660’ near the intersection of the Trump and Ontario Ski Runs at Deer Valley and will not impact on the surrounding natural ridge lines.
b. 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 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.



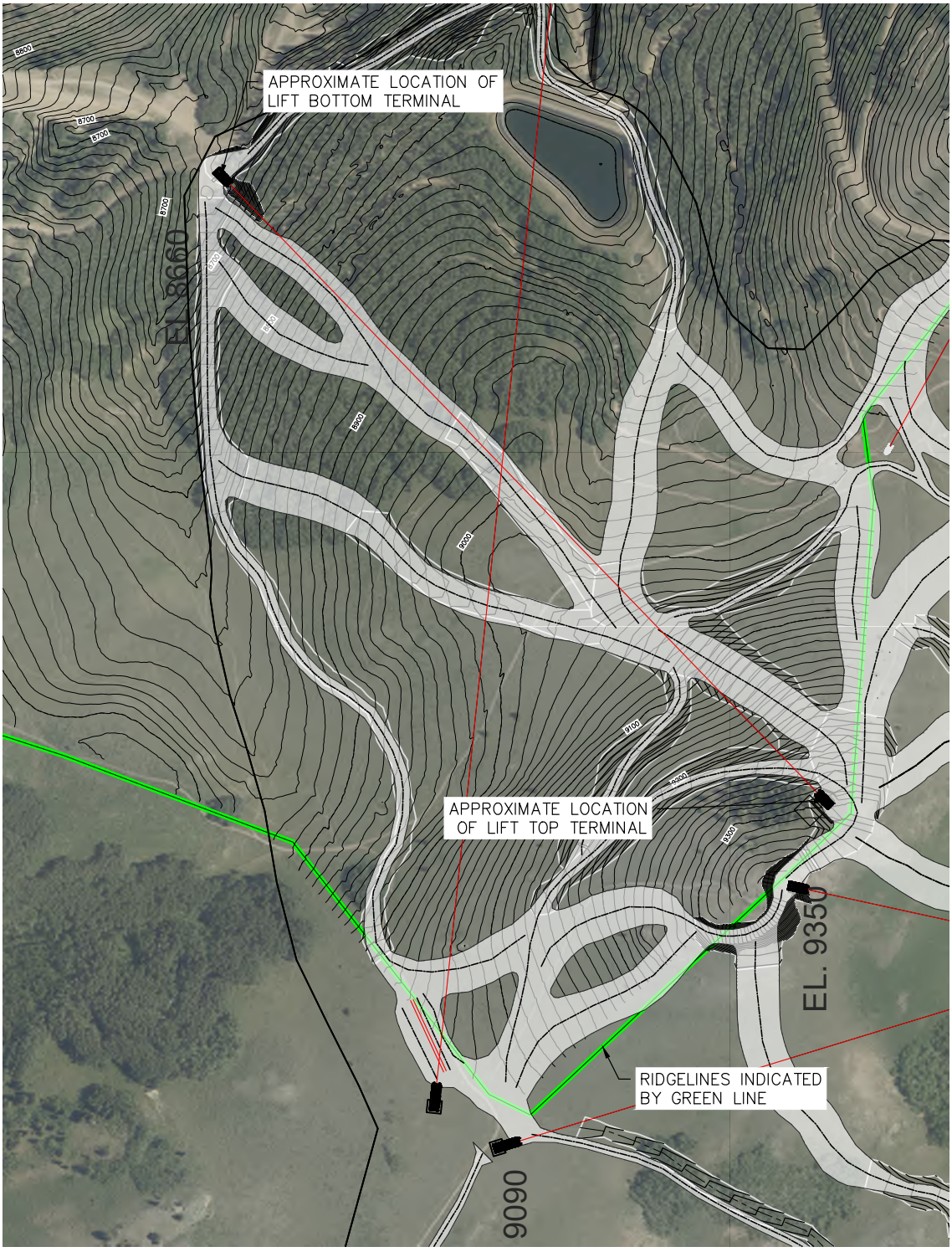



***FIGURE 3: RIDGE LINE IDENTIFICATION***

## *6. Vegetative Cover*

The area of study on the Deer Valley property falls within the Wasatch Montane Zone (Region 19d) ecoregion and zone 6A of USDA's Plant Hardiness Zone Map (PHZM) and ranges from 8660 to 9300 ft in elevation.

Expected vegetation: Douglas-fir and Spruce-fir with an understory of big sagebrush, snowberry, elderberry and mountain grasses. On some north-facing slopes, subalpine fir and Engelmann Spruce may be present.

Below is a comprehensive list of the plant make-up of this eco-region:

(For more detailed information on Eco-Region 19d, see Appendix B)

| **Dry Meadow** | **Common Name** |
|---|---|
| *Geum rossii* | Alpine Avens |
| *Carex rupestris* | Curly Sedge |
| *Carex scirpoidea* | Canadian Single-spike Sedge |
| *Carex elynoides* | Blackroot Sedge |
| *Kobresia myosuroides* | Mouse-Tail Bog Sedge |
| *Deschampsia caespitosa* | Tufted Hair Grass |

| **Shrub Thicket** | **Common Name** |
|---|---|
| *Salix planifolia* | Diamondleaf Willow |
| *Salix Glauca* | Gray Willow |
| *Salix drummondiana* | Drummonds Willow |
| *Polygonum bistortoides* | Western Bistort |
| *Quercus gambelii* | Gamble Oak |
| *Quercus turbinella* | Scrub Oak |

| **Evergreens** | **Common Name** |
|---|---|
| *Pinus ponderosa* | Ponderosa Pine |
| *Pseudotsuga menziesii* | Douglas Fir |

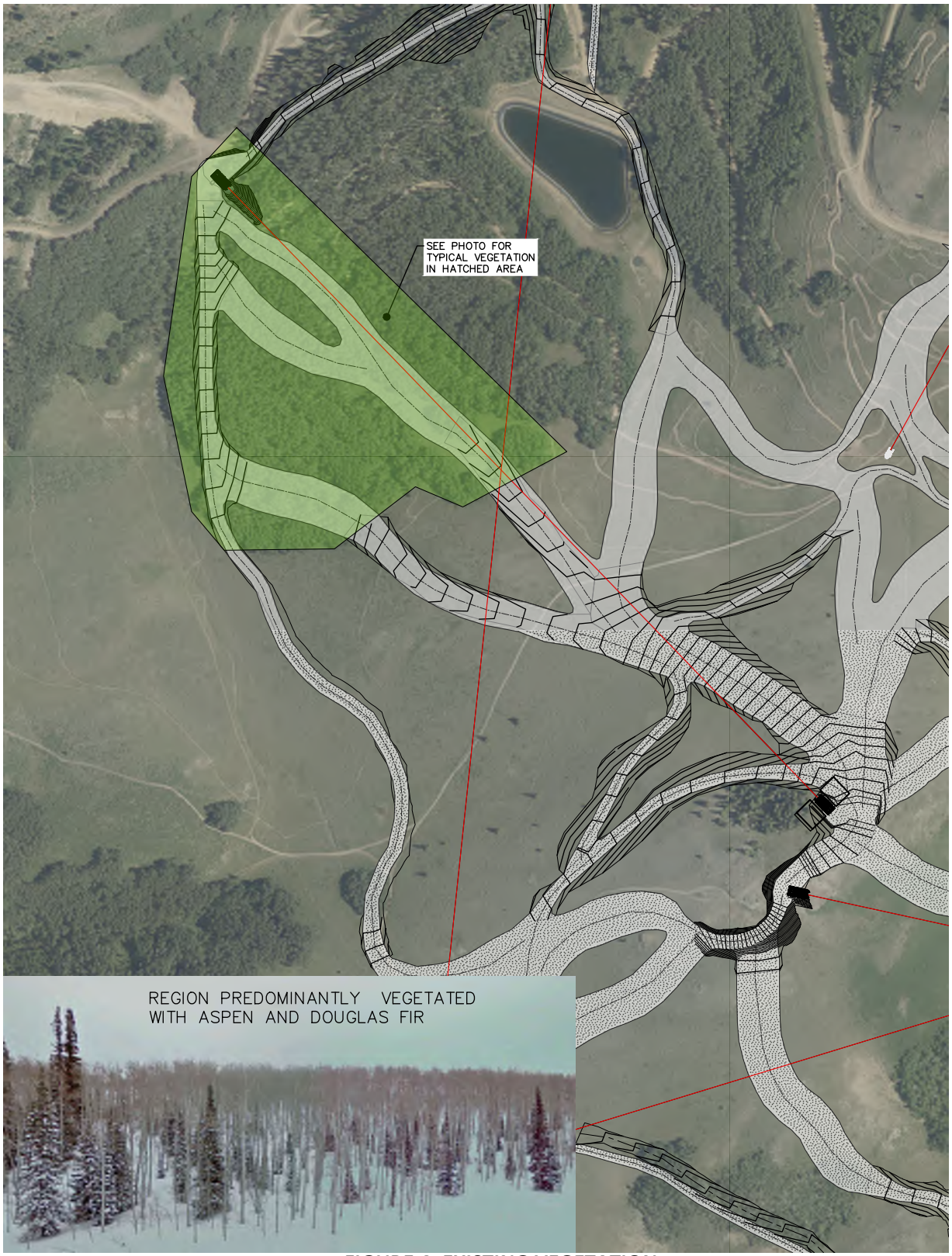
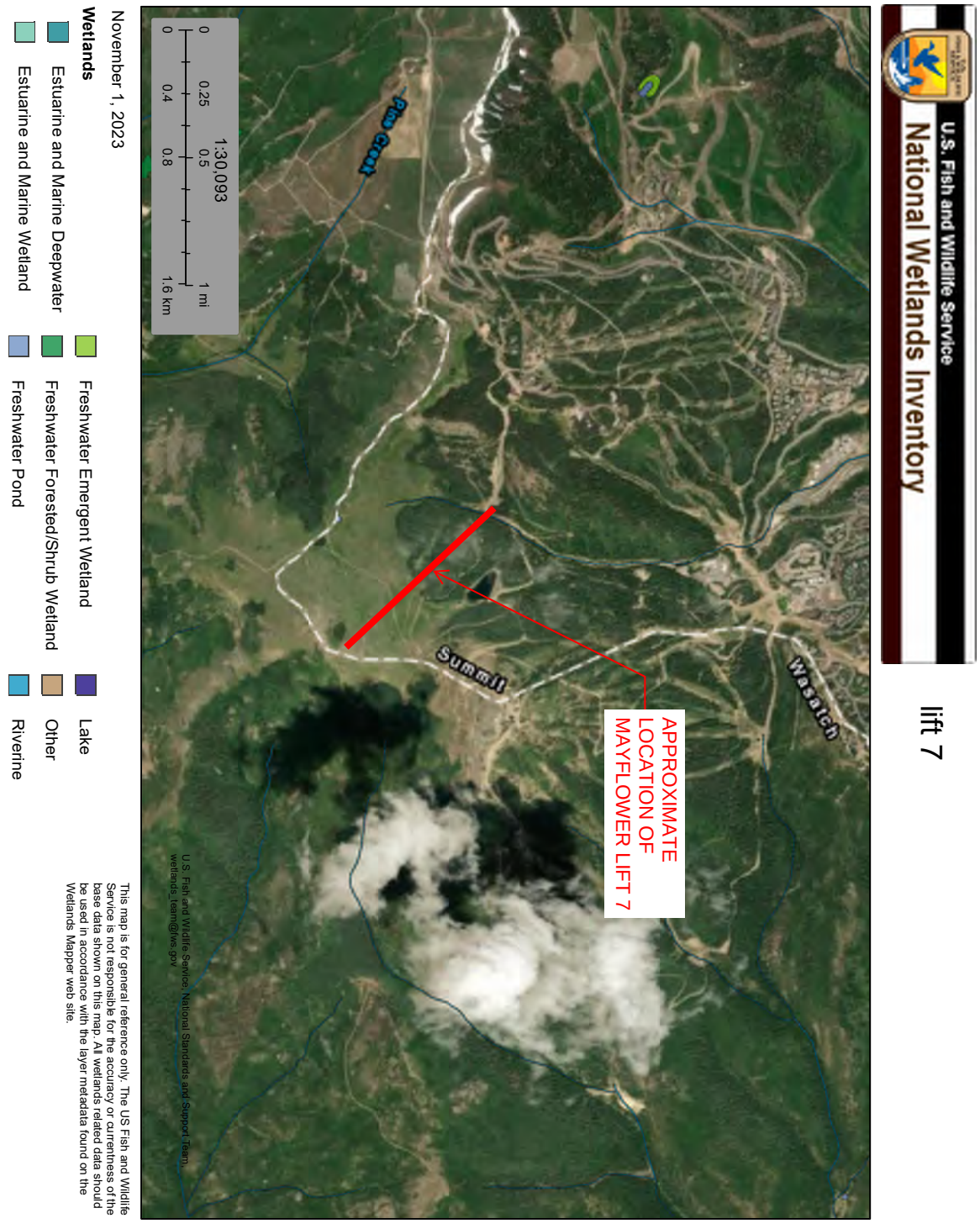



***FIGURE 4: EXISTING VEGETATION***

## *7. Wetlands*

The Utah Department of Environmental Quality data does not identify any wetlands within the subject property.



## *8. Stream Corridors, Canals & Ditches*

The Utah Department of Environmental Quality data identifies, a "Riverine Intermittent Streambed Seasonally Flooded" (R4SBC) drainage channel running through the area of the planned bottom terminal of Lift 7. This drainage channel contains surface water intermittently during spring/early summer snow runoff and drains towards Ontario Canyon. This drainage channel shall be preserved and protected outside of the project limits and for the approximately 300'-section that falls within the project limits, it will be improved through the installation of an underground culvert to protect water quality and minimize disturbance.

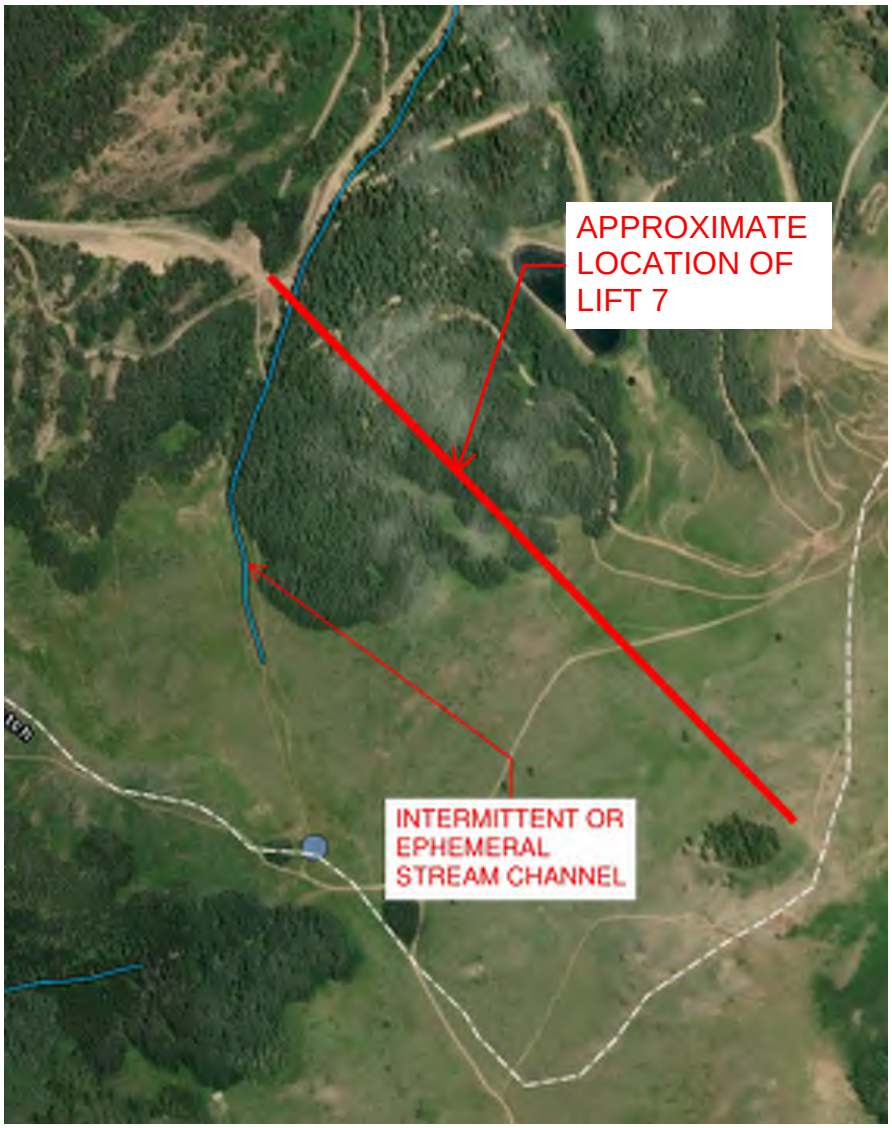
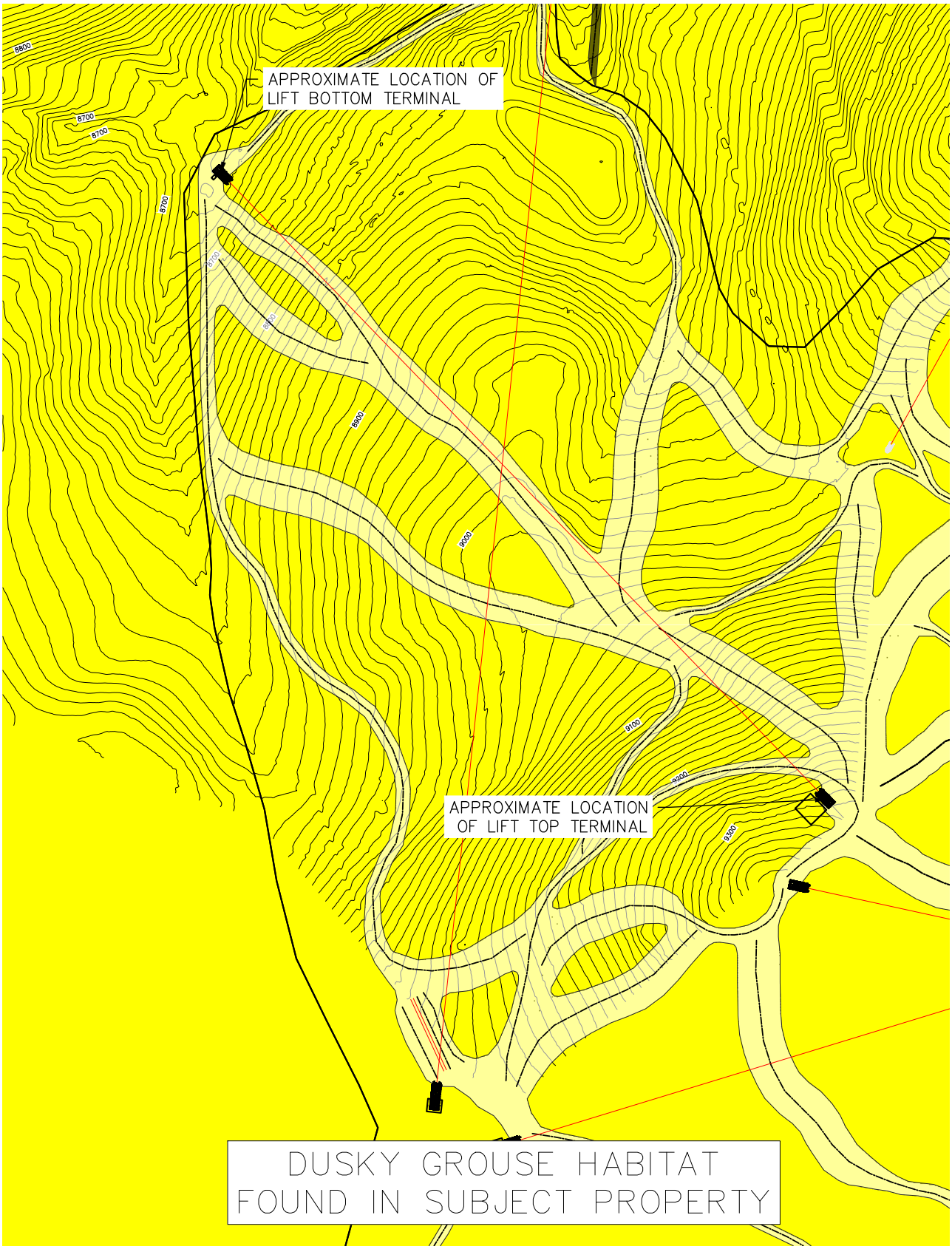



***FIGURE 5: INTERMITTENT STREAM LOCATION***

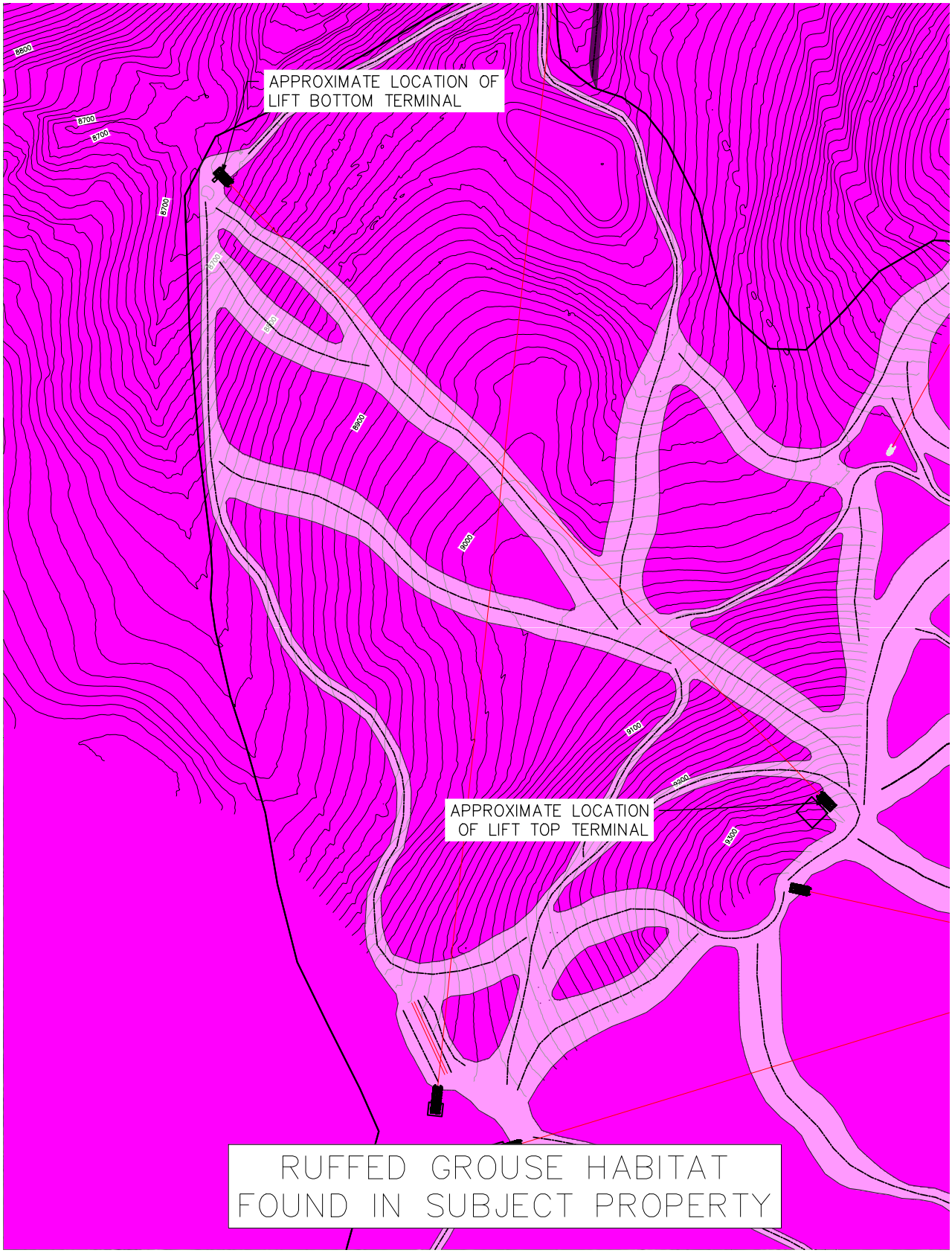
## *9. Wildlife Habitat Areas*

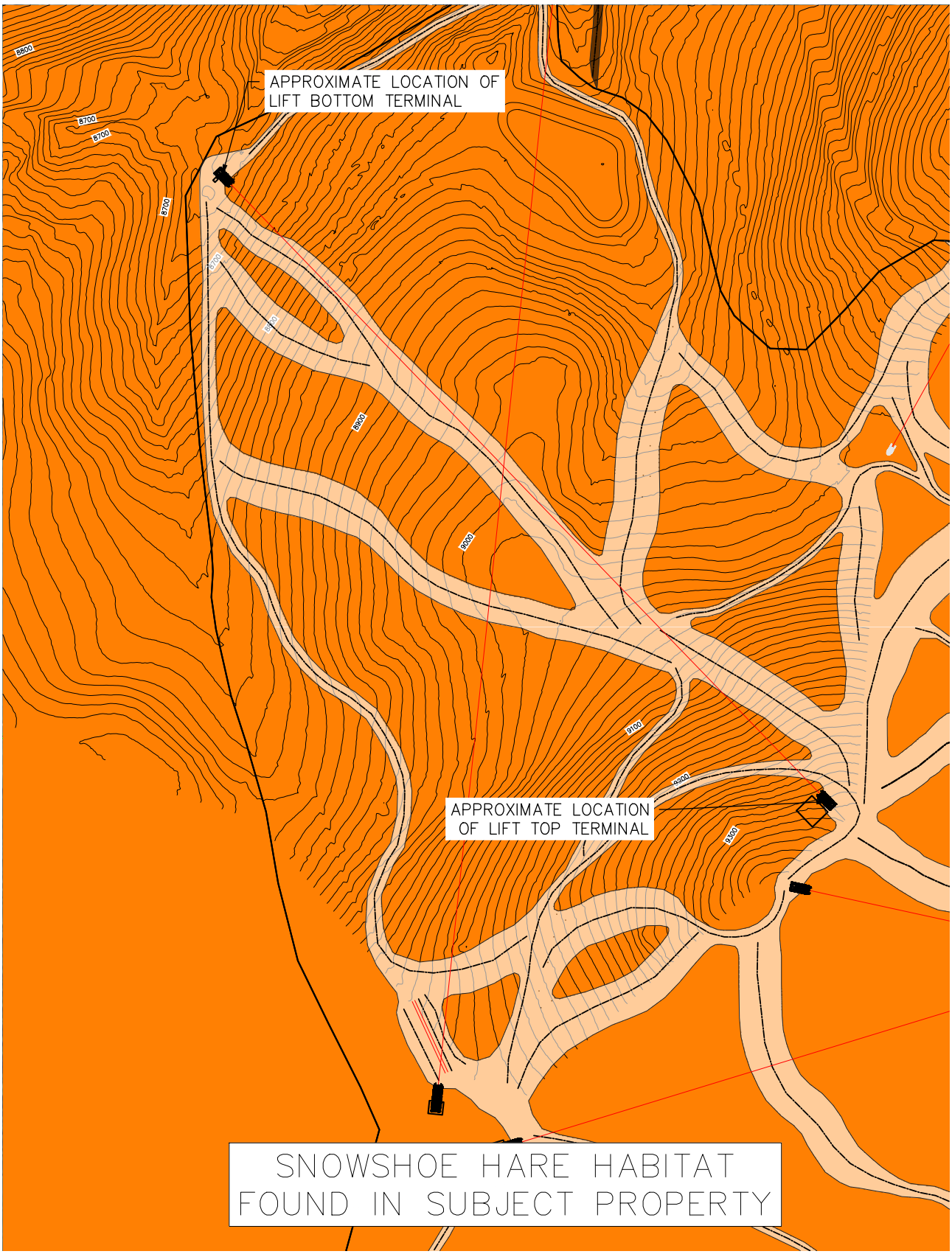
The project area is identified as a wildlife habitat by the Utah Department of Natural Resources for the following species: black bear, dusky grouse, ruffed grouse, moose, mule deer, rocky mountain elk, white-tail jackrabbit and snowshoe hare. Specified as either **crucial**- the local population depends heavily on the area for survival, as there are no available alternative habitats in the area, or **substantial-** the habitat is used by the species but is not crucial for the population's survival. Each study (**detailed in the sheets to follow)** shows the species' approximate habitat zone using the latest data uploaded by Utah's Division of Wildlife Resources. Data was collected by wildlife biologists using observations, surveys and radio/satellites. The following is a table of the wildlife directly impacting subject property:

| **Species** | **Habitat** |
|---|---|
| Black Bear | Year-Long Crucial |
| Dusky Grouse | Year-Long Crucial |
| Ruffed Grouse | Year-Long Crucial |
| Moose | Year-Long Crucial, Calving Habitat |
| Mule Deer | Summer Crucial |
| Rocky Mountain Elk | Winter Crucial |
| White-Tailed Jackrabbit | Year-Long Crucial |
| Snowshoe Hare | Year-Long Crucial |

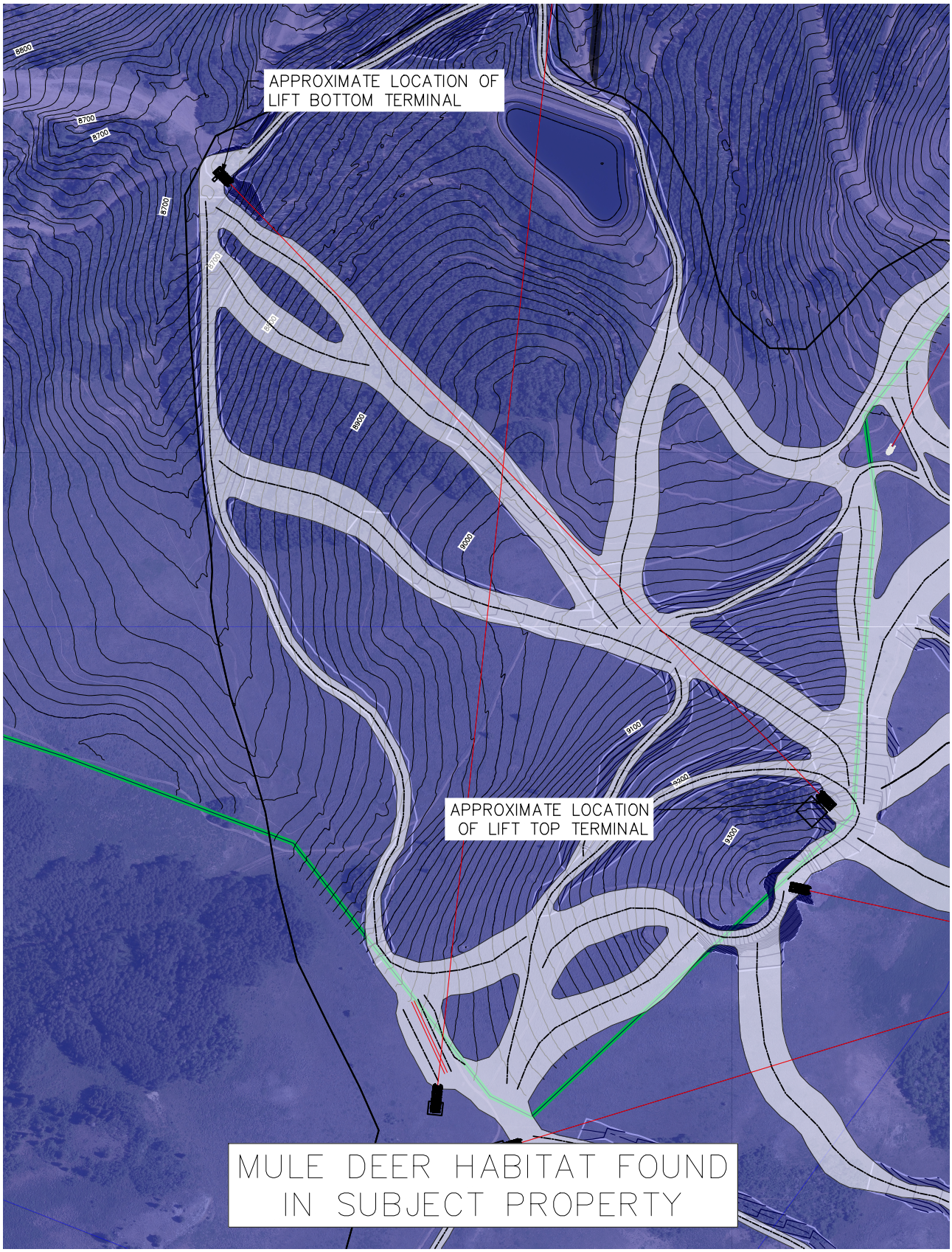

APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
DUSKY GROUSE HABITAT FOUND IN SUBJECT PROPERTY

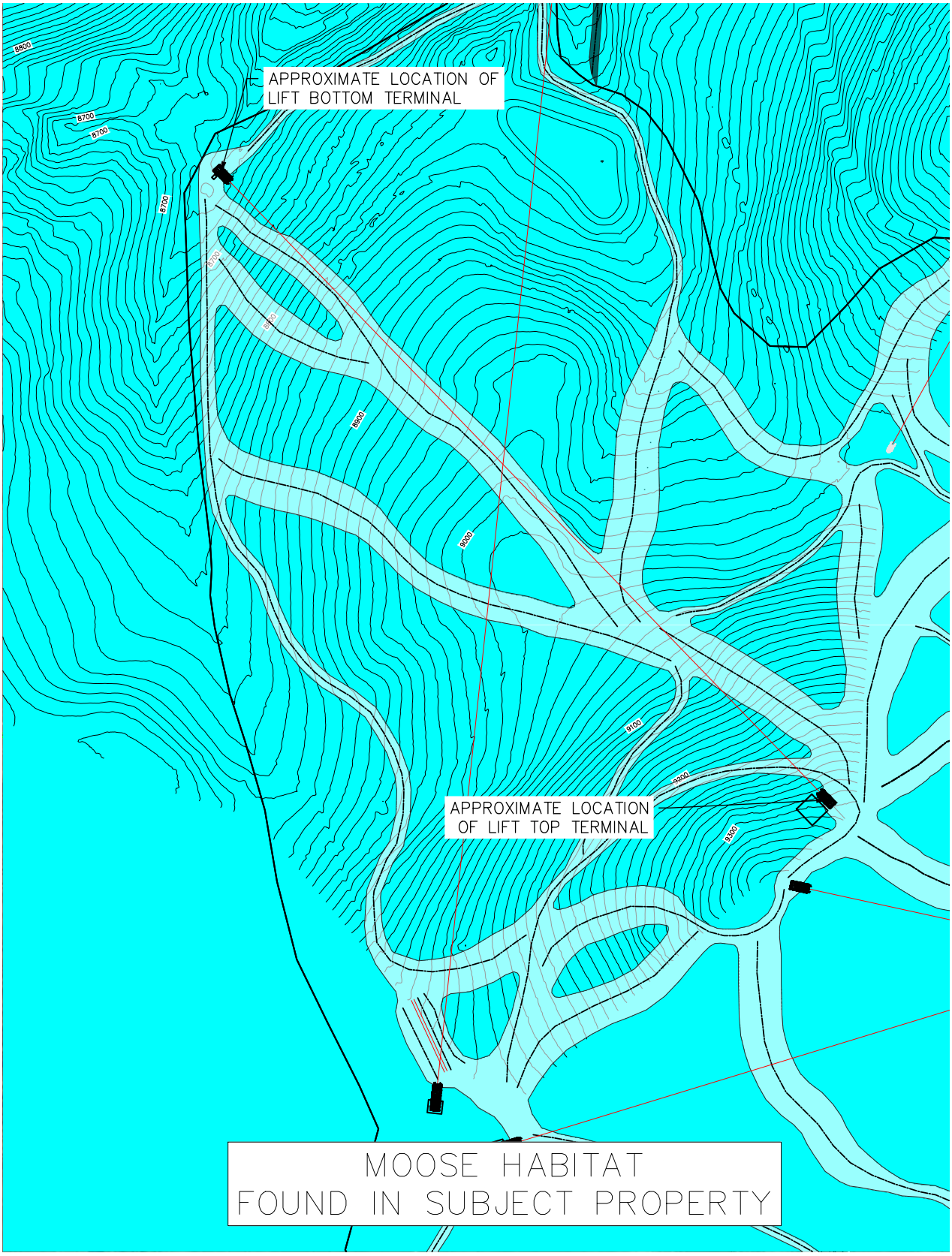

APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
BLACK BEAR HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
RUFFED GROUSE HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
SNOWSHOE HARE HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
WHITE-TAILED JACKRABBIT HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
MULE DEER HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
MOOSE HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
ELK HABITAT FOUND IN SUBJECT PROPERTY

*APPENDIX A - GEOTECHNICAL REPORT*

# *APPENDIX B - UTAH ECOREGIONS*

# Ecoregions of Utah

Ecoregions denote areas of general similarity in ecosystems and in the type, quality, and quantity of environmental resources; they are designed to serve as a spatial framework for the research, assessment, management, and monitoring of ecosystems and ecosystem components. Ecoregions are directly applicable to the immediate needs of state agencies, including the development of biological criteria and water quality standards and the establishment of management goals for nonpoint-source pollution. They are also relevant to integrated ecosystem management, an ultimate goal of most federal and state resource management agencies.

The approach used to compile this map is based on the premise that ecological regions can be identified through the analysis of the spatial patterns and the composition of biotic and abiotic phenomena that affect or reflect differences in ecosystem quality and integrity (Wiken 1986; Omernik 1987, 1995). These phenomena include geology, physiography, vegetation, climate, soils, land use, wildlife, and hydrology. The relative importance of each characteristic varies from one ecological region to another regardless of the hierarchical level. A Roman numeral hierarchical scheme has been adopted for different levels of ecological regions. Level I is the coarsest level, dividing North America into 15 ecological regions. Level II divides the continent into 52 regions (Commission for Environmental Cooperation Working Group 1997). At level III, the continental United States contains 104 ecoregions and the conterminous United States has 84 ecoregions (United States Environmental Protection Agency [USEPA] 2000). Level IV is a further subdivision of level III ecoregions. Explanations of the methods used to define the USEPA's ecoregions are given in Omernik (1995), Griffith and others (1994), and Gallant and others (1989).

Utah is made up of arid deserts and canyonlands, salt flats, wetlands, semiarid shrublands, irrigated valleys, woodlands, forested mountains, and glaciated peaks. Ecological diversity is enormous. There are 7 level III ecoregions and 37 level IV ecoregions in Utah and most continue into ecologically similar parts of adjacent states.

The level III and IV ecoregion map on this poster was compiled at a scale of 1:250,000 and depicts revisions and subdivisions of earlier level III ecoregions that were originally compiled at a smaller scale (USEPA 2000; Omernik 1987). This poster is part of a collaborative project primarily between USEPA Region VIII, USEPA National Health and Environmental Effects Research Laboratory (Corvallis, Oregon), Utah Department of Environmental Quality, Utah Division of Wildlife Resources, Utah Department of Natural Resources, United States Department of Agriculture-Forest Service (USFS), United States Department of Agriculture-Natural Resources Conservation Service (NRCS), United States Department of the Interior-Bureau of Land Management (BLM), and United States Department of the Interior-Geological Survey (USGS)-Earth Resources Observation Systems (EROS) Data Center.

The project is associated with an interagency effort to develop a common framework of ecological regions. Reaching that objective requires recognition of the differences in the conceptual approaches and mapping methodologies applied to develop the most common ecoregion-type frameworks, including those developed by the USFS (Bailey and others, 1994), the USEPA (Omernik 1987, 1995), and the NRCS (U.S. Department of Agriculture-Soil Conservation Service, 1981). As each of these frameworks is further refined, their differences are becoming less discernible. Regional collaborative projects such as this one in Utah, where agreement has been reached among multiple resource management agencies, is a step toward attaining consensus and consistency in ecoregion frameworks for the entire nation.


Literature Cited:

Bailey, R.G., Avers, P.E., King, T., and McNab, W.H., eds., 1994, Ecoregions and subregions of the United States (map) (supplementary table of map unit descriptions compiled and edited by McNab, W.H. and Bailey, R.G.): Washington, D.C., U.S. Department of Agriculture-Forest Service, scale 1:7,500,000.

Commission for Environmental Cooperation Working Group, 1997, Ecological regions of North America - toward a common perspective: Montreal, Quebec, Commission for Environmental Cooperation, 71 p.

Gallant, A.L., Whittier, T.R., Larsen, D.P., Omernik, J.M., and Hughes, R.M., 1989, Regionalization as a tool for managing environmental resources: Corvallis, Oregon, U.S. Environmental Protection Agency, EPA/600/3-89/060, 152 p.

Griffith, G.E., Omernik, J.M., Wilton, T.F., and Pierson, S.M., 1994, Ecoregions and subregions of Iowa - a framework for water quality assessment and management: The Journal of the Iowa Academy of Science, v. 101, no. 1, p. 5-13.

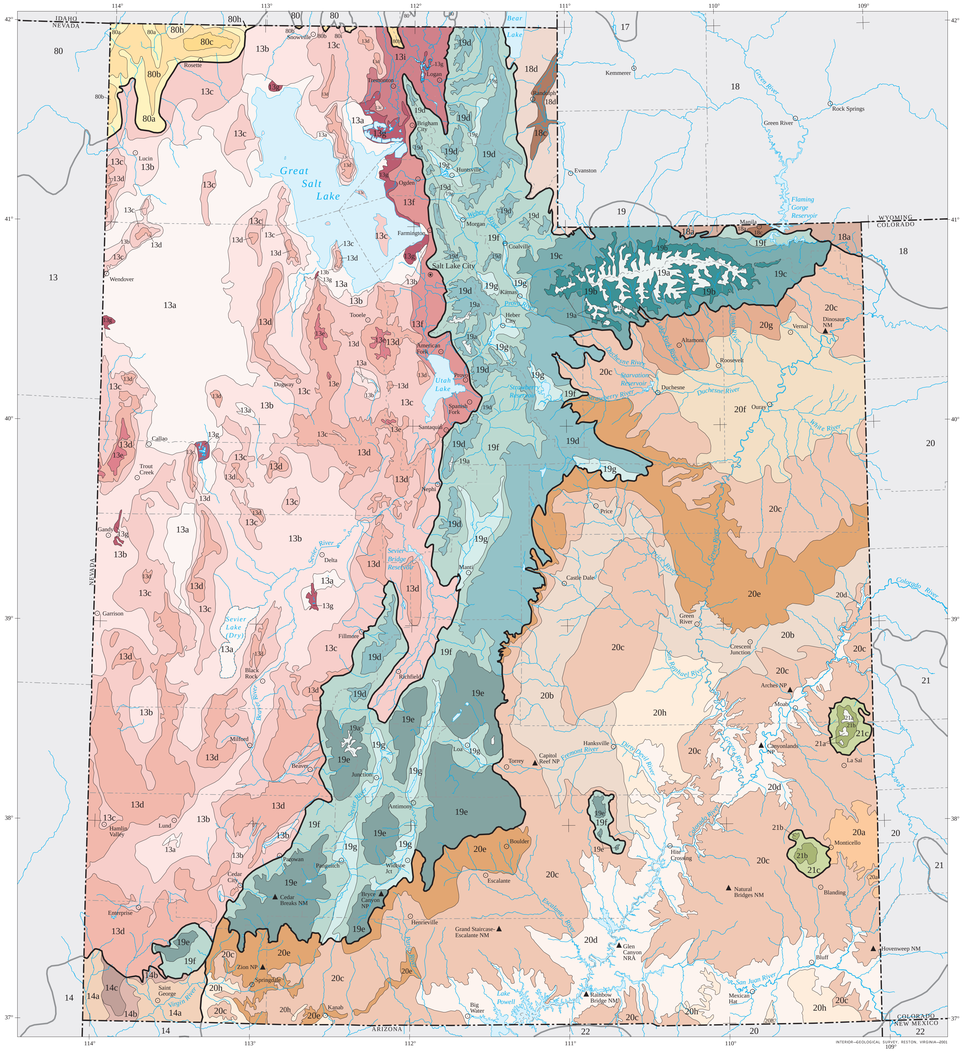
Omernik, J.M., 1987, Ecoregions of the conterminous United States (map supplement): Annals of the Association of American Geographers, v. 77, no. 1, p. 118-125, scale 1:7,500,000.

Omernik, J.M., 1995, Ecoregions - a framework for environmental management, *in* Davis, W.S. and Simon, T.P., eds., Biological assessment and criteria-tools for water resource planning and decision making: Boca Raton, Florida, Lewis Publishers, p. 49-62.

U.S. Department of Agriculture-Soil Conservation Service, 1981, Land resource regions and major land resource areas of the United States: Agriculture Handbook 296, 156 p.

U.S. Environmental Protection Agency, 2000, Level III ecoregions of the continental United States (revision of Omernik, 1987): Corvallis, Oregon, U.S. Environmental Protection Agency-National Health and Environmental Effects Research Laboratory, Map M-1, various scales.

Wiken, E., 1986, Terrestrial ecozones of Canada: Ottawa, Environment Canada, Ecological Land Classification Series no. 19, 26 p.



IDAHO
NEVADA
WYOMING
COLORADO
ARIZONA
NEW MEXICO
Great Salt Lake
Salt Lake City
Bear Lake
Flaming Gorge Reservoir
Green River
Rock Springs
Evanston
Kemmerer
Logan
Brigham City
Tremonton
Rosette
Oakley
Hurricane
Zion NP
Springdale
Kanab
Escalante
Boulder
Torrey
Capitol Reef NP
Hanksville
Canyonlands NP
La Sal
Monticello
Blanding
Natural Bridges NM
Arches NP
Moab
Castle Dale
Price
Helper
Green River
Cisco
Junction
Grand Staircase-Escalante NM
Glen Canyon NRA
Rainbow Bridge NM
Lake Powell
Page
Big Water
Navajo Mountain
Hovenweep NM
Bluff
Mexican Hat
San Juan River
Colorado River
Green River
Duchesne River
Price River
Virgin River
Sevier River
Sevier Lake (Dry)
Escalante River
Kaiparowits Plateau
Wasatch Plateau
Book Cliffs
Roan Plateau
Uinta Mountains
Henry Mountains
Tavaputs Plateau
Dinosaur NM
Vernal
Roosevelt
Duchesne
Myton
Manila
Farmington
Centerville
Morgan
Tooele
Wendover
Lucin
Snowville
Malad City
Oakley
Rosette
Hurricane
Cedar Breaks NM
Bryce Canyon NP
Panguitch
Antimony
Junction
Fillmore
Delta
Milford
Beaver
Garrison
Callao
Gandy
Trout Creek
Deep Creek Mts
Goshen
Santaquin
Spanish Fork
Provo
Orem
Lehi
Saratoga Springs
Tooele
Grantsville
Stansbury Park
Magna
Kearns
West Jordan
Sandy
Draper
Riverton
Herriman
Bluffdale
Alpine
American Fork
Lindon
Pleasant Grove
Lehi
Eagle Mountain
Saratoga Springs
Utah Lake
Jordan River
Great Salt Lake
Antelope Island
Farmington Bay
Bear River Bay
Bear River Refuge
Salt Creek Refuge
Locomotive Springs Refuge
Ogden
Brigham City
Tremonton
Snowville
Malad City
Oakley
Rosette
Lucin
Wendover

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

Refer to originally-submitted Lift 7 Sensitive Land Overlay report, which illustrates that this small connector trail is not visible from any of the designated vantage points listed by the Park City Municipal Code.

## *2. SLOPE/TOPOGRAPHIC MAP*

Refer to Figure 1 for slope map depicting the area of concern.

## *3. SOIL INVESTIGATION/GEOTECHNICAL REPORT*

Refer to geotechnical report provided in Appendix A - "Geotechnical Report".

## *4. RIDGELINE AREAS*

A ridgeline study was performed to understand how future development will fit into the existing topography of Park City.

A ridgeline exists that closely follows the existing Birdseye ski run as shown in Figure 2. The proposed connector trail of concern to this report is therefore below the ridgeline and out of the direct field of view from major vantage points as detailed in the visual assessment section.

## 6. Vegetative Cover

The area of study on the Deer Valley property falls within the Wasatch Montane Zone (Region 19d) ecoregion and zone 6A of USDA's Plant Hardiness Zone Map (PHZM) and ranges from 8450 to 9000 ft in elevation.

Expected vegetation: Douglas-fir and Spruce-fir with an understory of big sagebrush, snowberry, elderberry and mountain grasses. On some north-facing slopes, subalpine fir and Engelmann Spruce may be present.

Below is a comprehensive list of the plant make-up of this eco-region:

(For more detailed information on Eco-Region 19d, see Appendix B)

| **Dry Meadow** | **Common Name** |
|---|---|
| *Geum rossii* | Alpine Avens |
| *Carex rupestris* | Curly Sedge |
| *Carex scirpoidea* | Canadian Single-spike Sedge |
| *Carex elynoides* | Blackroot Sedge |
| *Kobresia myosuroides* | Mouse-Tail Bog Sedge |
| *Deschampsia caespitosa* | Tufted Hair Grass |

| **Shrub Thicket** | **Common Name** |
|---|---|
| *Salix planifolia* | Diamondleaf Willow |
| *Salix Glauca* | Gray Willow |
| *Salix drummondiana* | Drummonds Willow |
| *Polygonum bistortoides* | Western Bistort |
| *Quercus gambelii* | Gamble Oak |
| *Quercus turbinella* | Scrub Oak |

| **Evergreens** | **Common Name** |
|---|---|
| *Pinus ponderosa* | Ponderosa Pine |
| *Pseudotsuga menziesii* | Douglas Fir |

## 7. Wetlands

The Utah Department of Environmental Quality data does not identify any wetlands around the proposed connector trail. Refer to originally-submitted Lift 7 Sensitive Land Overlay report for National Wetlands Inventory map.

## *8. Stream Corridors, Canals & Ditches*

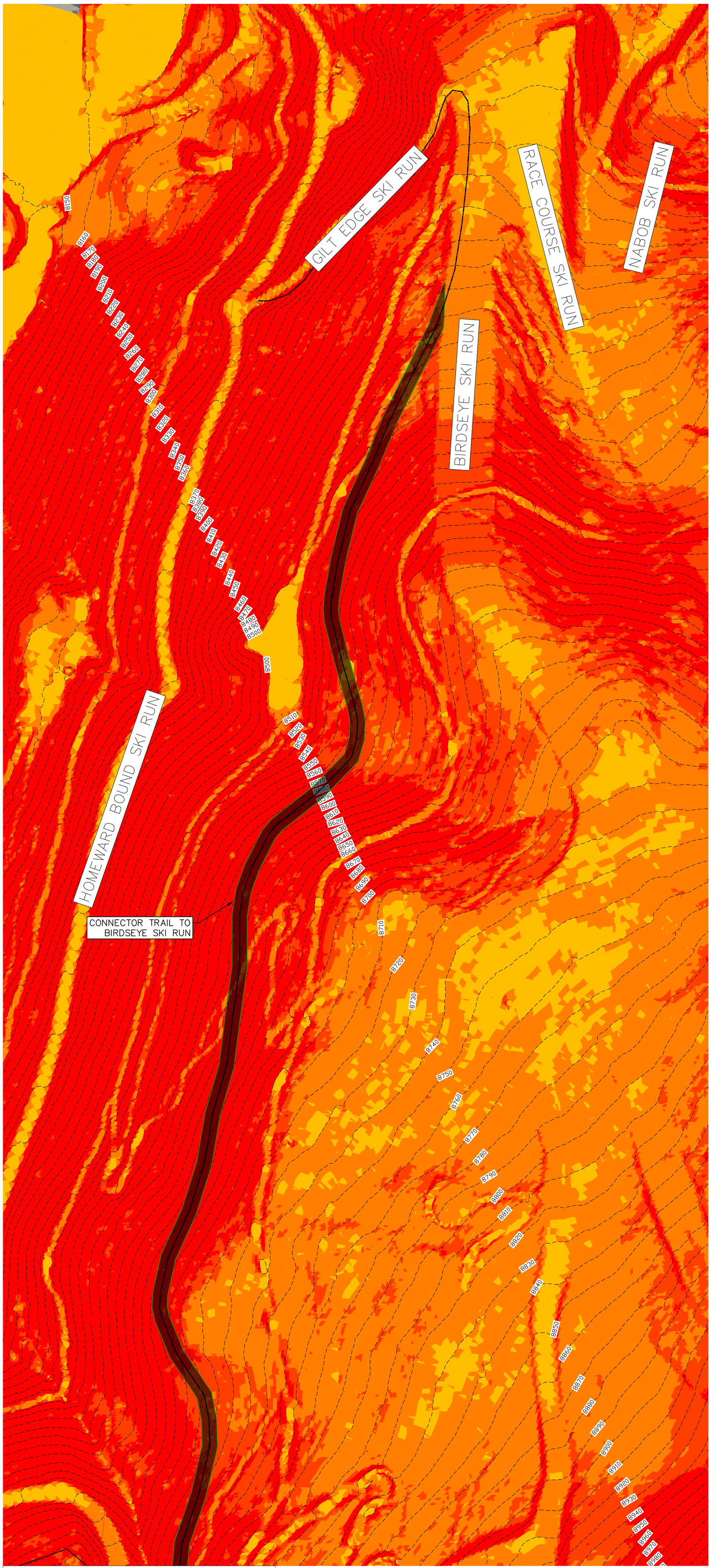
The Utah Department of Environmental Quality data does not identify any of the following: stream corridors, canals, ditches along the proposed connector trail studied by this report. Refer to originally-submitted Lift 7 Sensitive Land Overlay report for Stream Corridor map.

## *9. Wildlife Habitat Areas*

The project area is identified as a wildlife habitat by the Utah Department of Natural Resources for the following species: black bear, dusky grouse, ruffed grouse, moose, mule deer, rocky mountain elk, white-tail jackrabbit and snowshoe hare. Specified as either **crucial**- the local population depends heavily on the area for survival, as there are no available alternative habitats in the area, or **substantial-** the habitat is used by the species but is not crucial for the population's survival. Each study (**detailed in the sheets to follow)** shows the species' approximate habitat zone using the latest data uploaded by Utah's Division of Wildlife Resources. Data was collected by wildlife biologists using observations, surveys and radio/satellites. The following is a table of the wildlife directly impacting subject property:

| **Species** | **Habitat** |
|---|---|
| Black Bear | Year-Long Crucial |
| Dusky Grouse | Year-Long Crucial |
| Ruffed Grouse | Year-Long Crucial |
| Moose | Year-Long Crucial, Calving Habitat |
| Mule Deer | Summer Crucial |
| Rocky Mountain Elk | Winter Crucial |
| White-Tailed Jackrabbit | Year-Long Crucial |
| Snowshoe Hare | Year-Long Crucial |

**SEE FIGURES 3-10 FOR MAPS OF WILDLIFE HABITATS.**




| Slopes Table | | | |
|---|---|---|---|
| Number | Minimum Slope | Maximum Slope | Color |
| 1 | 0.00% | 15.00% | |
| 2 | 15.00% | 30.00% | |
| 3 | 30.00% | 40.00% | |
| 4 | 40.00% | 2980.69% | |

**FIGURE 1: SLOPE/TOPOGRAPHIC MAP**

**A slope analysis was performed in order to better understand the area of interest's topography. The contours displayed represent every 10'.**

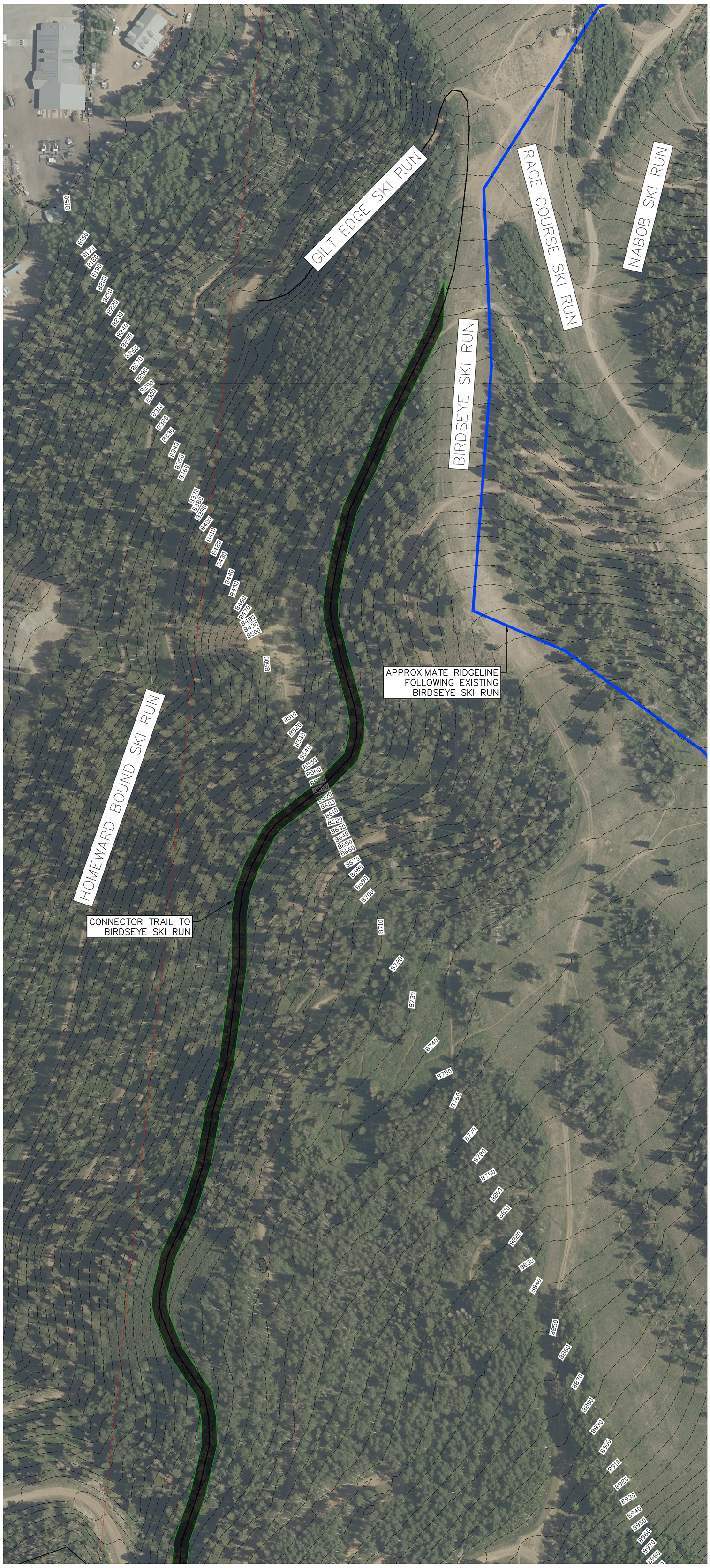



**FIGURE 2: RIDGELINE IDENTIFICATION**
**The proposed connector trail of concern to this report is therefore below the ridgeline and out of the direct field of view from major vantage points as detailed in the visual assessment section.**



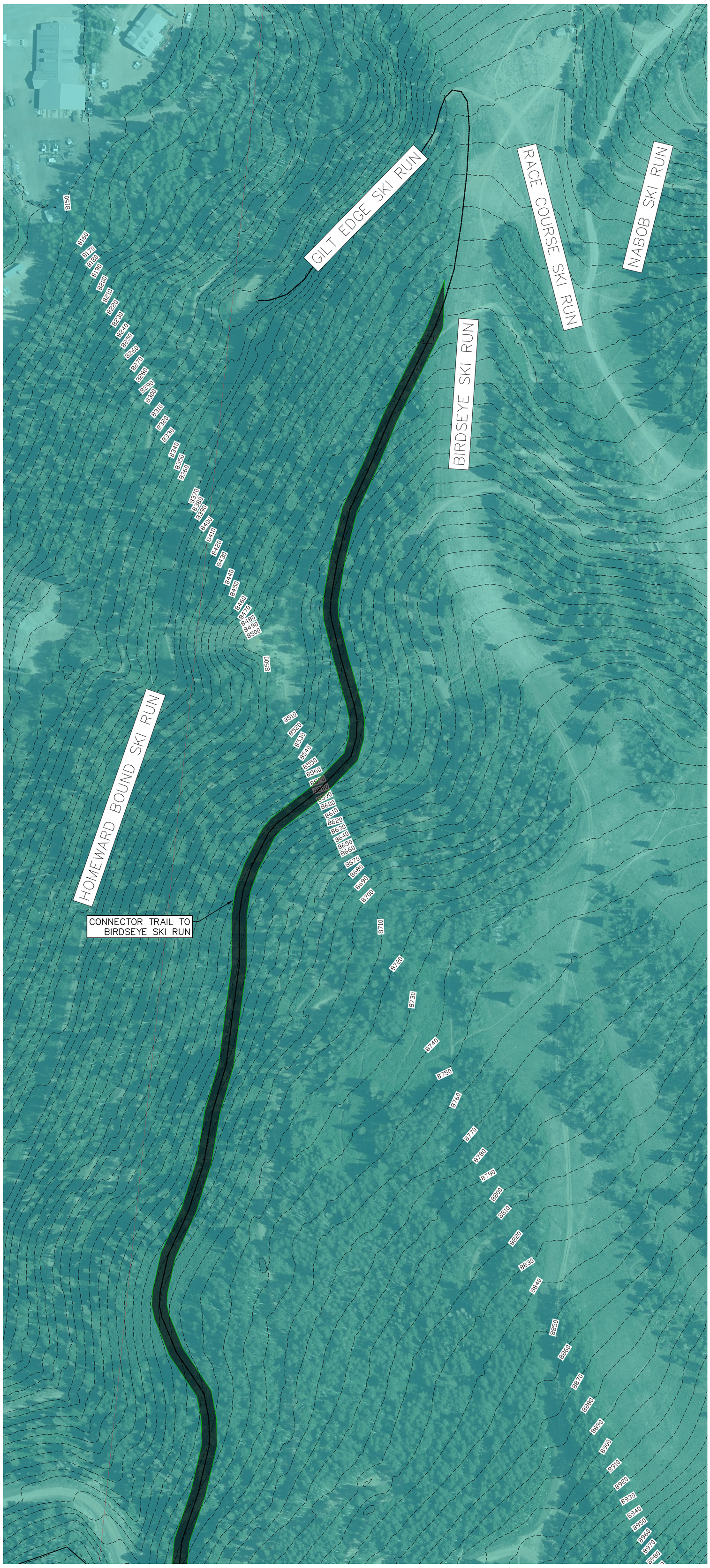

BLACK BEAR HABITAT
FOUND IN SUBJECT PROPERTY



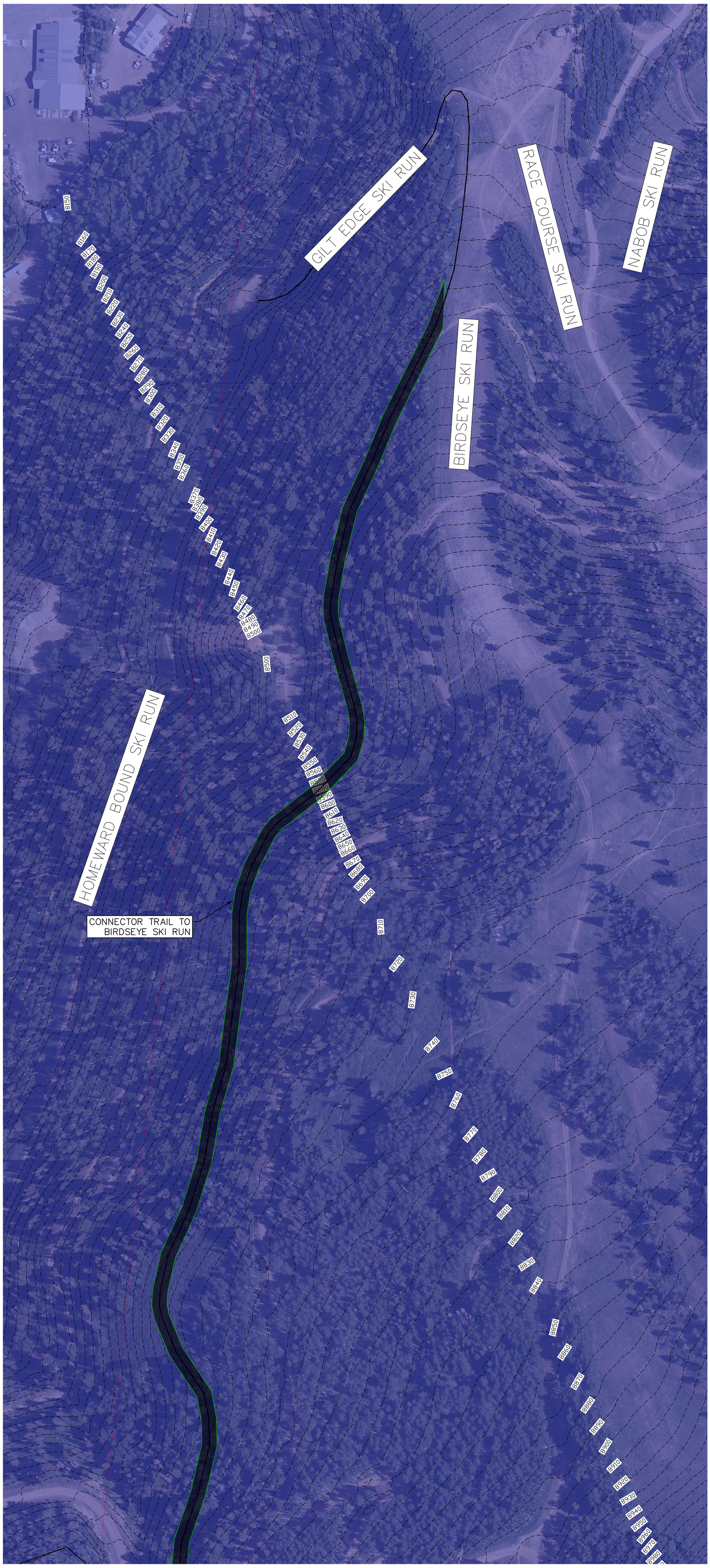

DUSKY GROUSE HABITAT
FOUND IN SUBJECT PROPERTY



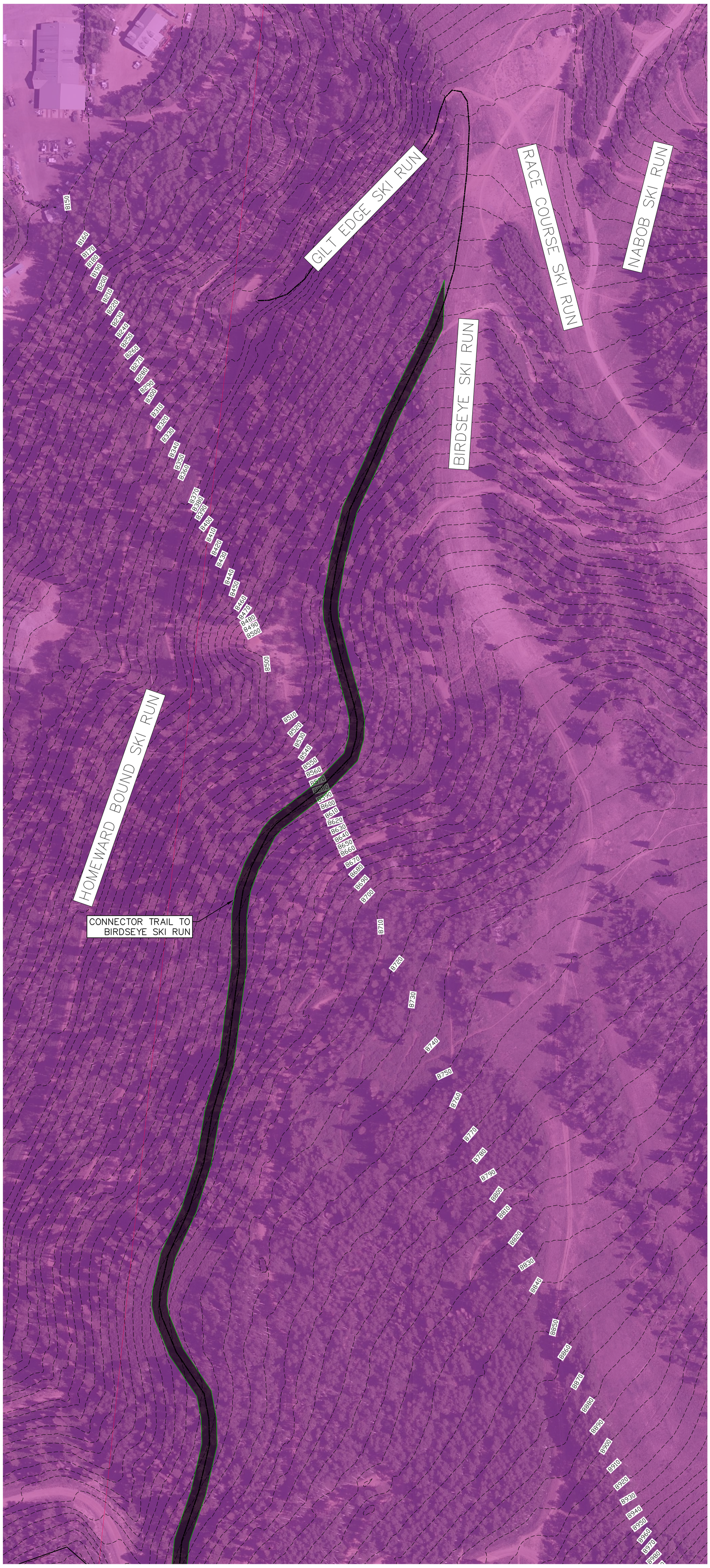

ELK HABITAT
FOUND IN SUBJECT PROPERTY




MOOSE HABITAT
FOUND IN SUBJECT PROPERTY




MULE DEER HABITAT
FOUND IN SUBJECT PROPERTY




RUFFED GROUSE HABITAT
FOUND IN SUBJECT PROPERTY




SNOWSHOE HARE HABITAT
FOUND IN SUBJECT PROPERTY

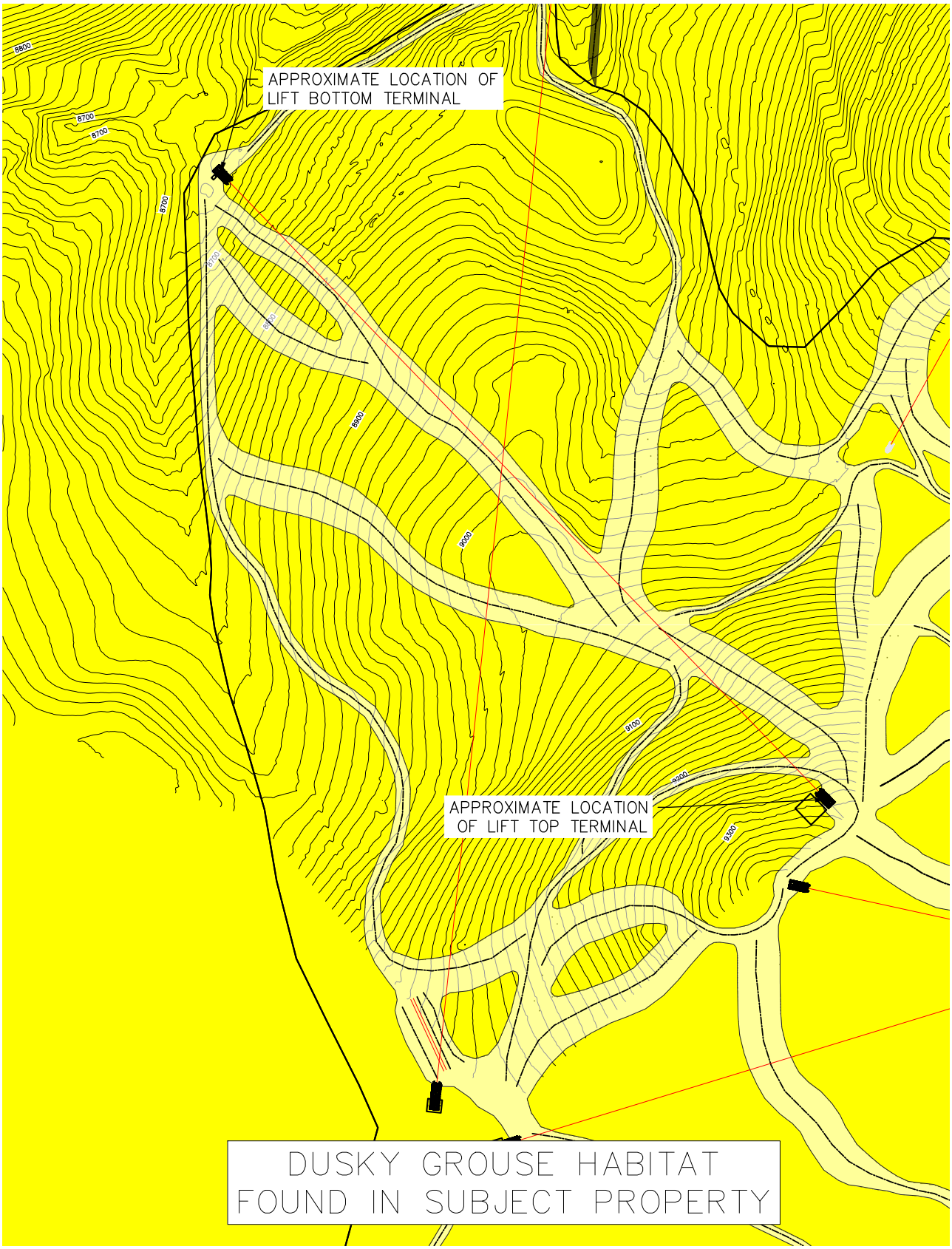



WHITE-TAILED JACKRABBIT HABITAT FOUND IN SUBJECT PROPERTY

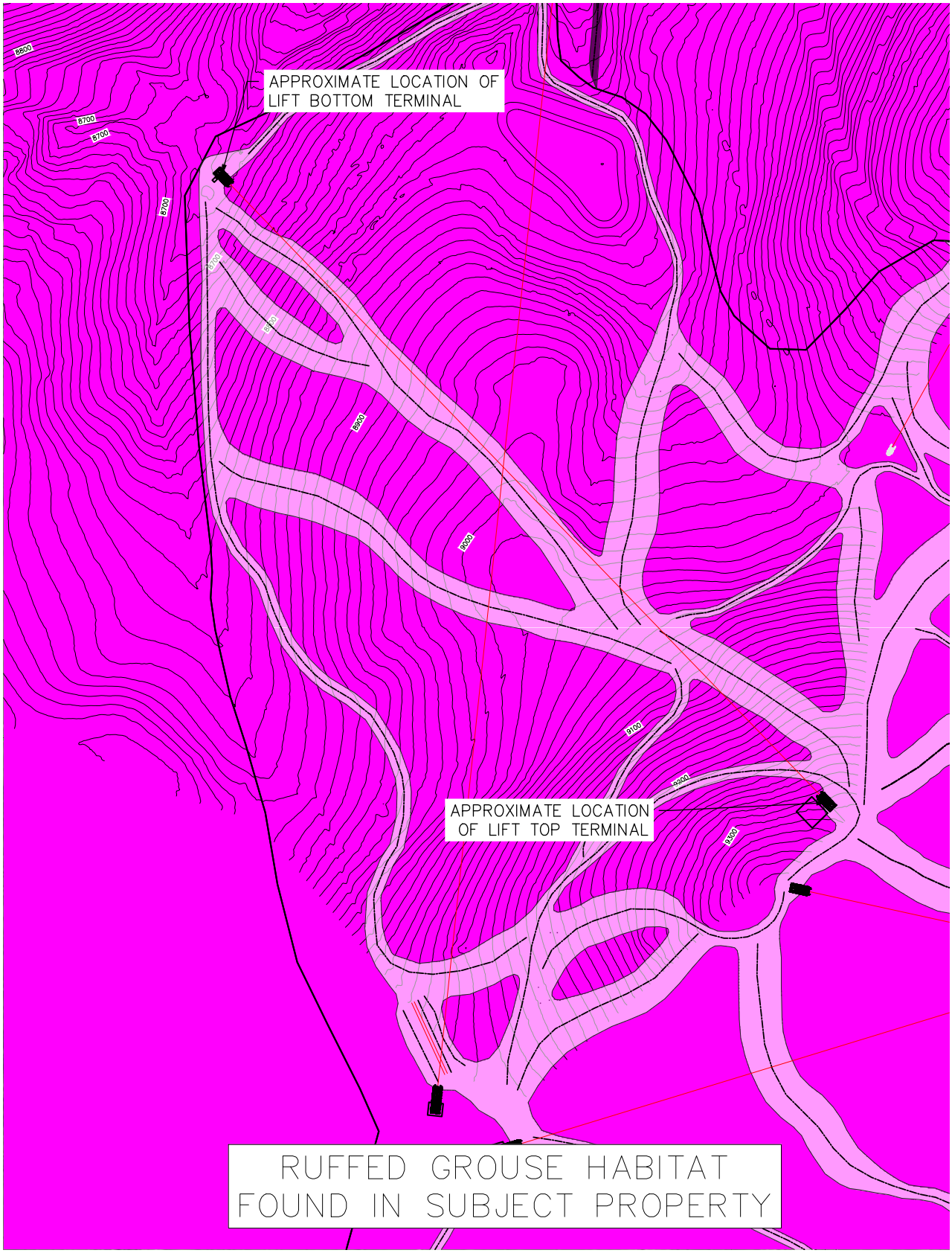
## *9. Wildlife Habitat Areas*

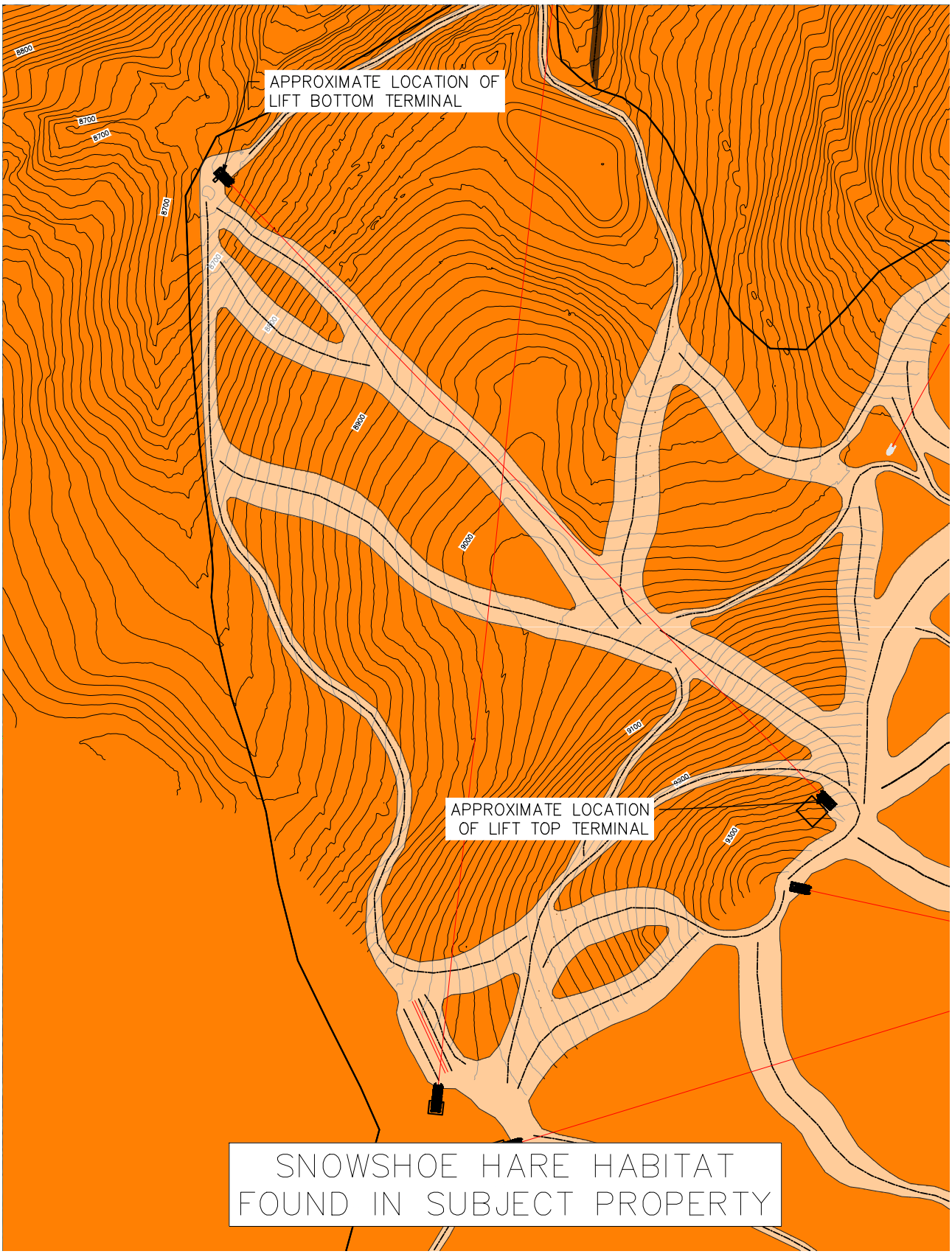
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| **Species** | **Habitat** |
|---|---|
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| Ruffed Grouse | Year-Long Crucial |
| Moose | Year-Long Crucial, Calving Habitat |
| Mule Deer | Summer Crucial |
| Rocky Mountain Elk | Winter Crucial |
| White-Tailed Jackrabbit | Year-Long Crucial |
| Snowshoe Hare | Year-Long Crucial |

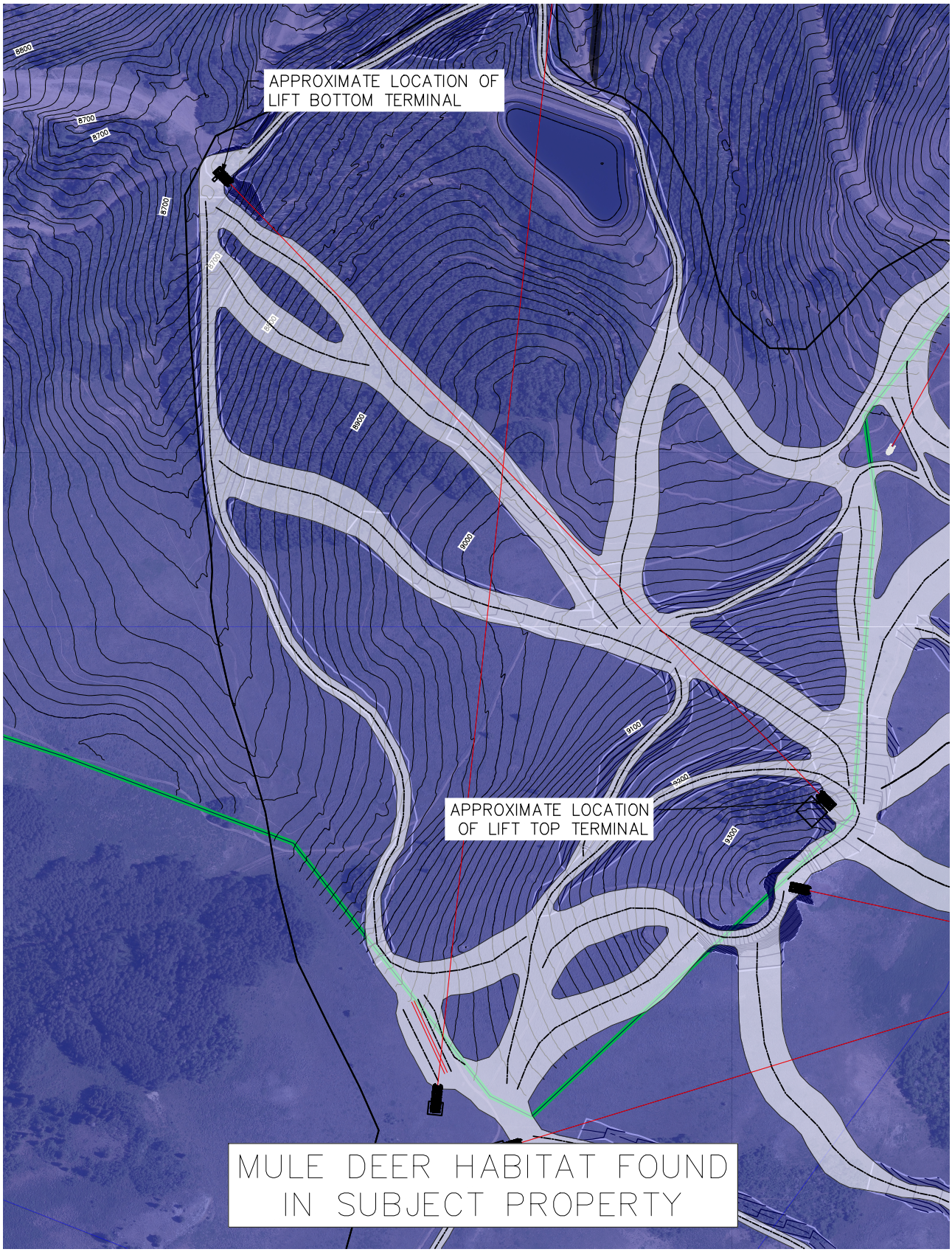

APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
DUSKY GROUSE HABITAT FOUND IN SUBJECT PROPERTY

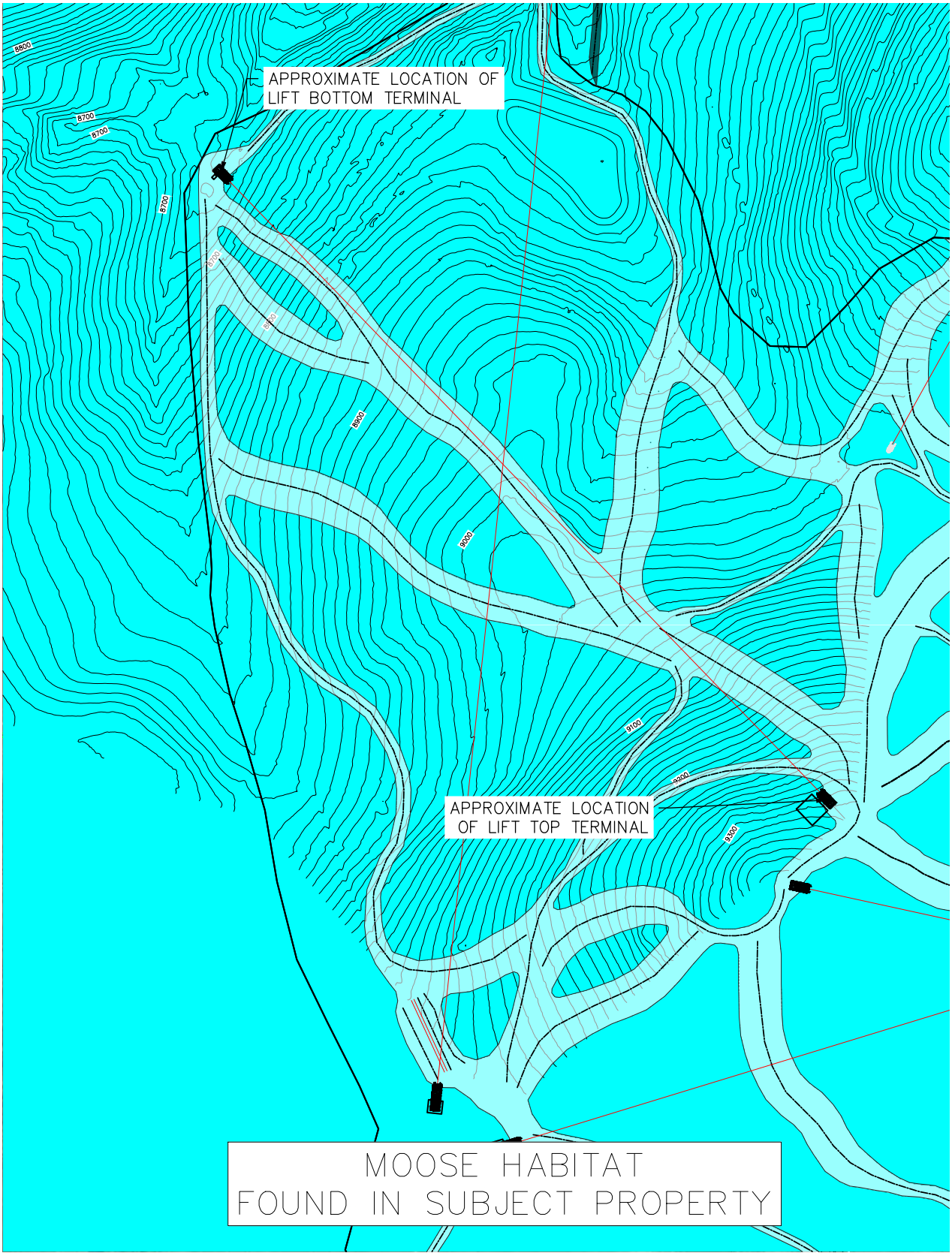

APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
BLACK BEAR HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
RUFFED GROUSE HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
SNOWSHOE HARE HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
WHITE-TAILED JACKRABBIT HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
MULE DEER HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
MOOSE HABITAT FOUND IN SUBJECT PROPERTY


APPROXIMATE LOCATION OF LIFT BOTTOM TERMINAL
APPROXIMATE LOCATION OF LIFT TOP TERMINAL
ELK HABITAT FOUND IN SUBJECT PROPERTY

# GEOTECHNICAL INVESTIGATION

**PARK PEAK GONDOLA BUILDING**
**DEER VALLEY RESORT**

**WASATCH COUNTY, UTAH**

**PREPARED FOR:**

**DEER VALLEY RESORT**
**PO BOX 889**
**PARK CITY, UTAH 84060**

**ATTENTION: MIKE WALKER**

**EMAIL: MIKE.WALKER@CREDEGROUP.COM**

**PROJECT NO. 1230768** **NOVEMBER 17, 2023**

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FIGURES

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| EXPLORATORY BORING LEGEND AND NOTES | FIGURE 3 |
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## EXECUTIVE SUMMARY

1. We understand the proposed gondola building will consist of a multi-level building. The building is anticipated to serve as an upper terminal for two gondolas and will likely include skier services, dining and lodging. Below-grade parking is planned to be included in one or two of the lower building levels.

   The structural engineer indicates the lowest floor level of the building is planned at an elevation of 9,060 feet. Structural column loads are estimated to be up to 700 kips. We have assumed wall loads will be up to 10 kips per lineal foot.

   Site grading around the proposed building is anticipated to consist of up to 10 feet of fill.

   We anticipate parking and access roads will be constructed around the proposed building.

2. Four borings were drilled in the area of the proposed building to investigate subsurface conditions. Approximately 1 to 1½ feet of topsoil was encountered overlying igneous bedrock in the borings. The bedrock extends the full depth of the borings. The maximum depth investigated was approximately 59 feet.

3. No subsurface water was encountered in the borings during the field investigation. Based on our experience in the area, we anticipate subsurface water may occur in a perched condition during the spring and early summer as snow melts.

4. The proposed building may be supported on spread footings bearing on the undisturbed bedrock or structural fill extending down to the bedrock.

   Footings bearing on the undisturbed bedrock or compacted structural fill extending down to the bedrock may be designed using a net allowable bearing pressure of 4,000 pounds per square foot (psf). If the footings extend to a depth of more than 10 feet, the bearing pressure may be increased to 6,000 psf.

   If a footing would bear partially on bedrock and partially on compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

**Executive Summary (continued)**

5. We anticipate temporary and permanent shoring may be needed for portions of the excavation. Recommendations for design and construction of shoring are presented in the report.

6. Excavation in the bedrock will be difficult, however we anticipate much of the bedrock could be excavated using heavy-duty excavation equipment with rock teeth and/or a narrow bucket or a ripper tooth. Some of the bedrock may require jack-hammering or other rock excavation methods. Increased difficulty should be expected in confined excavations, such as utility trenches.

7. Consideration may be given to providing a geofoam backfill to reduce lateral earth pressure on the building. Recommendations for geofoam are included in the report.

8. Geotechnical information regarding foundations, subgrade preparation and materials is included in the report.

**SCOPE**

This report presents the results of a geotechnical investigation for the Park Peak gondola building to be constructed at Deer Valley Resort in Wasatch County, Utah. The report presents the subsurface conditions encountered, laboratory test results and provides geotechnical recommendations for the proposed building and pavement. The study was conducted in general accordance with our proposal dated September 26, 2023.

Samples obtained from the field investigation were tested in the laboratory to determine physical and engineering characteristics of the bedrock, to define the subsurface conditions at the site for our engineering analysis and to develop recommendations for the proposed improvements.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the subsurface conditions encountered. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

**SITE CONDITIONS**

The area of the proposed building is located at Deer Valley Resort at approximately North Latitude 40.599° and West Longitude 111.4903°. The area of the proposed building consists of undeveloped mountain terrain. An unpaved road extends through the proposed building area. There were no buildings or pavement at the site during our field investigation.

There is a mountain peak west of the proposed building area. The ground surface slopes up to the west in this area. The ground surface slopes steeply down to the northeast and southeast from

the proposed building area. Vegetation in the area consists of brush and grass. There is undeveloped mountain terrain surrounding the site.

**FIELD STUDY**

The field study was performed from October 10 to 16, 2023. Four borings were drilled at the approximate locations shown on Figure 1. The borings were drilled using air rotary with a 4-inch diameter drill bit powered by a track-mounted drill rig. The borings were logged and samples obtained by representatives from AGEC. Logs of the subsurface conditions encountered in the borings are graphically shown on Figure 2 with legend and notes shown on Figure 3.

**SUBSURFACE CONDITIONS**

Approximately 1 to 1½ feet of topsoil was encountered overlying igneous bedrock in the borings. The bedrock extends the full depth of the borings. The maximum depth investigated was approximately 59 feet.

A description of the subsurface conditions encountered in the borings follows:

Topsoil - The topsoil consists of lean clay with sand. The topsoil is slightly moist, dark brown and contains roots.

Igneous Bedrock - The bedrock is hard to very hard, moist and yellowish brown to grayish brown.

Laboratory tests performed on samples of the bedrock indicate it has natural moisture contents ranging from 8 to 16 percent and natural dry densities ranging from 100 to 120 pounds per cubic foot.

Results of the laboratory tests are presented on the logs of the borings, Figure 2.

**SUBSURFACE WATER**

No subsurface water was encountered in the borings during the field investigation. Based on our experience in the area, we anticipate subsurface water may occur in a perched condition, especially during the spring and early summer as snow melts.

**PROPOSED CONSTRUCTION**

We understand the proposed gondola building will consist of a multi-level building. The building is anticipated to serve as an upper terminal for two gondolas and will likely include skier services, dining and lodging. Below-grade parking is planned to be included in one or two of the lower building levels.

The structural engineer indicates the lowest floor level of the building is planned at an elevation of 9,060 feet. Structural column loads are estimated to be up to 700 kips. We have assumed wall loads will be up to 10 kips per lineal foot.

Site grading around the proposed building is anticipated to consist of up to 10 feet of fill.

We anticipate parking and access roads will be constructed around the proposed building. We have assumed that traffic will consist of up to 100 cars per day, 5 light trucks per day and 1 heavy truck per day. Light trucks are assumed to consist of delivery trucks. Heavy trucks are assumed to consist of garbage trucks, buses, semi trucks and similar vehicles. Significant construction traffic is not included in the assumed traffic.

We should be requested to review the proposed construction and building loads when more information is available.

**RECOMMENDATIONS**

Based on the subsurface conditions encountered, laboratory test results and the proposed construction, the following recommendations are given:

**A. Site Grading**

Excavation for the proposed building is assumed to extend to a depth of up to approximately 40 feet below the surrounding ground surface. We anticipate site grading around the building will consist of up to 10 feet of fill.

1. <u>Temporary Excavation Slopes</u>

Temporary excavation slopes in the bedrock may be constructed at 1 horizontal to 1 vertical or flatter. A horizontal bench, approximately 4 feet wide, should be provided in the temporary excavation slopes at a vertical spacing of approximately 10 feet. Surface water should be directed away from temporary excavation slopes.

Some erosion and sloughing of the bedrock on the face of excavation slopes should be expected. Consideration should be given to protecting the face of temporary excavation slopes using chain link fencing. Sloughed bedrock that collects at the bottom of the slopes can be removed periodically, if needed.

The excavator is responsible to provide safe working conditions around temporary excavation slopes.

2. Long-term Slopes

Long-term, unretained cut and fill slopes may be constructed at 2 horizontal to 1 vertical. Fill placed on slopes steeper than 5 horizontal to 1 vertical should be keyed into the slope with a key for every 4 feet of vertical rise. Prior to placement of fill, the subgrade should be prepared by removing the topsoil, unsuitable fill, debris and other deleterious materials.

Slopes should be protected from erosion by revegetation, erosion control mats or other methods.

3. Shoring

Temporary and permanent shoring may be needed in areas where there is not sufficient horizontal space to construct temporary excavation slopes. With the bedrock encountered at the site, we anticipate shoring would consist of soil nails with a shotcrete facing. Other types of shoring could be considered, such as soldier piles with lagging. Driven sheet piles and jet grouting are not recommended due to the bedrock encountered at the site.

Shoring should be designed to retain the load of the soil, along with any surcharge and other loading conditions located above and adjacent to the excavation.

Lateral loads used in design of the shoring should be increased due to sloping excavations above the top of the wall. This load will be dependent on the steepness of the slope and height of material above the wall.

Observation of the installation of the shoring system should be made by the geotechnical engineer. Details and calculations of proposed shoring and excavation should be submitted to the geotechnical engineer for review prior to beginning excavation.

4. Dewatering

As indicated above, subsurface water in the area typically occurs in a perched condition during the spring and early summer as snow melt occurs. Subsurface water is more likely to be encountered in excavations during these times. We recommend a drainage plan be provided to collect and remove water from the site excavations. Shoring should be designed to include drainage to facilitate collection of subsurface water. With the planned depth of excavation, we anticipate water will be directed to collection points where it will be removed by pumping.

5. Subgrade Preparation

Prior to placing grading fill, the topsoil, organic material, debris and other deleterious material should be removed.

6. Excavation

Excavation in the bedrock will be difficult, however we anticipate much of the bedrock could be excavated using heavy-duty excavation equipment with rock teeth and/or a narrow bucket or a ripper tooth. Some of the bedrock may require jack-hammering or other rock excavation methods. Increased difficulty should be expected in confined excavations, such as utility trenches.

7. Materials

Materials used as fill for the project are anticipated to consist of imported fill, and the on-site bedrock. Recommendations for these materials are shown below.

a. Imported Fill

Listed below are materials recommended for imported structural fill.

| Fill Location | Recommendation |
|---|---|
| Below Footings | Non-expansive granular soil<br>Passing No. 200 Sieve <15%<br>Liquid Limit < 30%<br>Maximum size 3 inches |
| Below Floor Slabs<br>(Upper 4 inches) | Free-draining Gravel<br>Passing No. 200 Sieve <5%<br>Maximum size 2 inches |
| Below Floor Slabs<br>(Deeper than 4 inches) | Non-expansive granular soil<br>Passing No. 200 Sieve <35%<br>Liquid Limit <30%<br>Maximum size 4 inches |
| Subsurface Drain | Free-draining Gravel<br>Passing No. 200 Sieve <5%<br>Maximum size 2 inches |
| Base Course Below Pavement | Follow APWA requirements |

b. On-Site Bedrock

The on-site bedrock is not recommended for use as structural fill below the proposed building or floor slabs. The bedrock may be considered for use as grading fill around the proposed building, as fill below exterior concrete flatwork and as utility trench backfill. The bedrock may also be used in landscape areas. The bedrock should be broken down to a size that allows for proper compaction.

Prior to using the on-site soil as fill, the topsoil, organic material, oversize material, and other deleterious material should be removed.

c. Moisture Conditioning

Depending on the moisture content of the bedrock at the time of construction, the bedrock may require wetting or drying prior to use as fill. Drying of the soil and bedrock may not be practical during cold or wet times of the year.

8. Compaction

Compaction of materials placed at the site should equal or exceed the minimum densities as indicated below when compared to the maximum dry density as determined by ASTM D 1557.

| Fill Location | Compaction |
|---|---|
| Below Foundations | ≥ 95% |
| Below Concrete Flatwork and Pavement | ≥ 90% |
| Landscaping | ≥ 90% |
| Foundation Wall Backfill | ≥ 90% |
| Pavement - Subgrade Fill | ≥ 90% |
| Pavement - Base Course | ≥ 95% |

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content. Fill should be placed in lifts thin enough to allow for adequate compaction with the type of compaction equipment used.

Fill placed for the project should be frequently tested for compaction.

9. Drainage

The ground surface surrounding the proposed building should be sloped away from the building in all directions. Roof downspouts and drains should discharge beyond the limits of backfill.

The collection and diversion of drainage away from pavement and concrete flatwork is important to the satisfactory performance of the pavement. Proper surface drainage should be provided.

**B. Foundations**

1. Bearing Material

The proposed building may be supported on spread footings bearing on the undisturbed bedrock or structural fill extending down to the undisturbed bedrock.

If a footing would bear partially on bedrock and partially on compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

Unsuitable fill, organic material, topsoil and other deleterious materials should be removed from below proposed foundation areas.

2. Bearing Pressure

Footings bearing on the undisturbed bedrock or compacted structural fill extending down to the bedrock may be designed using a net allowable bearing pressure of 4,000 pounds per square foot (psf). If the footings extend to a depth of more than

10 feet below the original ground surface, the bearing pressure may be increased to 6,000 psf.

Additional evaluation of the allowable bearing pressure used in footing design should could be performed when more information regarding the proposed construction is available.

3. Settlement

We estimate total and differential settlement will be on the order of 1 inch and ½ inch, respectively, for footings bearing on the undisturbed bedrock or on compacted structural fill extending down to the bedrock. We anticipate much of the settlement will occur during construction.

Loose, disturbed soil and bedrock below footings could result in increased settlement. Care should be taken during excavation for footings. Loose soil and bedrock should be removed from below footing areas or be compacted.

4. Minimum Footing Width and Embedment

Footings should have a width of at least 2 feet and a depth of embedment of at least 1 foot.

5. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

6. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 40 inches below grade for frost protection.

7. Foundation Base

The base of excavations should be cleared of loose or deleterious material prior to fill or concrete placement.

8. Construction Observation

A representative of the geotechnical engineer should observe footing excavations prior to structural fill or concrete placement. AGEC should also observe placement and compaction of fill to support the building.

**C. Concrete Slab-on-Grade**

1. Slab Support

Concrete slabs may be supported on the undisturbed natural bedrock or on compacted structural fill extending down to the undisturbed natural bedrock.

The topsoil, organics, unsuitable fill and other deleterious materials should be removed from below proposed floor slabs.

2. Underslab Sand and/or Gravel

A 4-inch layer of free-draining sand and/or gravel (less than 5 percent passing the No. 200 sieve) should be placed below the concrete slabs for ease of construction and to promote even curing of the slab concrete.

3. Vapor Barrier

A vapor barrier should be placed under the concrete floors if the floors will receive an impermeable floor covering. The barrier will reduce the amount of water vapor passing from below the slab to the floor covering.

## D. Lateral Earth Pressures

1. Lateral Resistance for Footings

Lateral resistance for footings placed on the natural clayey gravel, bedrock or on compacted structural fill is controlled by sliding resistance between the footing and the structural fill or bedrock. A friction value of 0.45 may be used in design for ultimate lateral resistance for footings. The passive pressure for the soil and bedrock adjacent the footings may be considered to add to the lateral resistance of the footings.

2. Subgrade Walls and Retaining Structures

The following equivalent fluid weights are given for the design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest condition is where the wall does not move. The values listed below assume a horizontal surface adjacent the top and bottom of the wall.

| Material Type | Active | At-Rest | Passive |
|---|---|---|---|
| Bedrock or Compacted Structural Fill | 40 pcf | 55 pcf | 300 pcf |

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 20 pcf for the active condition, increased by 5 pcf for the at-rest condition and decreased by 20 pcf for the passive condition. This assumes a horizontal ground acceleration of 0.31g which represents a 2 percent probability of exceedance in a 50-year period.

4. Safety Factors

The values recommended above assume mobilization of the soil to achieve ultimate soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

5. Geofoam

In areas where a lower lateral pressure is desired, such as adjacent building foundation walls, a lightweight material, such as geofoam, may be considered. Geofoam consists of blocks of expanded polystyrene foam and are typically produced in blocks that are 3 to 4 feet tall, 4 feet wide and 8 feet long. Geofoam is produced with different densities ranging from approximately 0.9 to 2.4 pounds per cubic foot. Denser geofoam has greater stiffness and strength than lower density geofoam.

The following types of geofoam are available from a local manufacturer:

| Geofoam Type | Geofoam Density (pcf) |
|---|---|
| EPS 15 | 0.9 |
| EPS 19 | 1.15 |
| EPS 22 | 1.35 |
| EPS 29 | 1.80 |
| EPS 39 | 2.40 |

The lateral earth pressure depends on the wall height and geofoam thickness. Estimated lateral earth pressures are provided for several wall heights and geofoam thicknesses in the following table:

| Estimated Equivalent Fluid Pressure for Several Wall Heights and Geofoam Widths (pcf) | | | |
|---|---|---|---|
| Wall Height (feet) | Geofoam Width Against Building Foundation Wall (feet) | | |
| | 4 feet | 6 feet | 8 feet |
| 20 | 15 | 10 | 7 |
| 30 | 30 | 20 | 15 |
| 40 | 35 | 25 | 20 |
| 50 | – | 30 | 25 |

If geofoam is used for the project, AGEC should perform additional evaluation and provide project-specific recommendations with regards to the geofoam density and installation.

The following recommendations should be followed for placing the geofoam and fill:

a. Unsuitable fill, topsoil, debris and other deleterious material should be removed from areas where geofoam is planned to be placed. The ground surface should be excavated relatively level.

b. A bedding layer of free-draining gravel should be placed up to approximately ½ foot above the top of the footing. The gravel should be densified using vibratory compaction equipment.

   Geofoam blocks should be placed on the free-draining gravel. Care should be taken to provide good contact between the gravel and geofoam.

c. Geofoam should be placed in level layers. The initial layer of geofoam blocks should be checked often to verify that they are placed level. Geofoam blocks should be well-fitted together. We anticipate that some blocks will need to cut or shaped to provide a tight fit.

d. Structural loads, such as footings, retaining walls or other settlement-sensitive structures should not be placed on the geofoam.

e. Free-draining gravel, at least 1 foot wide, should be placed adjacent the geofoam. The gravel should connect to the drainage pipe near the base of the footing. The gravel should be separated from the adjacent fill with a filter fabric. The filter fabric may be omitted if the fill between the excavated slope and the geofoam consists of free-draining gravel.

f. The density of the geofoam needed for the project depends on the depth at which it will be placed. The following minimum geofoam densities should be placed at the depth intervals in the following table. A higher density geofoam may be substituted for a lower density.

| Depth Range (feet) | Geofoam Type | Geofoam Density (pcf) |
|---|---|---|
| 0 - 18 | EPS 19 | 1.15 |
| 18 - 26 | EPS 22 | 1.35 |
| 26 - 40 | EPS 29 | 1.80 |
| 40 - 50 | EPS 39 | 2.40 |

g. A maximum thickness of 2 feet of topsoil may be placed above the geofoam in landscaping and grass areas. Deeper topsoil may be placed in

localized areas for trees, if needed. These areas should be observed by AGEC prior to topsoil placement.

A filter fabric should be placed between the topsoil and the geofoam.

h. Free-draining gravel with a maximum particle size of 1 inch should be placed above geofoam in areas of proposed concrete flatwork. The free-draining gravel should range from 1½ to 2 feet in thickness. The gravel should be placed in lifts of up to 6 inches in thickness and each lift should be compacted using several passes of vibratory compaction equipment.

i. Concrete flatwork in areas of geofoam should contain steel reinforcement to reduce the effect of potential differential movement. Cold joints and shrinkage joints should extend at least ¼ the slab thickness.

j. AGEC should observe the subgrade soil prior to geofoam placement and placement of the geofoam.

## E. Seismic Design Considerations

1. Building Code Parameters

Listed below is a summary of the site parameters that may be used with the 2021 International Building Code.

| Description | Value |
|---|---|
| Site Class | C[1] |
| $S_s$ - $MCE_R$ ground motion (period=0.2s) | 0.59g |
| $S_1$ - $MCE_R$ ground motion (period=1.0s) | 0.21g |
| $F_a$ - Site amplification factor at 0.2s | 1.26 |
| $F_v$ - Site amplification factor at 1.0s | 1.5 |
| PGA - $MCE_G$ peak ground acceleration | 0.26g |
| $PGA_M$ - Site modified peak ground acceleration | 0.31g |

*[1]Site Class C was assumed based on the subsurface conditions encountered at the site and our understanding of the geology in the area.*

2. Faulting

No active faults are mapped as being located on the property. The nearest mapped active fault is the Wasatch fault located approximately 16 miles to the west (Utah Geological Survey, 2023).

3. Liquefaction

Based on our experience in the area and the subsurface conditions encountered, liquefaction is not considered a potential hazard at the site.

## F. Water Soluble Sulfates

Laboratory tests performed in other areas of the Mayflower Resort indicate the amount of water soluble sulfate in the soil and rock in the area is relatively low. Based on results of the laboratory tests and published literature, the bedrock possess negligible sulfate attack potential on concrete. No special cement type is required for concrete placed in contact with the natural soil or bedrock. Other conditions may dictate the type of cement to be used in concrete for the project.

**G. Subsurface Drain**

With the potential for perched water conditions to develop during the wet times of the year, we recommend that a subsurface drain be provided around the below-grade portions of the building. The subsurface drain system should consist of at least the following items.

1. The subsurface drain system should consist of a perforated pipe installed in a gravel filled trench around the perimeter of the subgrade floor portion of the building. A geosynthetic drain could be used as an alternative. The drain should extend up the foundation walls high enough (to within approximately 3 feet of the ground surface) to intercept potential subsurface water.

2. At least 6 inches of free-draining gravel should be placed below the floor slabs of the building. The gravel should connect to the perimeter drainage pipe.

3. The flow line of the pipe should be placed at least 18 inches below the finished floor level and should slope to a sump or outlet where water can be removed by pumping or by gravity flow.

4. If placing the gravel and drain pipe requires excavation below the bearing level of the footing, the excavation for the drain pipe and gravel should have a slope no steeper than 1:1 (horizontal to vertical) so as not to disturb the soil below the residence.

5. A filter fabric should be placed between the natural soil and the drain gravel. This will help reduce the potential for fine grained material filling in the void spaces of the gravel.

6. Consideration may be given to installing cleanouts to allow access into the perimeter drain should cleaning of the pipe be required in the future.

## H. Pavement

Based on the subsurface conditions encountered, laboratory test results and the assumed traffic, the following pavement support recommendations are given.

1. Subgrade Support

   We anticipate roads and parking areas will be supported on bedrock or on compacted grading fill that extends down to the bedrock. We have assumed a CBR value of at least 10 percent for these materials.

2. Pavement Thickness

   Based on the subsurface conditions encountered, assumed traffic conditions presented in the Proposed Construction section of this report, a design life of 20 years for flexible pavement and 30 years for rigid pavement and methods presented by AASHTO, a pavement section consisting of 3 inches of asphaltic concrete overlying 9 inches of base course is calculated.

3. Pavement Material

   a. Flexible Pavement (Asphaltic Concrete)

      The pavement materials should meet the APWA specifications for gradation and quality.

b. Rigid Pavement (Portland Cement Concrete)

The pavement thicknesses assume that a concrete shoulder or curb will be placed at the edge of the pavement and that the pavement will have aggregate interlock joints.

Pavement materials should meet APWA specifications. The pavement thicknesses indicated above assume that the concrete will have a 28-day compressive strength of 5,000 pounds per square inch. Concrete should be air entrained with approximately 6 percent air. Maximum allowable slump will depend on the method of placement but should not exceed 4 inches.

All joints for concrete pavement should be laid out in a square or rectangular pattern. Joint spacings should not exceed 30 times the thickness of the slab. The depth of joints should be approximately one-fourth of the slab thickness.

## I. Additional Services

It is important that AGEC be involved during design and construction of the building. There are several items where we can provide value, help the design of the geotechnical aspects of the project be more efficient and help reduce the risk to the design team and the owner.

We recommend that at least the following additional services be provided:

1. Review the proposed building construction and structural loads when available. Review recommendations provided in this report relative to the planned construction.
2. Observe the foundation excavations for the building.
3. Provide geotechnical consultation during building construction as needed.
4. Perform compaction testing for structural fill placed to support the proposed building, pavement and concrete flatwork.
5. Observe building construction and perform special inspections and testing as described in the International Building Code.

**LIMITATIONS**

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the proposed construction, the information obtained from the borings drilled at the site and the data obtained from laboratory testing. Variations in the subsurface conditions may not become evident until additional exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate the recommendations given.

APPLIED GEOTECH




Scott D. Anderson, P.E.

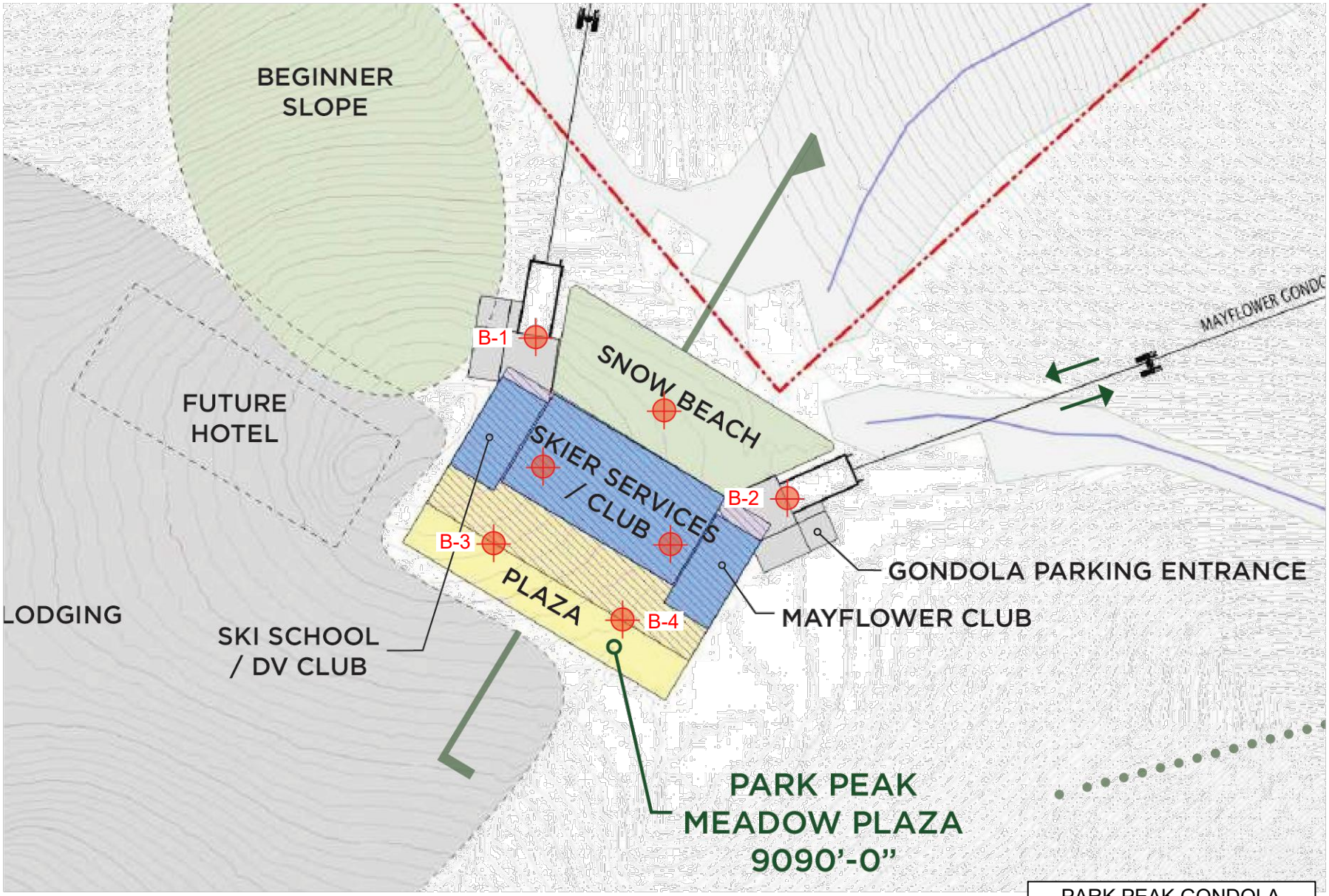
Reviewed by Douglas R. Hawkes, P.E., P.G.

SDA/rs

**REFERENCES**

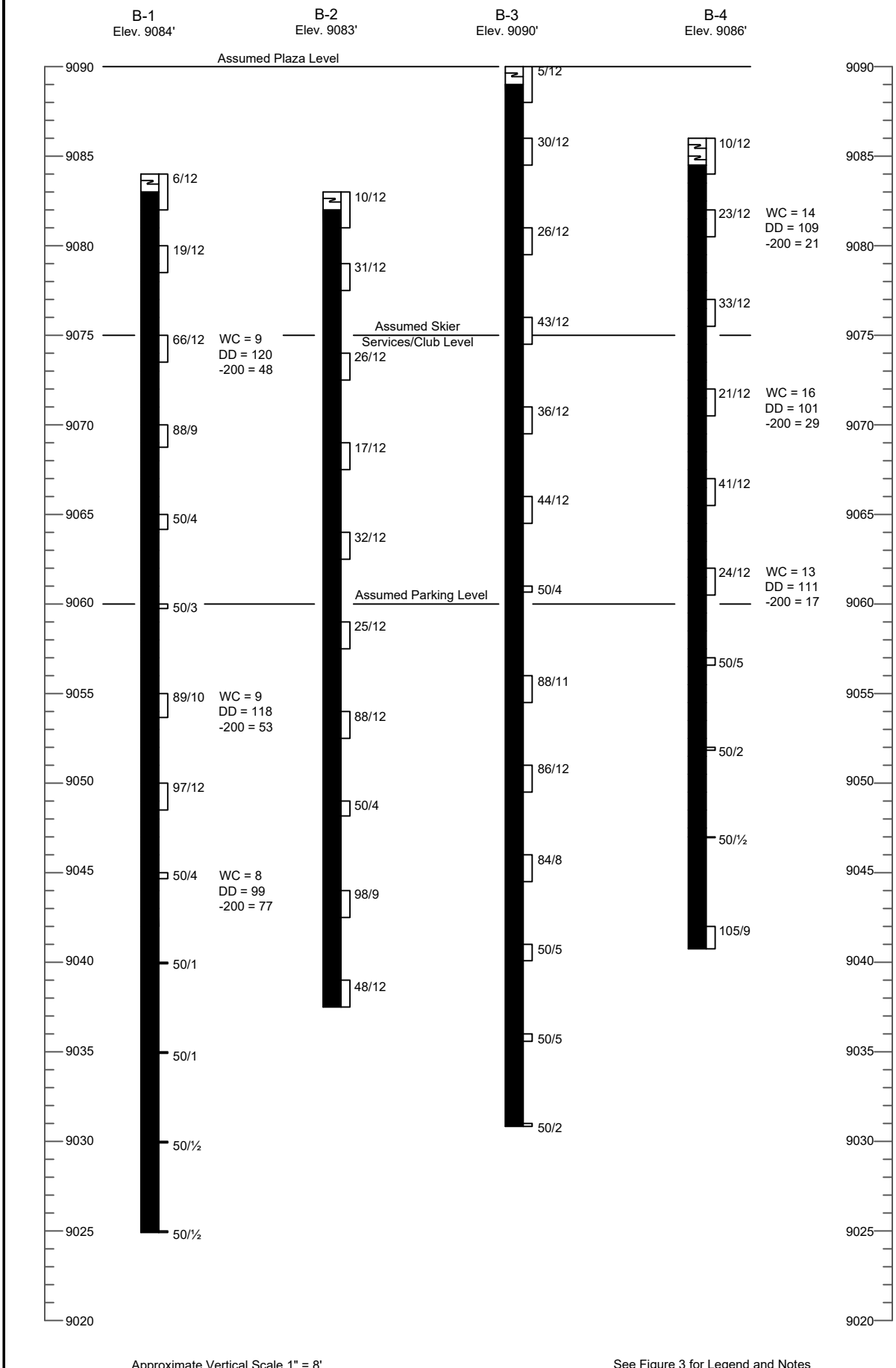
International Code Council 2020, 2021 International Building Code, Falls Church, Virginia.

Utah Geological Survey, 2023; Utah Quaternary Fault and Fold Database, http://geology.utah.gov/apps/qfaults/ accessed November 17, 2023.




PARK PEAK GONDOLA
DEER VALLEY RESORT
WASATCH COUNTY, UTAH

| 1230768 | AGEC | Site Plan with Exploratory Boring Locations | Figure 1 |
|---|---|---|---|




Approximate Vertical Scale 1" = 8'

See Figure 3 for Legend and Notes

| 1230768 | AGEC | Exploratory Boring Logs | Figure 2 |
|---|---|---|---|

LEGEND:



Topsoil; lean clay with sand, slightly moist, dark brown, roots.



Igneous Bedrock; hard to very hard, moist, yellowish brown to grayish brown.



10/12 California Drive sample taken. The symbol 10/12 indicates that 10 blows from a 140-pound automatic hammer falling 30 inches were required to drive the sampler 12 inches.

NOTES:

1. The borings were drilled on October 10 through 16, 2023 with air rotary.
2. Locations of the borings were measured approximately by pacing from features shown on the site plan provided.
3. Elevations of the borings were determined by interpolating between contours shown on a site plan provided by the Civil Engineer.
4. The boring locations and elevations should be considered accurate only to the degree implied by the method used.
5. The lines between materials shown on the boring logs represent the approximate boundaries between material types and the transitions may be gradual.
6. No free water was encountered in the borings at the time of drilling.
7. WC = Water Content (%);
   DD = Dry Density (pcf);
   -200 = Percent Passing the No. 200 Sieve.

## APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.

TABLE I
## SUMMARY OF LABORATORY TEST RESULTS

PROJECT NUMBER: 1230768

| SAMPLE LOCATION | | NATURAL MOISTURE CONTENT (%) | NATURAL DRY DENSITY (PCF) | GRADATION | | | ATTERBERG LIMITS | | UNCONFINED COMPRESSIVE STRENGTH (PSF) | WATER SOLUBLE SULFATE (%) | SAMPLE CLASSIFICATION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BORING | DEPTH (FEET) | | | GRAVEL (%) | SAND (%) | SILT/ CLAY (%) | LIQUID LIMIT (%) | PLASTICITY INDEX | | | |
| B-1 | 9 | 9 | 120 | | | 48 | | | | | Igneous Bedrock |
| | 29 | 9 | 118 | | | 53 | | | | | Igneous Bedrock |
| | 39 | 8 | 99 | | | 77 | | | | | Igneous Bedrock |
| | | | | | | | | | | | |
| B-4 | 4 | 14 | 109 | | | 21 | | | | | Igneous Bedrock |
| | 14 | 16 | 101 | | | 29 | | | | | Igneous Bedrock |
| | 24 | 13 | 111 | | | 17 | | | | | Igneous Bedrock |
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**01208656 B: 2791 P: 1484**
Page 1 of 8
Rhonda Francis Summit County Recorder
08/25/2023 08:14:09 AM Fee $40.00
By HIGH COUNTRY TITLE
Electronically Recorded

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

PAUL HASTINGS LLP
200 Park Avenue
New York, New York 10166
Attention: Bruce DePaola, Esq.

(Space Above For Recorder's Use)

Tax ID Numbers listed on
Exhibit B attached hereto.

# MEMORANDUM OF LEASE

This MEMORANDUM OF LEASE AGREEMENT (this "**Memorandum**"), dated as of August 24, 2023, is entered into by and among **BLX LEASE 2 LLC**, a Delaware limited liability company ("**Landlord**"), and **DEER VALLEY RESORT COMPANY, LLC**, a Utah limited liability company ("**Tenant**").

WHEREAS, Landlord and Tenant have entered into that certain Ground Lease, dated as of August 24, 2023 (the "**Lease Agreement**");

WHEREAS, the term of the Lease Agreement is approximately one hundred and five (105) years, commencing on August 24, 2023 and expiring on August 23, 2128; and

WHEREAS, this Memorandum is prepared for recordation purposes only, and it in no way modifies the terms, conditions, provisions and covenants of the Lease Agreement. The rent and other obligations of Landlord and Tenant are set forth in the Lease Agreement, to which reference is made for further information. This Memorandum describes only selected provisions of the Lease Agreement, and reference is made to the full text of the Lease Agreement for the full terms and conditions thereof. In the event of any inconsistency between the terms, conditions, provisions and covenants of this Memorandum and the Lease Agreement, the terms, conditions and covenants of the Lease Agreement shall prevail.

NOW, THEREFORE, Landlord and Tenant have caused this Memorandum to be executed and recorded in the Official Records of Summit County and Wasatch County, Utah to provide constructive notice of the Lease Agreement, and all parties taking title to the property described on Exhibit A attached hereto owned by Landlord shall be deemed to have notice of each and every provision contained in the Lease Agreement.

This Memorandum may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

[Signature Page Follows]

IN WITNESS WHEREOF, Landlord and Tenant have duly executed this Memorandum of Lease as of the day and year first above written.

**TENANT:**

**DEER VALLEY RESORT COMPANY, LLC**
a Utah limited liability company

By: _____
Name: Todd Bennett
Title: President and Chief Operating Officer

**[Acknowledgement Follows]**

STATE OF UTAH )

)

COUNTY OF Summit ) ss.:

On the 11th day of August, 2023, personally appeared before me Todd Bennett, who being duly sworn, did say that he is the President and Chief Operating Officer of Deer Valley Resort Company, LLC, a Utah limited liability company, and that the foregoing instrument was signed in his capacity of such entity.

ALISSA BATCHELOR
Notary Public, State of Utah
Commission # 713076
My Commission Expires On
July 20, 2024

Alissa Batchelor
NOTARY SIGNATURE AND SEAL

SIGNATURE PAGE TO MEMORANDUM OF GROUND LEASE

**LANDLORD:**

**BLX LEASE 2 LLC,**
a Delaware limited liability company

By: _____
Name: Gary Barnett
Title President

**[Acknowledgement Follows]**

STATE OF NEW YORK )
)
COUNTY OF NEW YORK ) ss.:

On August 10, 2023 before me, Notary Public, personally appeared, personally known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Notary Public

IAN TYLER ROSS
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01RO6279225
Qualified in New York County
Commission Expires 04/08/2025

SIGNATURE PAGE TO MEMORANDUM OF GROUND LEASE

## EXHIBIT A

### Legal Description of Demised Premises

Parcels B, C, D, E, F, G, H, I, M, O, P, U, Z, AA, BB, CC, DD, EE, FF, GG, HH, 1E1, 1E2, 6A1 and 6B1, **MIDA Mountain Plat Amending the Park Peak Assessment Plat** on file and of record in the Wasatch County Recorder's Office as such parcels are depicted by metes & bounds on said MIDA Mountain Plat recorded June 9, 2023 as Entry No. 533309 in Book 1444 at Page 142-149 of the official records.

Parcels 1A, 1B, 1C, 1D, and 1F, **MIDA Master Development Plat Amended 2022**, according to the official plat thereof, recorded July 27, 2022 as Entry No. 522596 in Book 1417 at Page 852 of the official records in the office of the Wasatch County Recorder.

Parcels A, B & C, **McHenry Estates Subdivision**, according to the official plat thereof on file and of record in the office of the Wasatch County Recorder, recorded April 18, 2023 as Entry No. 531622 at Book 1439 Page 1070-1082.

Parcels E, H & J, **Overlook Estates Subdivision**, according to the official plat thereof on file and of record in the office of the Wasatch County Recorder, recorded April 20, 2023 as Entry No. 531683 at Book 1439 Page 1377-1390.

Lot 29, 30 & 32, **MIDA Master Development Plat Amended 2023**, according to the official plat thereof on file and of record in the office of the Wasatch County Recorder, recorded April 18, 2023 as Entry No. 531618 at Book 1439 at Page 1055.

The **Rattler No. 2 Patented Lode Mining Claim, Lot No. 154**, as the same is more particularly described in that certain United States Mineral Entry Patent recorded April 14, 1922 as Entry No. 38392 in Book 9 of Mining Deeds at Page 420 of the official records in the office of the Wasatch County Recorder.

Wasatch County Parcel IDs:

00-0021-5543, 00-0021-7757, 00-0021-7758, 00-0021-7759, 00-0021-7760, 00-0021-7762, 00-0021-8446, 00-0021-8447, 00-0021-8449, 00-0021-8481, 00-0021-8482, 00-0021-8483, 00-0021-8544, 00-0021-8547, 00-0021-8549, 00-0021-8632, 00-0012-5380, 00-0021-8636, 00-0021-8638, 00-0021-8640, 00-0021-8642, 00-0021-8644, 00-0021-8646, 00-0021-8652, 00-0021-8655, 00-0021-8656, 00-0021-8658, 00-0021-8662, 00-0021-8631, 00-0021-8633, 00-0021-8635, 00-0021-8637, 00-0021-8639, 00-0021-8641, 00-0021-8643, 00-0021-8645, 00-0021-8626, 00-0021-8627, 00-0021-8628, 00-0021-8629

Parcels Q, R &T as created pursuant to that certain **Boundary Line Agreement and Consolidation with Quit Claim**, recorded June 21, 2023 as Entry No. 01206048, in Book 2785 Page 0088 on file and of record in the Summit County Recorder's Office, with reference to that

61°41'03" West 2092.69 feet to the county line; thence coincident with the county line the following ten (10) courses: 1) North 39°50'39" West 472.53 feet; thence 2) North 72°49'49" West 317.34 feet; thence 3) North 46°44'51" West 87.91 feet; thence 4) North 70°56'49" West 502.06 feet; thence 5) North 51°55'48" West 481.96 feet; thence 6) North 55°53'11" West 467.33 feet; thence 7) North 21°49'11" West 317.76 feet; thence 8) North 59°58'53" West 360.43 feet; thence 9) North 33°23'10" West 467.37 feet; thence 10) South 85°11'28" West 162.96 feet to the POINT OF BEGINNING.
Containing 89.35 acres, more or less.

PARCEL T

SAID PARCEL T BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

Basis of Bearings for the herein described parcel being North 88°38'16" East, 8,029.15 feet between the 2006 Wasatch/Summit Co. aluminum pipe cap marking the Quarter Corner common to Sections 28 & 33, and the 2016 Summit County aluminum pipe cap marking the common Corner of Sections 26, 27, 33 & 34 of Township 2 South, Range 4 East, Salt Lake Base and Meridian.

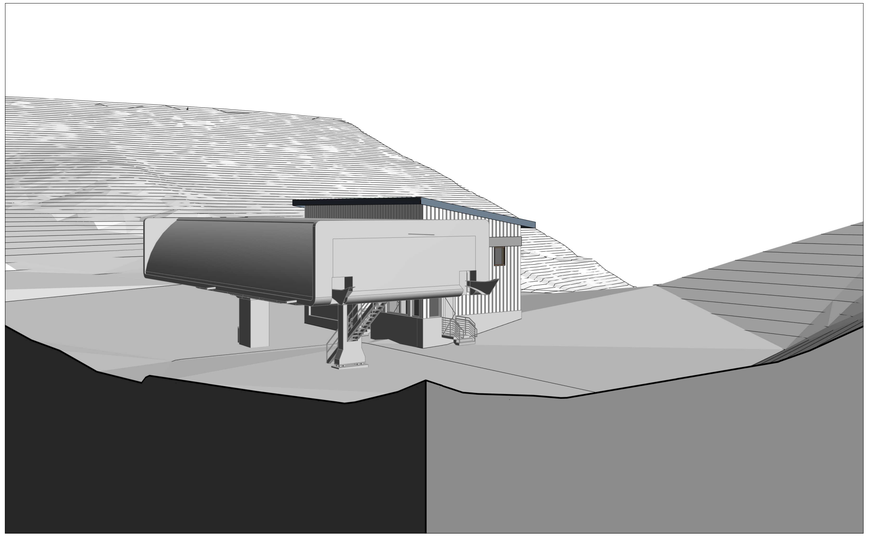
BEGINNING AT A POINT, said point being on the Summit/Wasatch County Line, said point also being South 43°22'06" East 2165.08 feet from the Section corner common to Sections 27, 28, 33 & 34 Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence South 73°58'01" West 1168.86 feet; thence North 65°34'17" West 585.49 feet; thence South 68°42'41" West 107.73 feet to corner No. 4 of the Sunnyside MS 5931 Mine Claim; thence coincident with the boundary of said claim the following four (4) courses: 1) South 88°25'31" West 599.10 feet; thence 2) North 05°09'36" West 68.10 feet; thence 3) North 03°37'18" West 612.49 feet; thence 4) North 00°20'54" West 599.67 feet to a southerly boundary of Parcel A as shown on Record of Survey 10192 on file and of record in the Summit County Recorder's Office; thence coincident with said southerly boundary of Parcel A the following two (2) courses: 1) South 71°23'14" East 2138.46 feet; thence 2) North 80°23'25" East 598.80 feet to the Summit/Wasatch County line; thence coincident with the county line the following two (2) courses: 1) South 29°54'12" West 393.72 feet; thence 2) South 04°19'40" West 219.23 feet to the POINT OF BEGINNING.

Containing 50.75 acres, more or less.

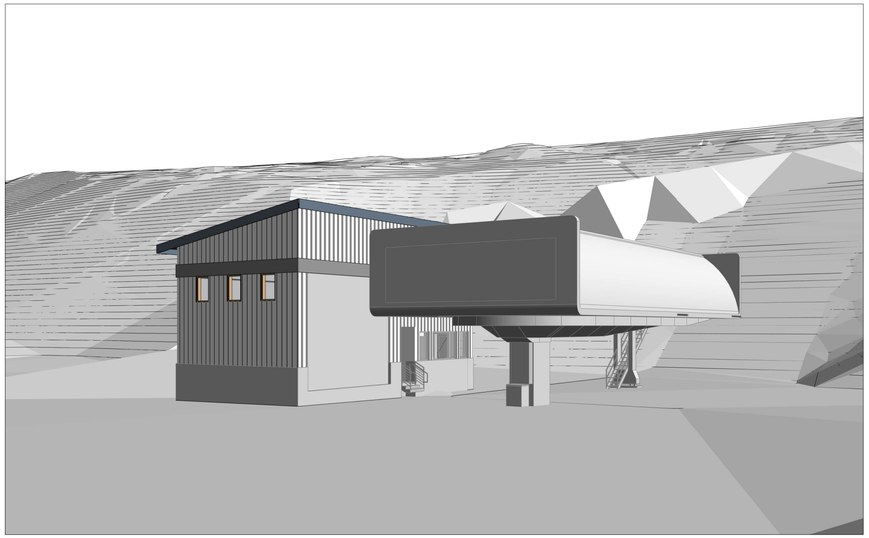
Summit County Parcel IDs:
PCA-85-D, PCA-S-85, PCA-S-81-A, PCA-S-98-R

TOGETHER WITH CERTAIN EASEMENT RIGHTS OF RECORD

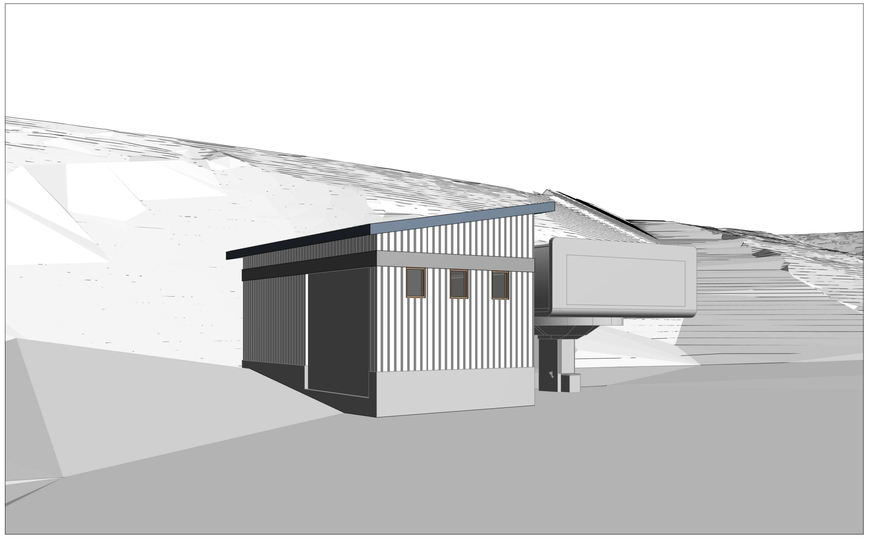
4853-4177-9578, v. 1



1 A901 3D PERSPECTIVE VIEW SE



2 A901 3D PERSPECTIVE VIEW SW



3 A901 3D PERSPECTIVE VIEW NW



4 A901 3D PERSPECTIVE VIEW NE

# 3D VIEWS

**LIFT 7 BOTTOM INSPECTION BUILDING** // **12.17.2024**

ALTERRA MOUNTAIN COMPANY | DEER VALLEY RESORT | GSBS ARCHITECTS




DEER VALLEY®

# Deer Valley East Village | **Lift 7 Base Terminal**

April 2024

0 20' 40' 80'

SE GROUP




60' 0 60' 120'

| OLD TRAIL 7C ALIGNMENT LIMITS OF DISTURBANCE | NEW TRAIL 7C ALIGNMENT LIMITS OF DISTURBANCE |
|---|---|
| = | = |
| 195,253 SQ FEET | 150,219 SQ FEET |
| 4.48 ACCRES | 3.45 ACRES |


ALLIANCE ENGINEERING
2700 W HOMESTEAD RD
STE 50 & 60
PARK CITY, UT 84098
435.258.6934


STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
CONNOR FRASER

DATE: 02/03/2025

# TRAIL 7C OLD VS. NEW ALIGNMENT
# DEER VALLEY EXPANSION
# TRAIL 7C

FOR: ALTERRA
JOB NO.: 7-10-23
FILE: X:\WasatchCounty\dwg\Mayflower 2023\Lift 7 PCMC CUP\Exhibits\1.30.25\Trail 7c Special Veg

SHEET 1 OF 3

TRAIL CUTTING ACROSS A VERY LARGE AREA OS STEEP NATURAL GRADE

PREVIOUS TRAIL 7C ALIGNMENT

LARGE AREAS OF SIGNIFICANT FIR REMOVAL REQUIRED

OLD LIMITS OF DISTURBANCE (TYP.)

NEW TRAIL 7C ALIGNMENT

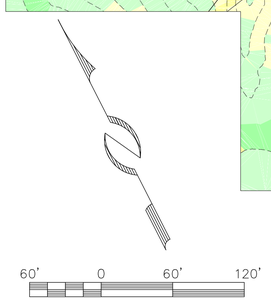
OLD PROPOSED TRAIL 7C ALIGNMENT

NEW LIMITS OF DISTURBANCE (TYP.)

CURRENT PROPOSED TRAIL 7C ALIGNMENT

OLD TRAIL 7C EDGE (TYP.)

NEW TRAIL 7C EDGE (TYP.)




## Slopes Table

| Number | Minimum Slope | Maximum Slope | Area | Color |
|---|---|---|---|---|
| 1 | 0.00% | 15.00% | 4850914.76 | |
| 2 | 15.00% | 30.00% | 11429024.02 | |
| 3 | 30.00% | 40.00% | 7431959.73 | |
| 4 | 40.00% | 100.00% | 12584206.35 | |

ALLIANCE ENGINEERING
2700 W HOMESTEAD RD
STE 50 & 60
PARK CITY, UT 84098
435.258.6934

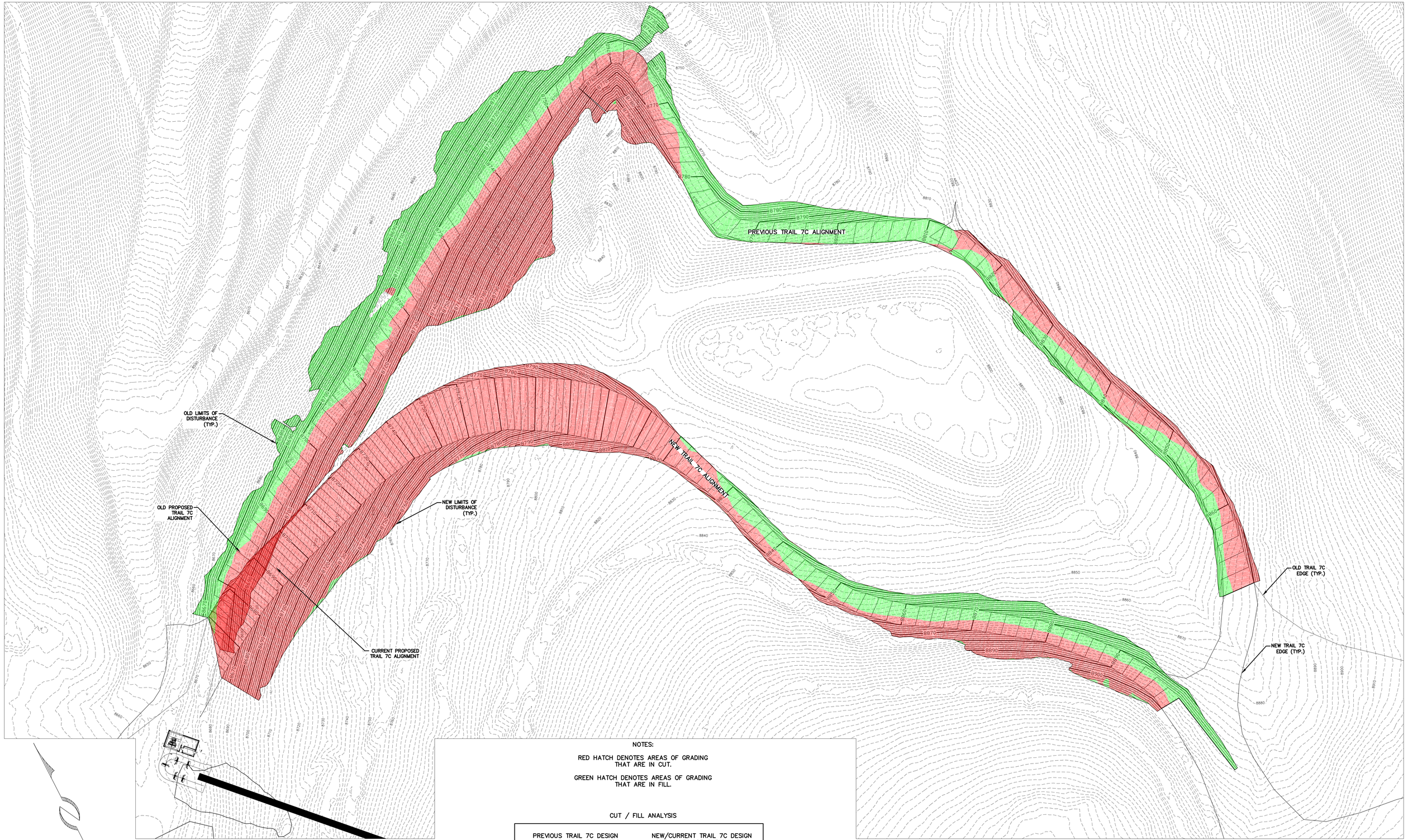
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
CONNOR FRASER

DATE: 02/02/2025

TRAIL 7C OLD VS. NEW SLOPE MAPS
DEER VALLEY EXPANSION
TRAIL 7C

FOR: ALTERRA
JOB NO.: 7-10-23
FILE: X:\WasatchCounty\dwg\Mayflower 2023\Lift 7 PCMC CUP\Exhibits\1.30.25\Trail 7c Special Veg

SHEET 2 OF 3




NOTES:

RED HATCH DENOTES AREAS OF GRADING THAT ARE IN CUT.

GREEN HATCH DENOTES AREAS OF GRADING THAT ARE IN FILL.

CUT / FILL ANALYSIS

| PREVIOUS TRAIL 7C DESIGN | NEW/CURRENT TRAIL 7C DESIGN |
|---|---|
| CUT = 17,404 CUBIC YARDS | CUT = 39,083 CUBIC YARDS |
| FILL = 12,270 CUBIC YARDS | FILL = 2,826 CUBIC YARDS |
| NET = 5,134 <CUT> CUBIC YARDS | NET = 36,976 <CUT> CUBIC YARDS |

60' 0 60' 120'

ALLIANCE ENGINEERING
2700 W HOMESTEAD RD
STE 50 & 60
PARK CITY, UT 84098
435.258.6934

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
CONNOR FRASER

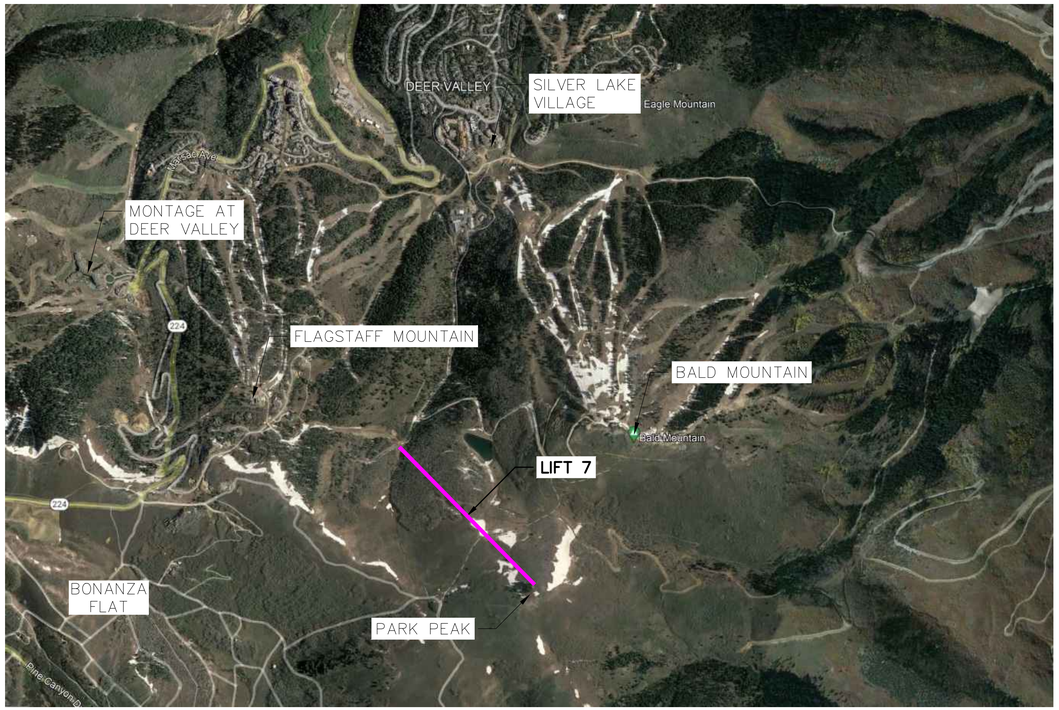
DATE: 02/03/2025

# TRAIL 7C OLD VS. NEW CUT FILL ANALYSIS
## DEER VALLEY EXPANSION
## TRAIL 7C

FOR: ALTERRA
JOB NO.: 7-10-23
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SHEET 3 OF 3

## VICINITY MAP




# DEER VALLEY EXPANSION
# PARK PEAK
# CHAIRLIFT 7

**DEER VALLEY MOUNTAIN RESORT**
**2250 DEER VALLEY DRIVE**
**PARK CITY, UTAH 84060**

**FEBRUARY 5, 2025**

## SHEET INDEX

1. EXISTING CONDITIONS & TOPOGRAPHY
2. SITE, GRADING & UTILITY PLAN
3. CMP & SWPPP

## GENERAL NOTES

1. ALL WORK PERFORMED SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING PLANS & SPECIFICATIONS:
   - A. PCMC Design Standards, Construction Specifications, and Standard Drawings, Latest Edition.
   - B. Manual of Uniform Traffic Control Devices 2009 Edition with 2012 revisions.
   - C. Special conditions of approval and/or permits as required and/or issued by regulatory bodies.
   - D. Approved construction plans and details.
   - E. Approved Traffic Control Plan.
   - F. Storm Water Pollution Prevention Plan. (SWPPP)
2. Contractor/Bidder shall obtain a copy of the specifications, at his cost. Copies of the specifications shall be kept at the job site by the contractor and be available for the contractor, subcontractor, owner or his agent, design engineer, PCMC engineer and their designated representatives and inspectors.
3. The Contractor shall be responsible for ground and surface water control during construction. This requirement shall include, but not be limited to the installation of utilities, manholes, vaults, catch basins, earthwork operations, and road construction.
4. The contractor shall maintain accurate records of "As Built" conditions of all underground work. The "As Builts" shall be tied to easily defined monuments and/or surface improvements or as required by accuracy for the as-built conditions. The as-built information shall be given to the owner and be incorporated in the final "As Built" drawings.
5. Prior to any excavation work, the contractor shall contact Blue Stakes for location of existing utilities. The contractor shall be responsible for determining the location of utilities, whether shown on the plans or not, and protecting the utilities during construction. If existing utility lines conflict in location with new construction, the contractor shall notify the engineer in order to resolve the conflict.
6. The contractor shall have a qualified representative to handle grade determination, drainage flow, and connections to existing features using proper grade setting techniques such as, but not limited to, string line, rod and level, GPS, or Surveying.
7. All work performed shall be guaranteed by the contractor and/or his surety against all defects in materials and workmanship of whatever nature for a period of one (1) year from the date of final acceptance of the work by the project owner.
8. The contractor shall be responsible for the installation and maintenance of adequate signs, traffic devices, and warning devices to inform and protect the public during all phases of construction. The contractor shall submit to the Owner and Design Engineer for approval.
9. Compaction testing shall be an integral part of the project. Compaction testing shall include, but shall not be limited to earthwork, trench back-fill, base course, and concrete pavement. Compaction testing shall be performed by a qualified, independent testing company retained by the contractor.

## CIVIL ENGINEER

ALLIANCE ENGINEERING
2700 W HOMESTEAD RD
STE 50 & 60
PARK CITY, UT 84098
435.258.6934

PROFESSIONAL ENGINEER
No. 12275305
MARTIN CONNOR DINSMORE
02/05/25
STATE OF UTAH




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**STAFF:**
MICHAEL DEMKOWICZ
CONNOR DINSMORE
THOMAS VAUGHN

**DATE:** 02/05/25

# EXISTING CONDITIONS & TOPOGRAPHY
## DEER VALLEY EXPANSION
## LIFT 7 BUILDING

**FOR:** ALTERRA
**JOB NO.:** 7-10-23
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**SHEET** 1 **OF** 3

GRADE PORTION OF KNOB TO WIDEN ONTARIO SKI RUN S=15% AVERAGE

ONTARIO SKI RUN

1.5:1 GRADING

INSTALL 18" & 24" FLARED END SECTIONS INTO RIPRAP LINED CHANNEL @ OUTLET F/L=8648'

WIDEN PORTION OF EXISTING ONTARIO SKI RUN TO 60' WIDE & STEEPEN TO 20%

PARCEL: PCA-85-D

PROPOSED SNOW MAKING LINE

2:1 GRADING

BLEND ONTARIO SKI RUN GRADE INTO CHAIRLIFT BASE GRADE

PROVIDE 24" DROP OUTSIDE OF BUILDING FOR SNOW PILLOW FG=8658.5'

PROPOSED CHAIR INSPECTION BUILDING & OPERATOR BUILDING FF=8660.5'

PROPOSED LIFT TERMINAL FG=8659.0' (DIRT IN SUMMER) WINTER LOAD ELEVATION=8661.0'

INSTALL 239LF 18" CPP STORM DRAIN PIPE. S=2.2% MAINTAIN 36" MIN BURY

INSTALL ELECTRIC BOXES, COORDINATE WITH RMP FOR DETAILS

TRUMP SKI RUN

INSTALL 356LF 24" CPP STORM DRAIN PIPE. S=4.7% MAINTAIN 36" MIN BURY

INSTALL 3'X3' SD INLET BOX W/ OPEN SLOTTED GRATE RIM=8657.72' F/L=8653.22'

2:1 GRADING

LOWER POINT OF PIT FG=8657.72'

2:1 GRADING FOR LIFT ALIGNMENT

INSTALL 24" FLARED END SECTION, ROUTE EXISTING DRAINAGE CHANNEL INTO PROPOSED SD CULVERT F/L=8665'

PARCEL: PCA-S-79-C

2:1 GRADING FOR LIFT ALIGNMENT

LIFT ALIGNMENT

GRADING LIMITS FOR SKIWAY TO NOT ENCROACH INTO NEIGHBORING PROPERTY TO THE WEST. SKI RUN TO STAY OUTSIDE 25' SETBACK

PROPOSED SNOW MAKING LINE

PROPOSED POWER LINE

PARCEL: PCA-S-98-R

PROPOSED SKIWAY/SERVICE ROAD WIDTH=30' MIN SLOPE=20% MAX.

30' 0 30' 60'

PROFESSIONAL ENGINEER — No. 12275305 — MARTIN CONNOR DINSMORE — 02/05/25 — STATE OF UTAH

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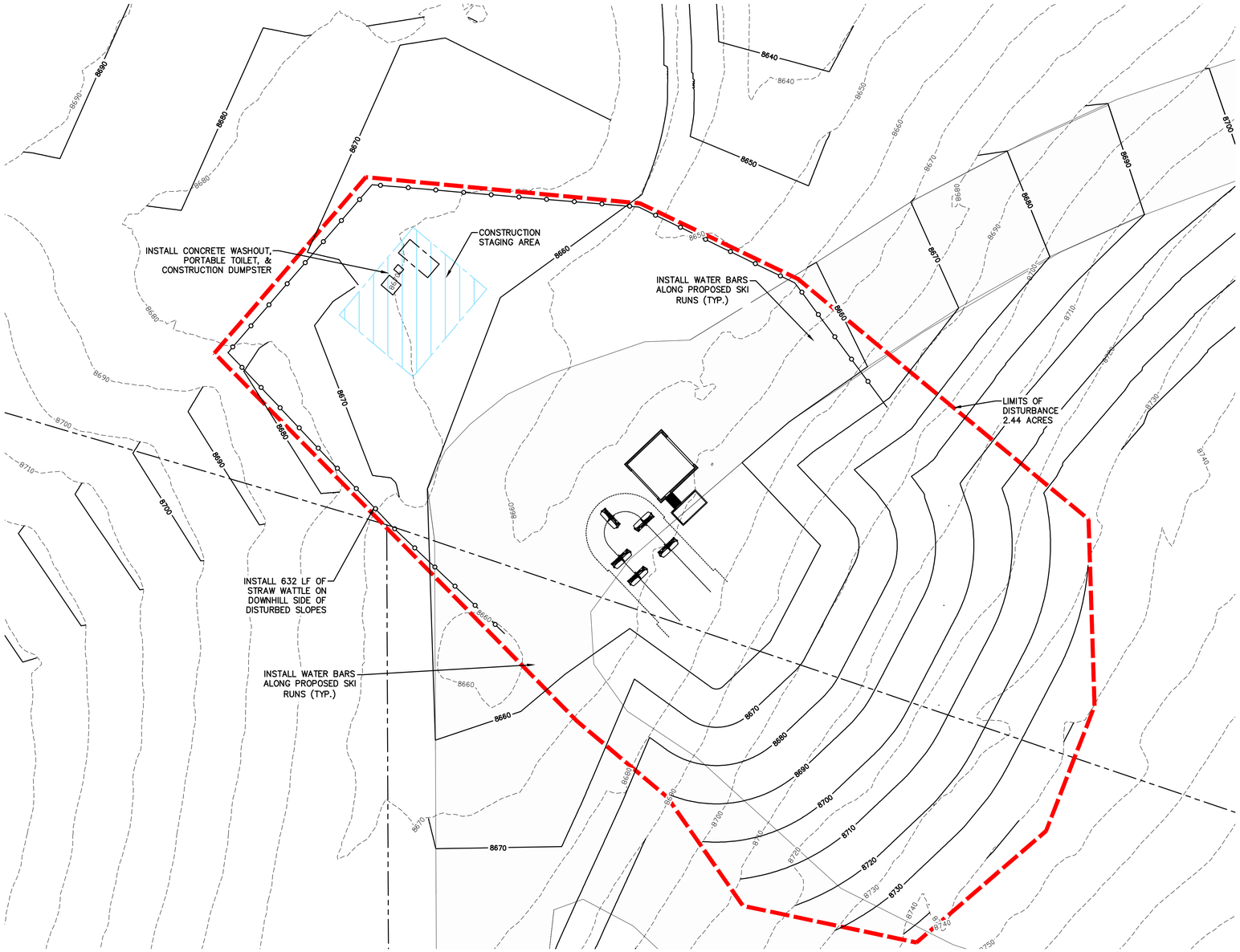
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
THOMAS VAUGHN

DATE: 02/05/25

# SITE, GRADING, & UTILITY PLAN
# DEER VALLEY EXPANSION
# LIFT 7 BUILDING

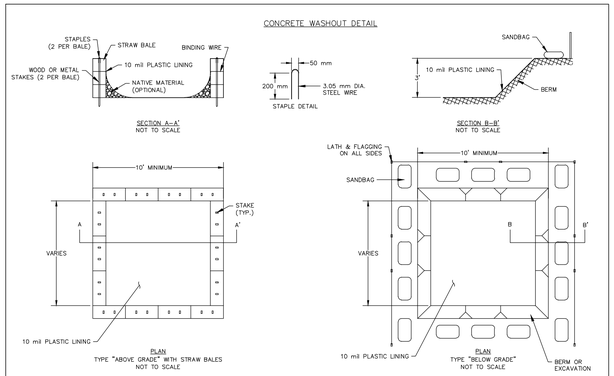
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SHEET 2 OF 3



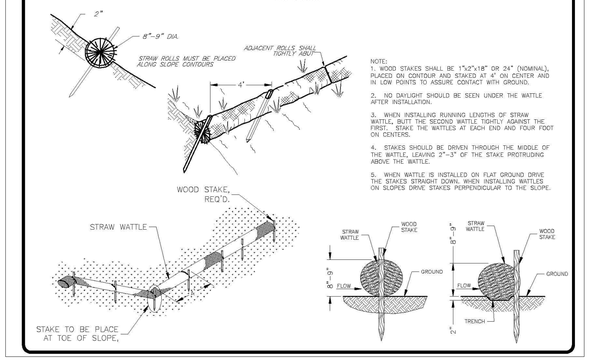

NOTES:
1. SAVE EXISTING VEGETATION IN AREAS OUTSIDE OF LIMITS OF DISTURBANCE.
2. STRIP & STOCKPILE EXISTING TOPSOIL
3. USE STOCKPILED TOPSOIL TO VEGETATE SLOPES
4. INSTALL EROSION CONTROL BLANKETS ON ALL SLOPES STEEPER THAN 2:1
5. THE CONSTRUCTION SITE MUST BE MAINTAINED IN A NEAT MANNER. TRASH AND OTHER DEBRIS MAY NOT ACCUMULATE OUTSIDE THE DUMPSTER.
6. PROVIDE SILT FENCE ON DOWNHILL SIDE OF CHAIRLIFT TOWERS DURING CONSTRUCTION.
7. REVEGETATE VEGETATION DISTURBED BY CONSTRUCTION ACCESS.

## CONCRETE WASHOUT DETAIL



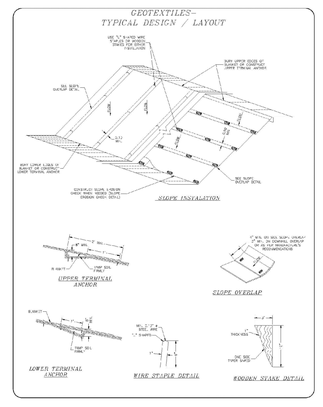

NOTES:
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. WASHOUT NEEDS TO BE EMPTIED AND REPAIRED WHEN 75% OF STORAGE CAPACITY IS FILLED.

## STRAW WATTLE DETAIL
NO SCALE




NOTE:
1. WOOD STAKES SHALL BE 1"x2"x18" OR 24" (NOMINAL), PLACED ON CONTOUR AND STAKED AT 4' ON CENTER AND IN LOW POINTS TO ASSURE CONTACT WITH GROUND.
2. NO DAYLIGHT SHOULD BE SEEN UNDER THE WATTLE AFTER INSTALLATION.
3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLE, BUTT THE SECOND END TIGHTLY AGAINST THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FOOT ON CENTERS.
4. STAKES SHOULD BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE, LEAVING 2"-3" OF THE STAKE PROTRUDING ABOVE THE WATTLE.
5. WHEN WATTLE IS INSTALLED ON FLAT GROUND DRIVE THE STAKES STRAIGHT DOWN. WHEN INSTALLING WATTLES ON SLOPES DRIVE STAKES PERPENDICULAR TO THE SLOPE.

## GEOTEXTILES- TYPICAL DESIGN / LAYOUT




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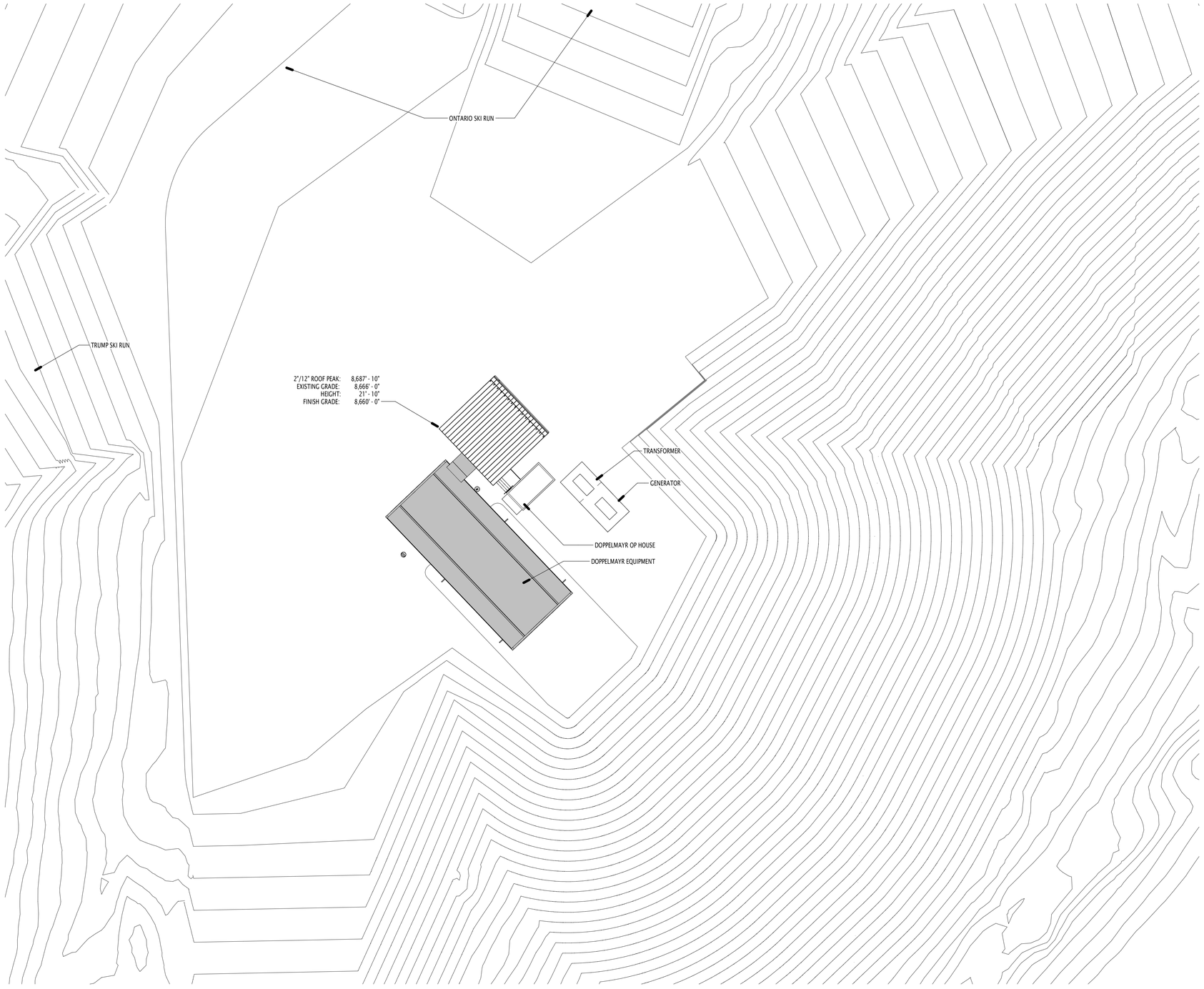
STAFF:
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DATE: 02/05/25

CMP & SWPPP
DEER VALLEY EXPANSION
LIFT 7 BUILDING

FOR: ALTERRA
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SHEET 3 OF 3




1 A101 ARCHITECTURAL SITE PLAN
1" = 20'-0"

PROJECT NORTH

0' 10' 20' 30' 40' 60'
GRAPHIC SCALE

GSBS ARCHITECTS
375 WEST 200
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www.gsbsarchitects.co

REVISIONS:

NOT FOR CONSTRUCTION

C.U.P. SUBMITTAL

# LIFT 7 BOTTOM INSPECTION BUILDING

Deer Valley, Park City, UT 84060

**DEER VALLEY RESORT**

DEER VALLEY RESORT

2250 Deer Valley Dr S. Park City, UT 84060

**GSBS PROJECT NO.:** 2023.031.60

**ISSUED DATE:** 02/05/2025

**ARCHITECTURAL SITE PLAN**

**A101** REV

| APPROVED BUILDING PAD | | | |
|---|---|---|---|
| AREA | LENGTH | WIDTH | GROSS SQ.FT. |
| BUILDING PAD | 119'-0" | 114'-3" | 13,543 |
| PREVIOUSLY PROPOSED BUILDING FOOTPRINT | 99'-0" | 42'-7" | 4,099 |
| NEW PROPOSED BUILDING FOOTPRINT | 27'-1" | 26'-0" | 705 |

NOTE: DIMENSIONS IN GREEN INDICATE MINIMUM CELARANCES REQUIRED FOR DOPPELMAYR EQUIPMENT.

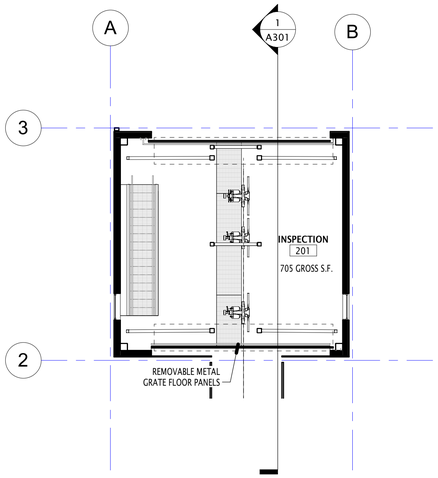
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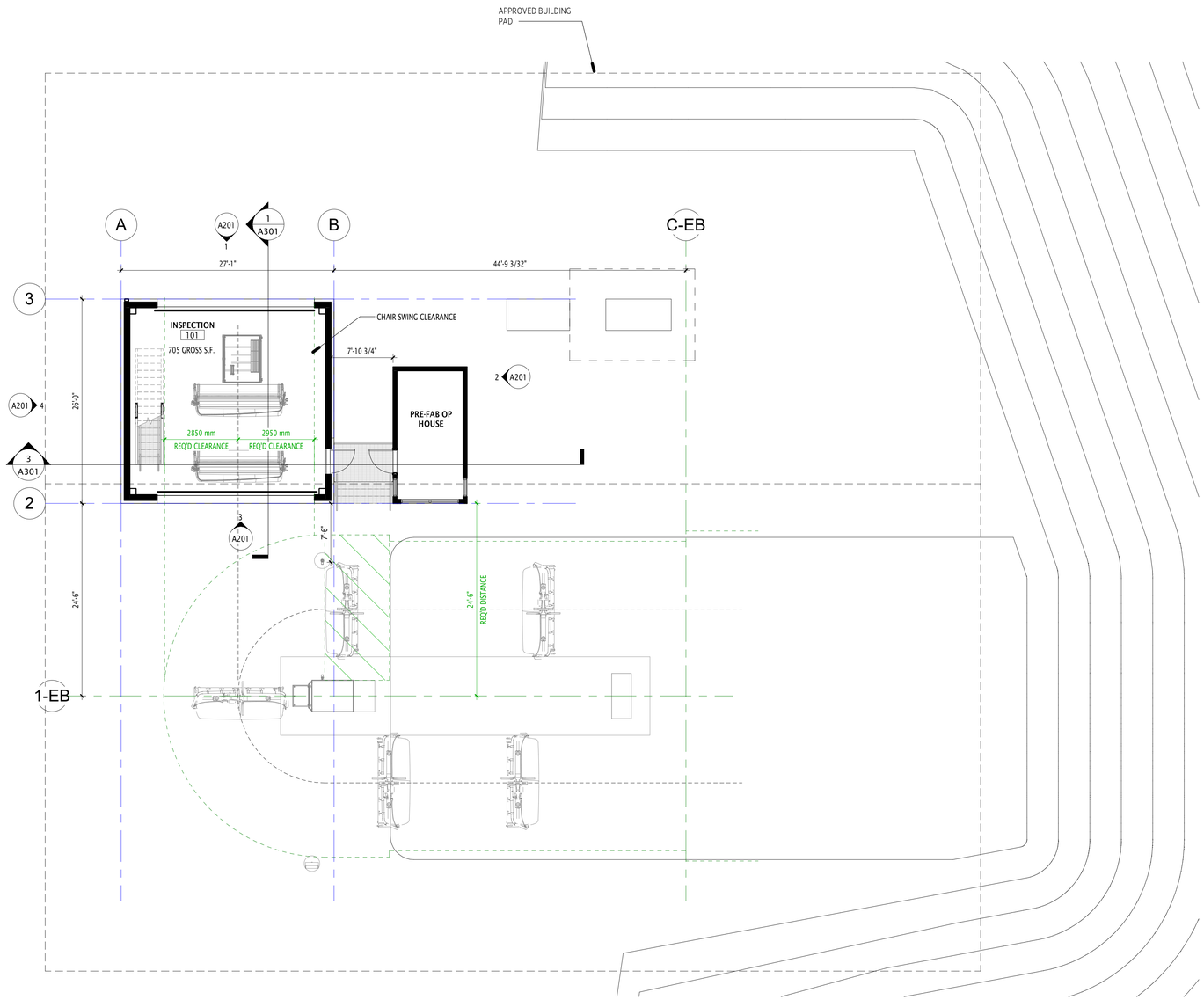
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REVISIONS:




2 A110 FLOOR PLAN - LEVEL 2
1/8" = 1'-0"

0' 4' 8' 12' 16' 24'
GRAPHIC SCALE




1 A110 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

0' 4' 8' 12' 16' 24'
GRAPHIC SCALE

N

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**C.U.P. SUBMITTAL**

# LIFT 7 BOTTOM INSPECTION BUILDING

Deer Valley, Park City, UT 84060

**DEER VALLEY RESORT**

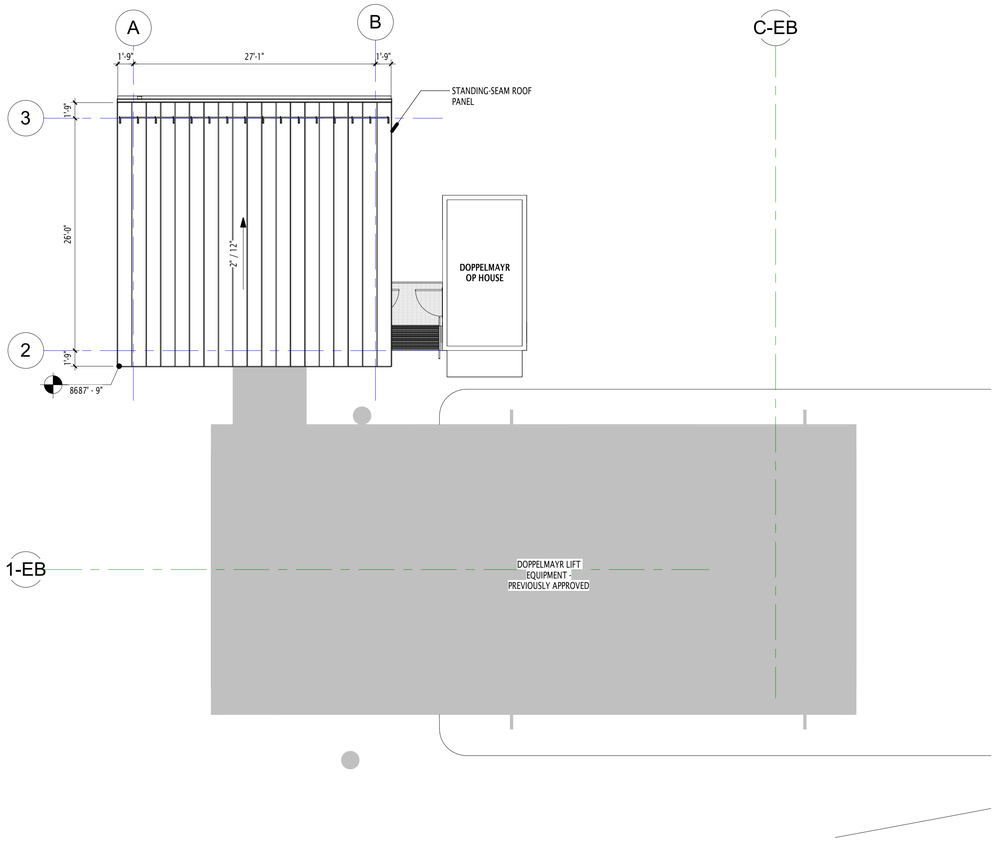
DEER VALLEY RESORT

2250 Deer Valley Dr S. Park City, UT 84060

| | |
|---|---|
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**FLOOR PLANS**

**A110** REV




1 A140 ROOF PLAN
1/8" = 1'-0"

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REVISIONS:

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**C.U.P. SUBMITTAL**

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Deer Valley, Park City, UT 84060

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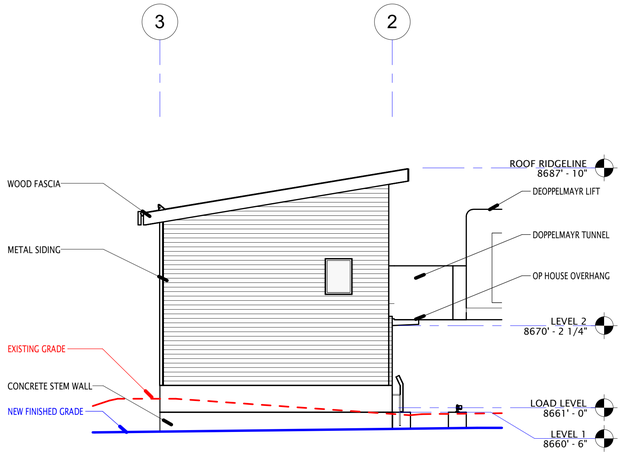
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2250 Deer Valley Dr S. Park City, UT 84060

| | |
|---|---|
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**ROOF PLAN**

**A140** REV

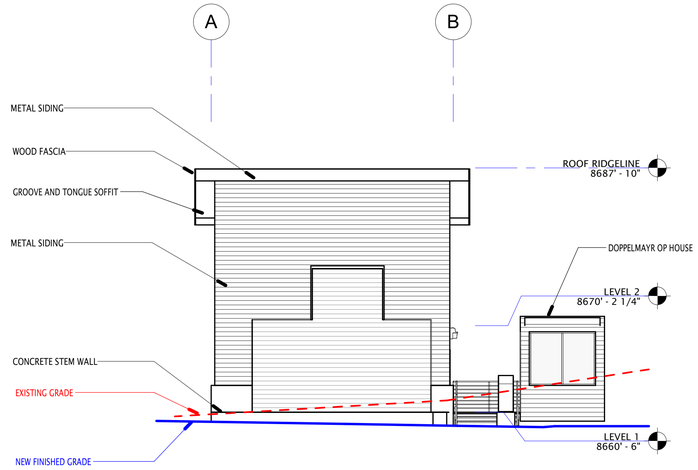



4 A201 **BUILDING ELEVATION - WEST**

1/8" = 1'-0"

0' 4' 8' 12' 16' 24'

GRAPHIC SCALE

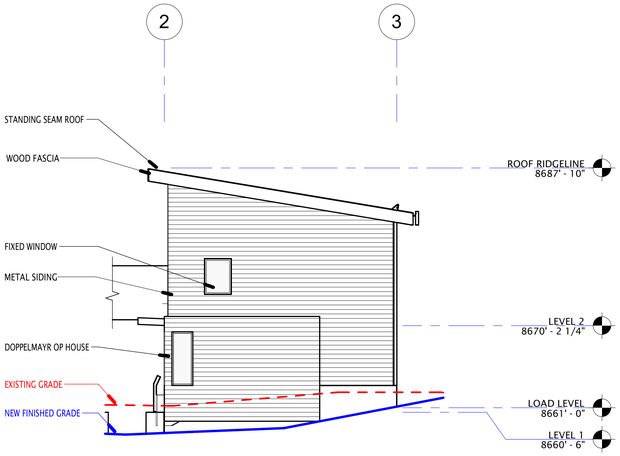



3 A201 **BUILDING ELEVATIONS - SOUTH**

1/8" = 1'-0"

0' 4' 8' 12' 16' 24'

GRAPHIC SCALE

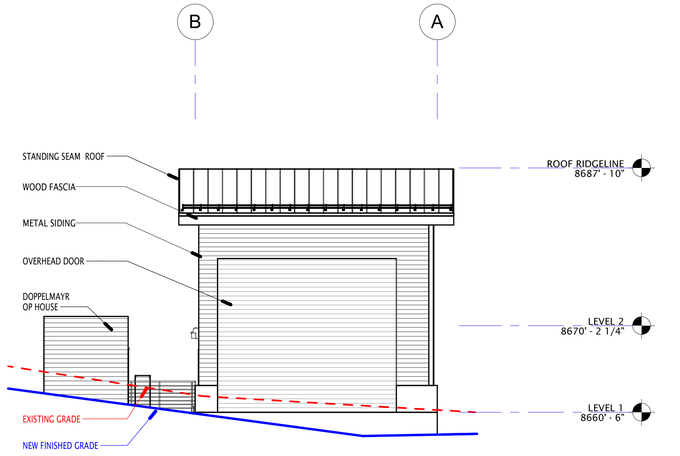



2 A201 **BUILDING ELEVATION - EAST**

1/8" = 1'-0"

0' 4' 8' 12' 16' 24'

GRAPHIC SCALE




1 A201 **BUILDING ELEVAITON - NORTH**

1/8" = 1'-0"

0' 4' 8' 12' 16' 24'

GRAPHIC SCALE

## GRADE LEGEND

EXISTING GRADE

NEW FINISHED GRADE

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REVISIONS:

FOR CONSTRUCTION

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**C.U.P. SUBMITTAL**

# LIFT 7 BOTTOM INSPECTION BUILDING

Deer Valley, Park City, UT 84060

**DEER VALLEY RESORT**

DEER VALLEY RESORT

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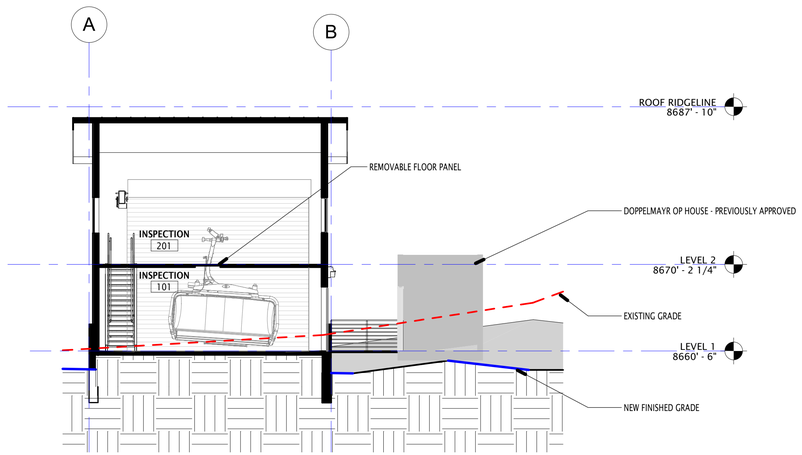
**EXTERIOR ELEVATIONS**

**A201** REV

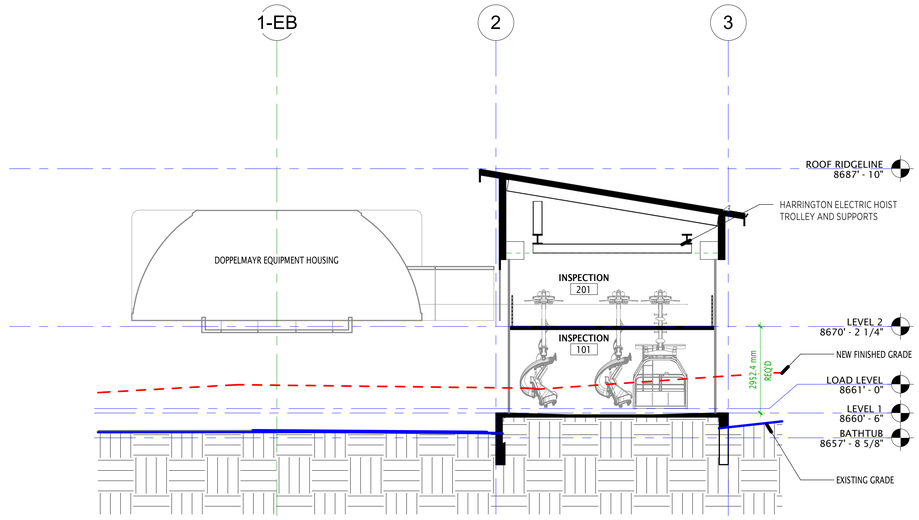
## GRADE LEGEND

EXISTING GRADE

NEW FINISHED GRADE




3 A301 BUILDING SECTION
1/8" = 1'-0"




1 A301 BUILDING SECTION
1/8" = 1'-0"

0' 4' 8' 12' 16' 24'
GRAPHIC SCALE


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2250 Deer Valley Dr S. Park City, UT 84060

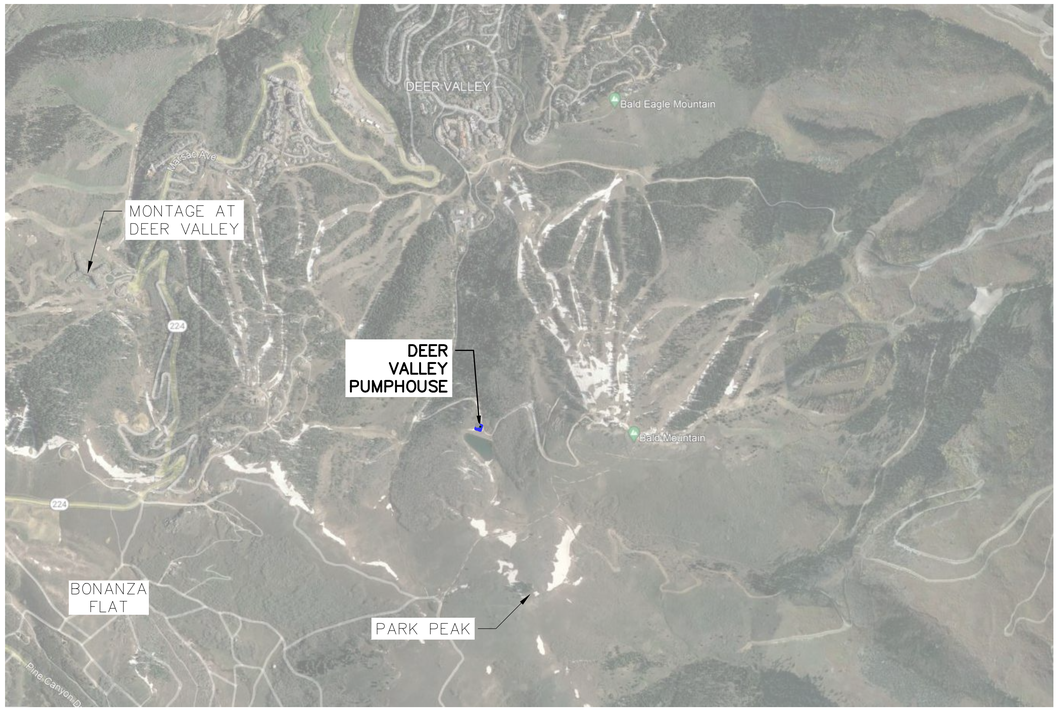
**GSBS PROJECT NO.:** 2023.031.60

**ISSUED DATE:** 02/05/2025

**BUILDING SECTIONS**

**A301** REV

## VICINITY MAP




# DEER VALLEY EXPANSION
# DEER VALLEY PUMPHOUSE

**DEER VALLEY MOUNTAIN RESORT**
**2250 DEER VALLEY DRIVE**
**PARK CITY, UTAH 84060**

**FEBRUARY 12, 2025**

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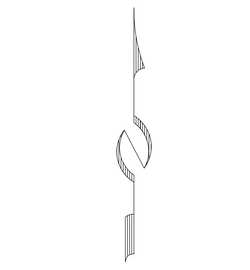
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STAFF:
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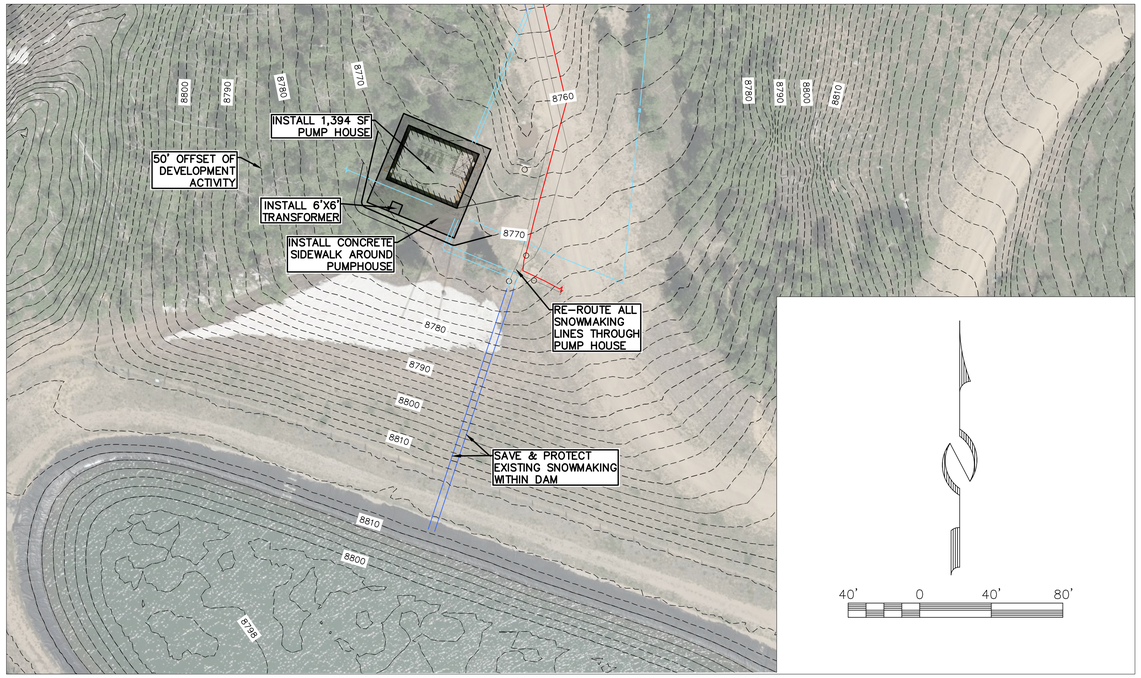
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# EXISTING CONDITIONS & TOPOGRAPHY
# DEER VALLEY EXPANSION
# DEER VALLEY PUMPHOUSE CUP

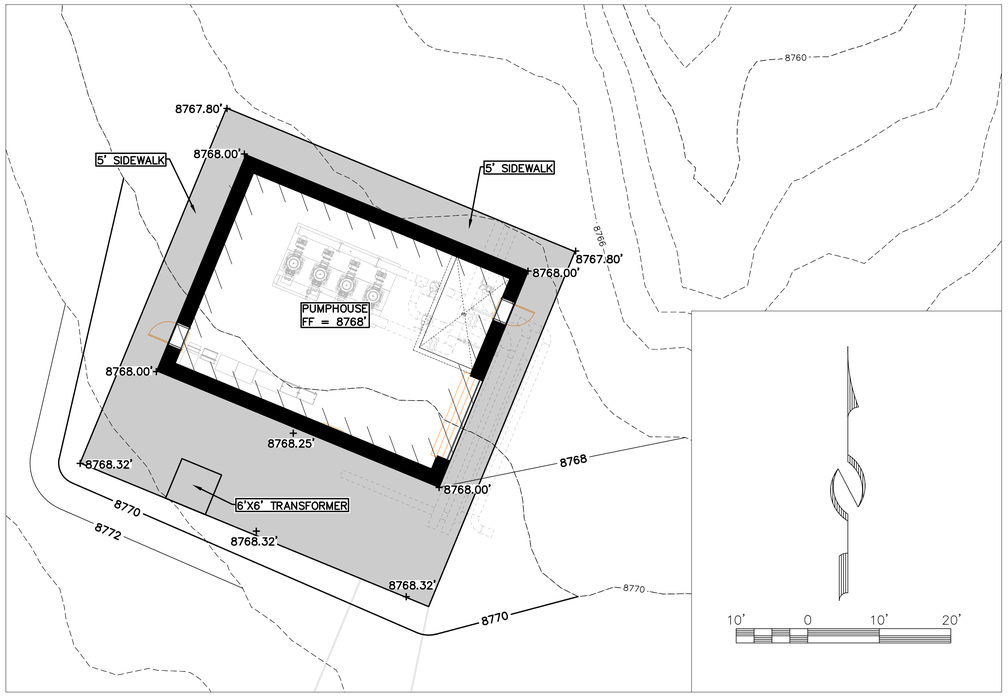
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SHEET 1 OF 3

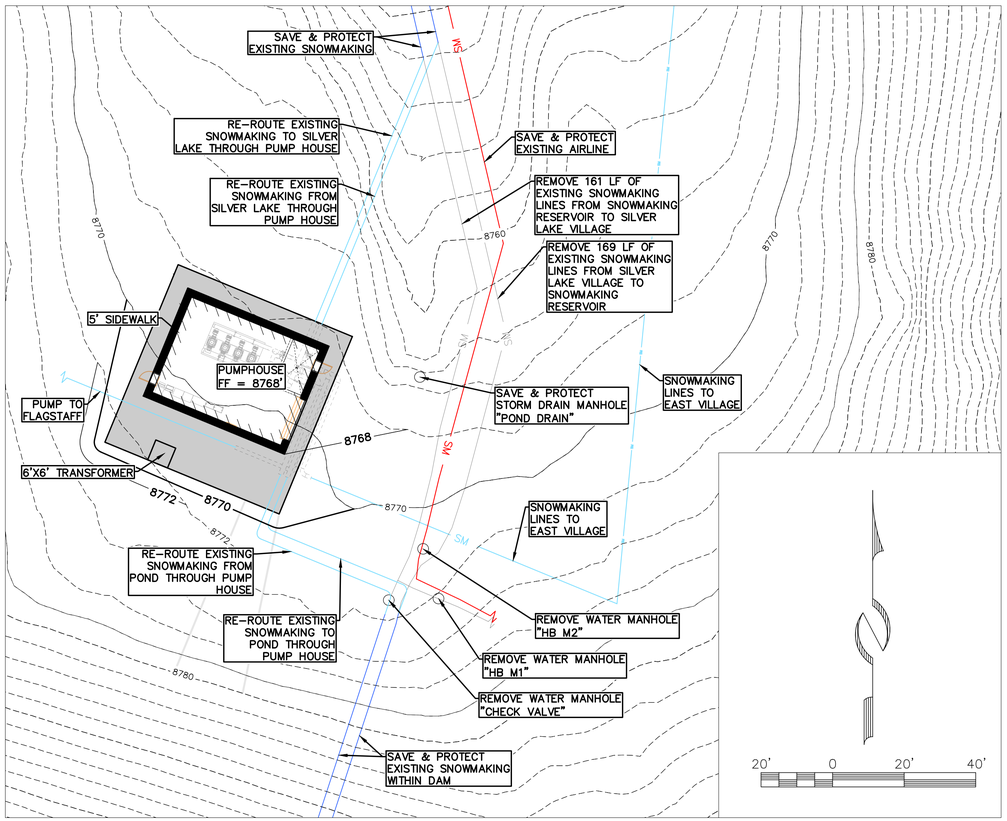
## SITE PLAN




## GRADING PLAN




## UTILITY PLAN




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Connor C Dinsmore
No. 12275305
MARTIN CONNOR DINSMORE
02/12/25
STATE OF UTAH


ALLIANCE ENGINEERING
2700 W HOMESTEAD RD
STE 50 & 60
PARK CITY, UT 84098
435.258.8934

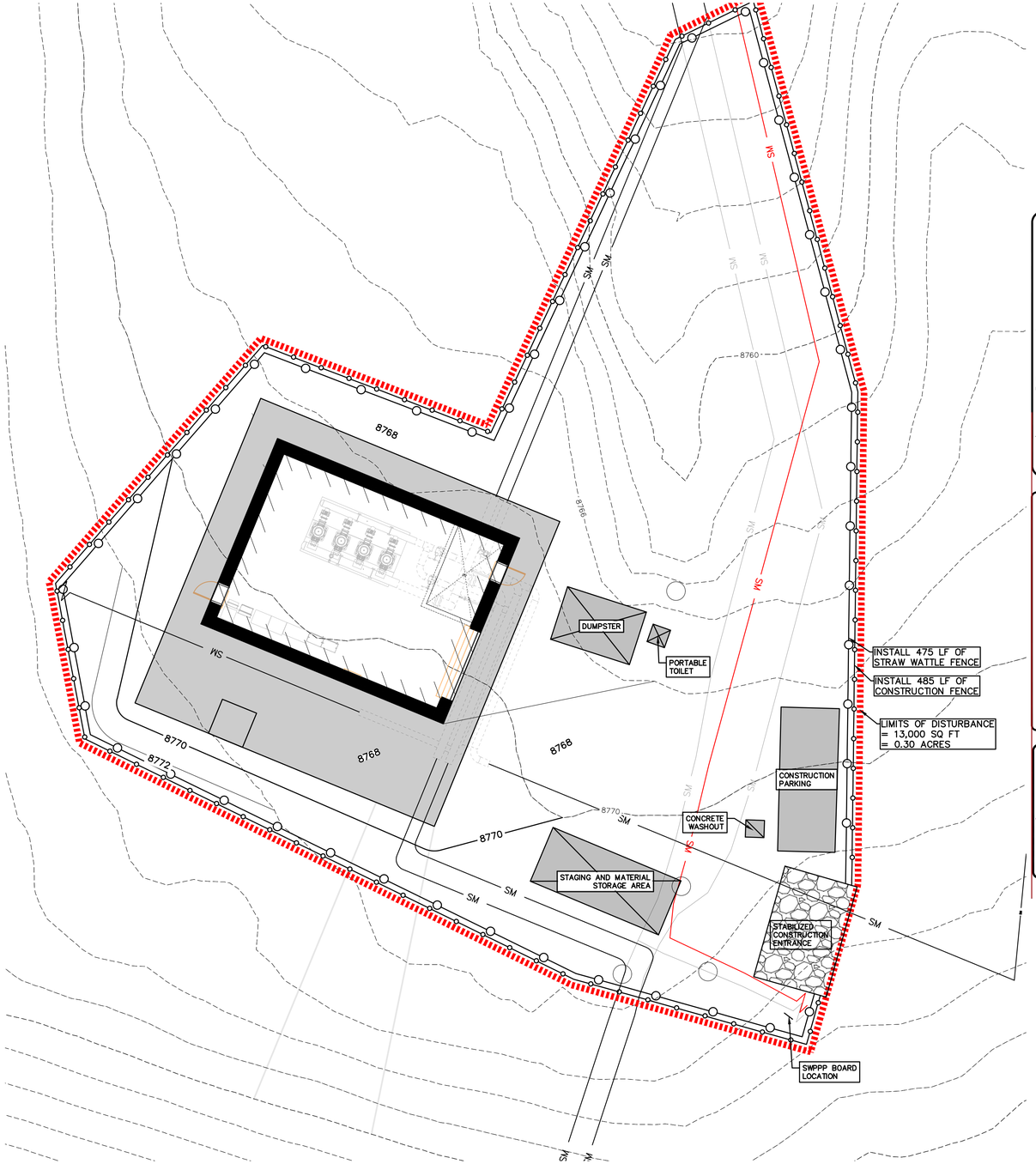

**STAFF:** CONNOR DINSMORE, THOMAS VAUGHN

**DATE:** 02/12/2025

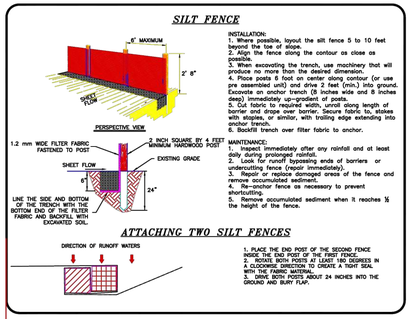
SITE, GRADING, & UTILITY PLAN
DEER VALLEY EXPANSION
DEER VALLEY PUMPHOUSE CUP

**FOR:** ALTERRA
**JOB NO.:** 15-9-23.1
**FILE:** X:\WasatchCounty\dwg\Mayflower 2023\Lift 7 PCMC CUP\Mayflower Lift 7_Pumphouse.dwg

**SHEET** 2 OF 3




## SILT FENCE




INSTALLATION:
1. Where possible, layout the silt fence 5 to 10 feet beyond the toe of slope.
2. Align the fence along the contour as close as possible.
3. When excavating the trench, use machinery that will produce no more than the desired dimension.
4. Place posts 8 foot on center along contour (or use pre assembled unit) and drive 2 feet (min.) into ground. Excavate an anchor trench (8 inches wide and 8 inches deep) immediately up-gradient of posts.
5. Cut fabric to required width, unroll along length of barrier and drape over barrier. Secure fabric to, stakes with staples, or similar, with trailing edge extending into anchor trench.
6. Backfill trench over fitter fabric to anchor.

MAINTENANCE:
1. Inspect immediately after any rainfall and at least daily during prolonged rainfall.
2. Look for runoff bypassing ends of barriers or undercutting fence (repair immediately).
3. Repair or replace damaged areas of the fence and remove accumulated sediment.
4. Re-anchor fence as necessary to prevent shortcutting.
5. Remove accumulated sediment when it reaches ½ the height of the fence.

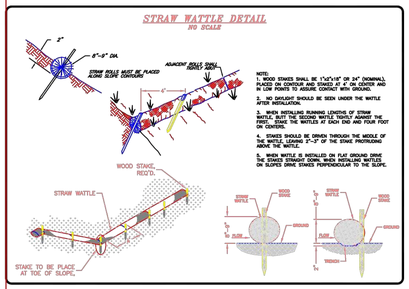
## ATTACHING TWO SILT FENCES




1. PLACE THE END POST OF THE SECOND FENCE SUCH THAT THE POST IS ON TOP OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS ABOUT 24 INCHES INTO THE GROUND AND BURY FLAP.

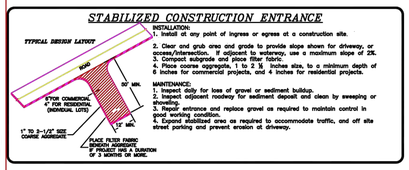
## STRAW WATTLE DETAIL

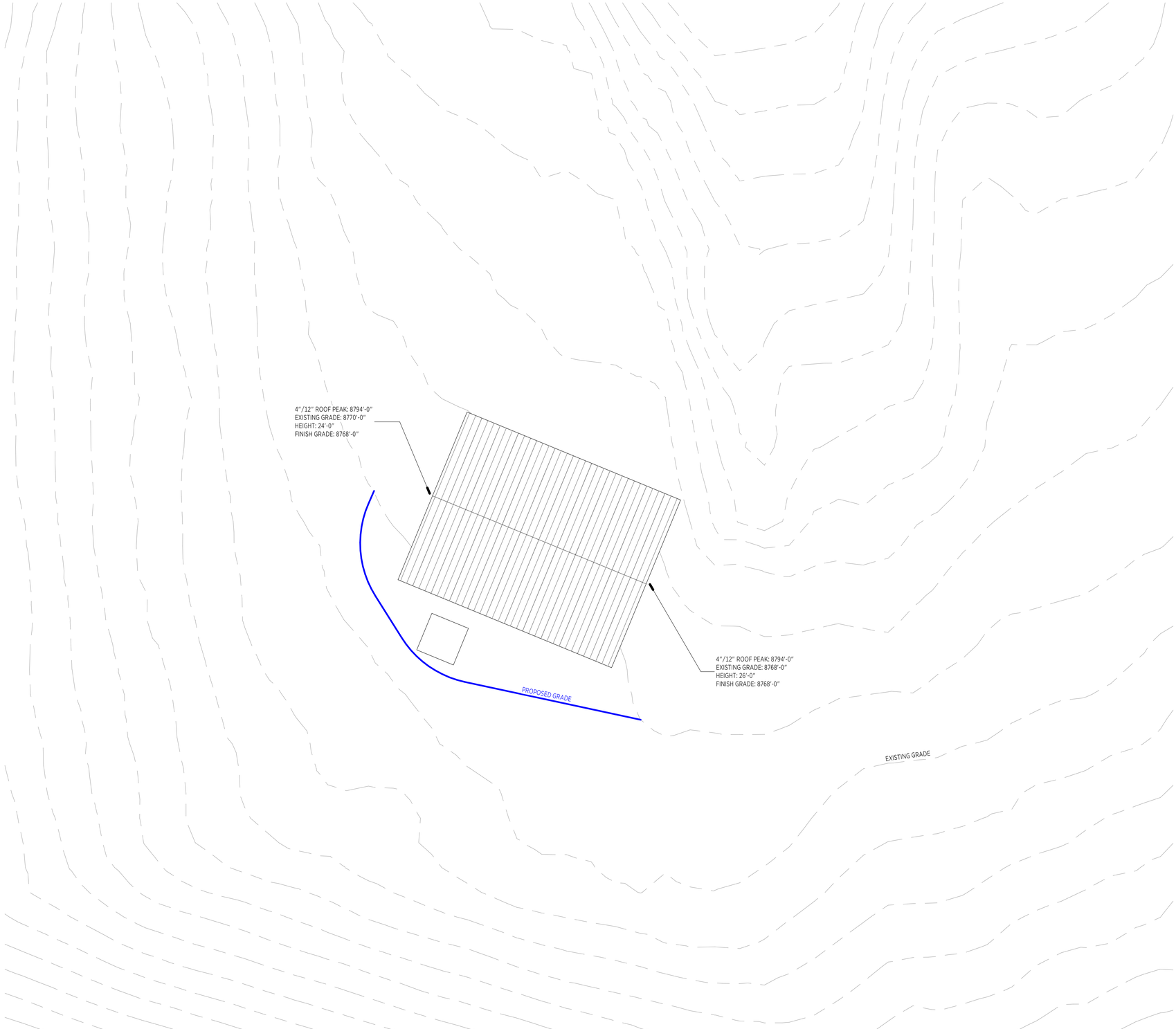
NO SCALE




NOTE:
1. WOOD STAKES SHALL BE 1"x2"x18" OR 24" (NOMINAL), PLACED ON CONTOUR AND STAKED AT 4' ON CENTER AND IN LOW POINTS TO ASSURE CONTACT WITH GROUND.
2. NO DAYLIGHT SHOULD BE SEEN UNDER THE WATTLE AFTER INSTALLATION.
3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLES, ABUT THE ENDS OF EACH WATTLE TO THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FOOT ON CENTERS.
4. STAKES SHOULD BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE, LEAVING 2"-3" OF THE STAKE PROTRUDING ABOVE THE WATTLE.
5. WHEN WATTLE IS INSTALLED ON FLAT GROUND DRIVE STAKES PERPENDICULAR TO THE WATTLE. WHEN PLACED ON SLOPES DRIVE STAKES PERPENDICULAR TO THE SLOPE.

## STABILIZED CONSTRUCTION ENTRANCE


TYPICAL DESIGN LAYOUT
ROAD
50' MIN.
8'
8'
8'




1 AS101 ARCHITECTURAL SITE PLAN
1" = 10'-0"

0' 5' 10' 15' 20' 30'
GRAPHIC SCALE

N

GSBS ARCHITECTS

375 WEST 200 SOUTH
SALT LAKE CITY, UT 84101

P 801.521.8600

www.gsbsarchitects.com

RESERVED FOR CONSULTANT LOGO

REVISIONS:

NOT FOR CONSTRUCTION

**C.U.P. SUBMITTAL**

# DEER VALLEY PUMP HOUSE

Deer Valley, Park City, UT 84060

**DEER VALLEY RESORT**

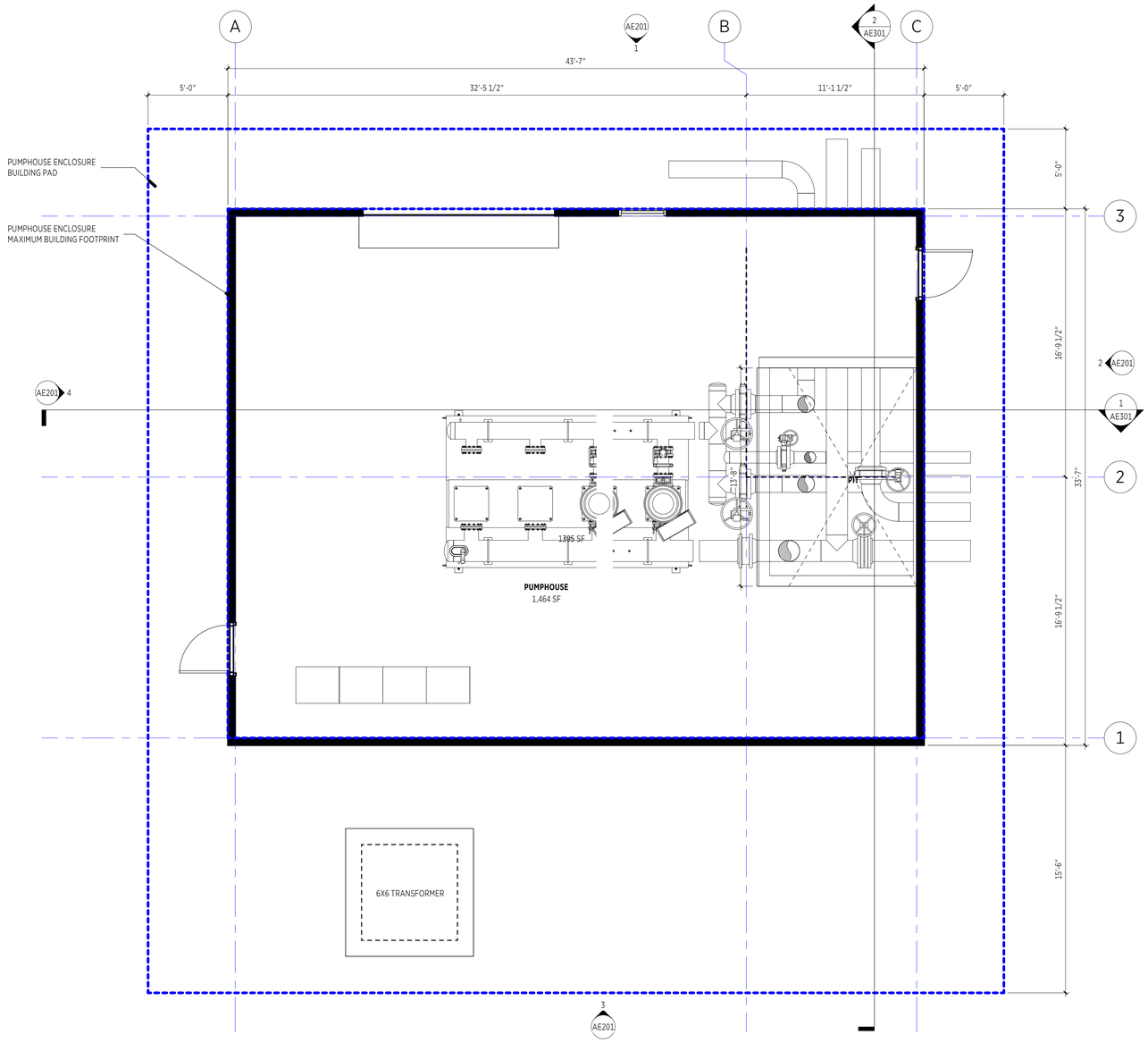
2250 Deer Valley Dr S. Park City, UT 84060

**OWNER PROJECT NO.:**
**GSBS PROJECT NO.:** 2023.031.50
**ISSUED DATE:** 02/12/2025

ARCHITECTURAL SITE PLAN

**AS101** REV

| LIFT 7 PUMPHOUSE | | | |
|---|---|---|---|
| PARAMETER | LENGTH | WIDTH | SQ. FT. |
| BUILDING PAD | 53'-7" | 54'-1 " | 2,898 |
| BUILDING FOOTPRINT | 43'-7" | 33'-7" | 1,464 |




1 AE101 FLOOR & WALL TYPES PLAN - LEVEL ONE PH

1/4" = 1'-0"

0' 2' 4' 6' 8' 12'

GRAPHIC SCALE


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**C.U.P. SUBMITTAL**

# DEER VALLEY PUMP HOUSE

Deer Valley, Park City, UT 84060

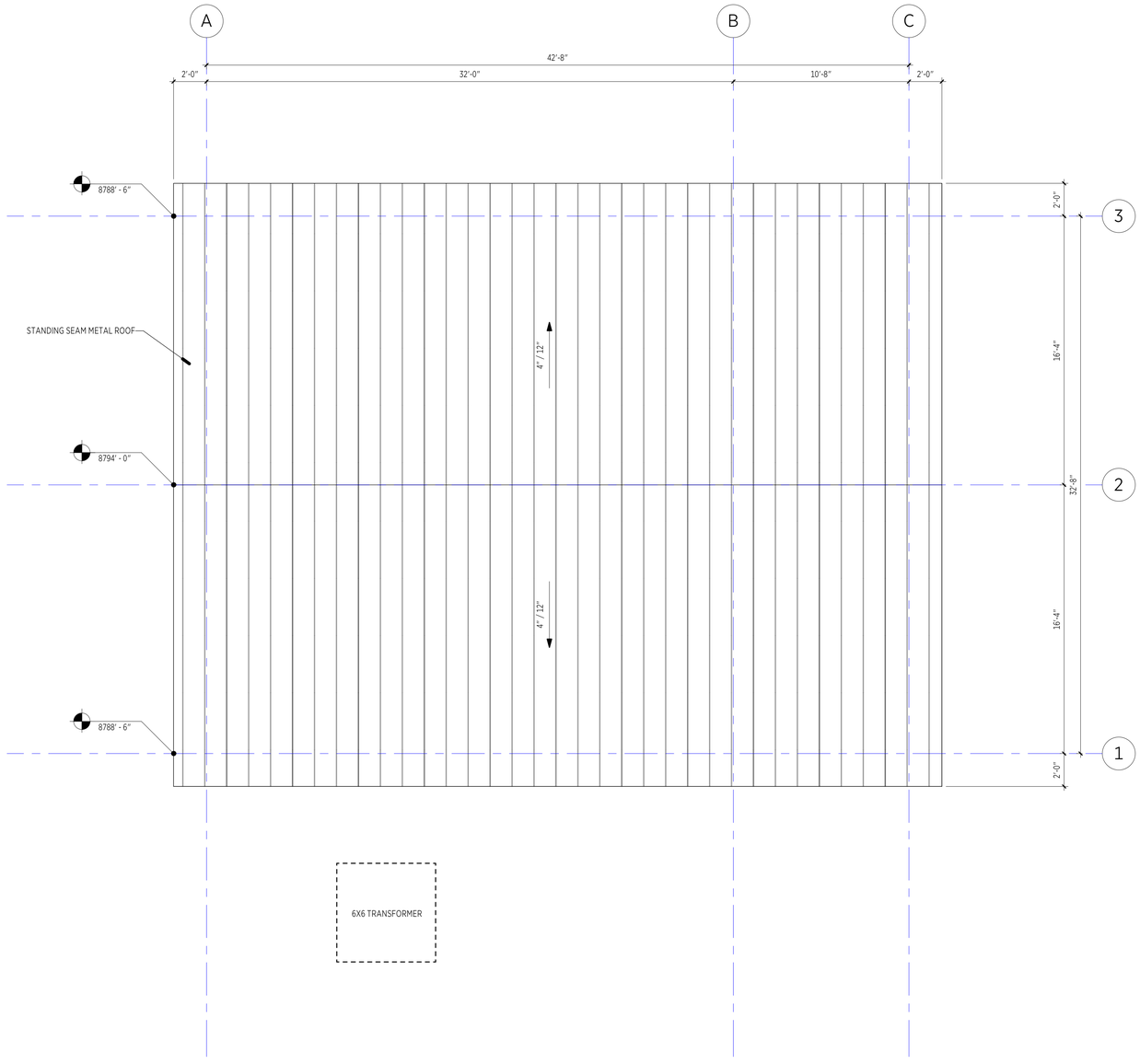
**DEER VALLEY RESORT**

2250 Deer Valley Dr S. Park City, UT 84060

| | |
|---|---|
| **OWNER PROJECT NO.:** | |
| **GSBS PROJECT NO.:** | 2023.031.50 |
| **ISSUED DATE:** | 02/12/2025 |

FLOOR PLAN

**AE101** REV




1 AE141 ROOF PLAN

1/4" = 1'-0"

0' 2' 4' 6' 8' 12'

GRAPHIC SCALE

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REVISIONS:

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**C.U.P. SUBMITTAL**

# DEER VALLEY PUMP HOUSE

Deer Valley, Park City, UT 84060

**DEER VALLEY RESORT**

2250 Deer Valley Dr S. Park City, UT 84060

| | |
|---|---|
| **OWNER PROJECT NO.:** | |
| **GSBS PROJECT NO.:** | 2023.031.50 |
| **ISSUED DATE:** | 02/12/2025 |

ROOF PLAN

**AE141** REV

## GRADE LEGEND

EXISTING GRADE

NEW FINISHED GRADE

GSBS ARCHITECTS

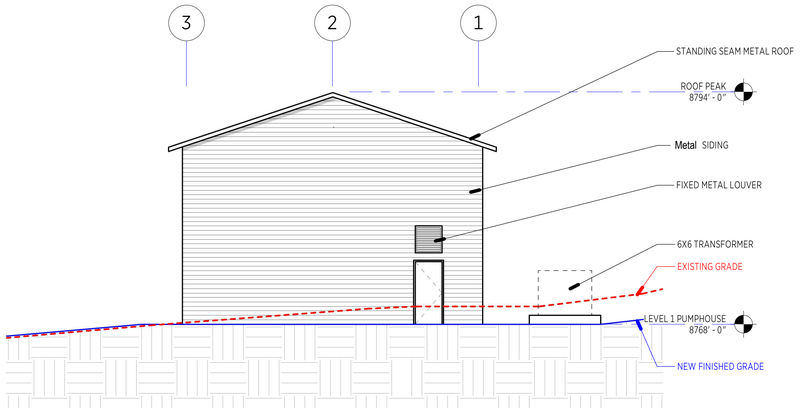
375 WEST 200 SOUTH
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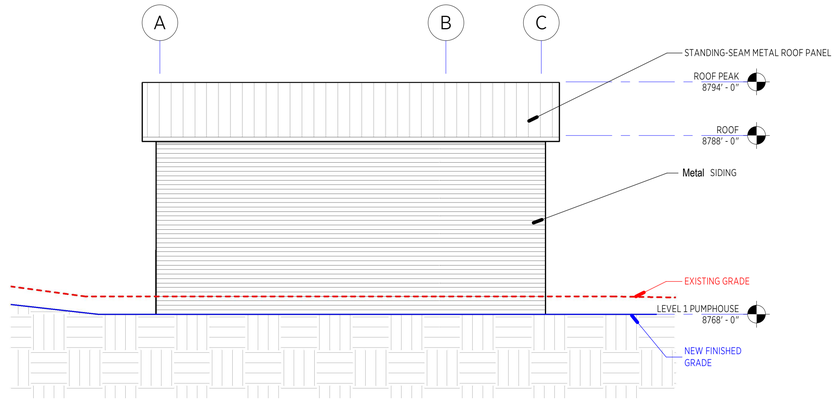
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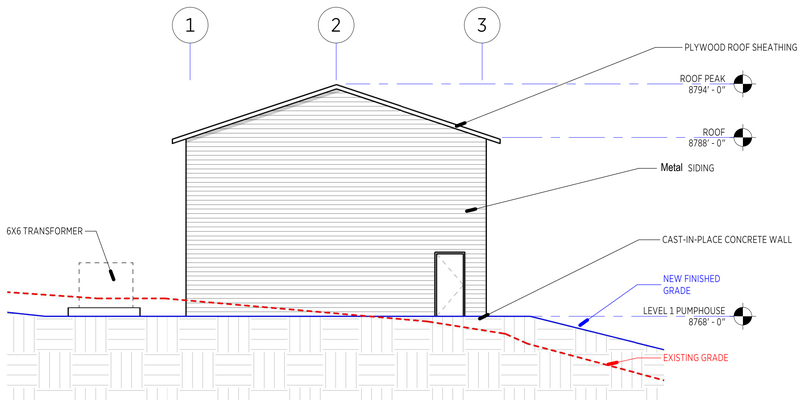
REVISIONS:



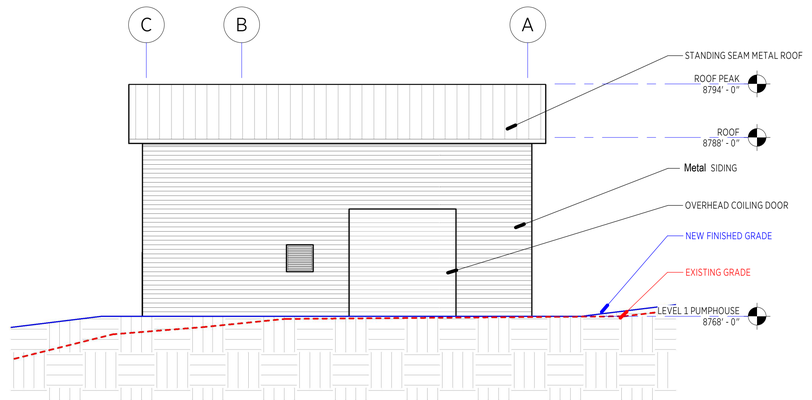

4 AE201 WEST ELEVATION
1/8" = 1'-0"




3 AE201 SOUTH ELEVATION
1/8" = 1'-0"




2 AE201 EAST ELEVATION
1/8" = 1'-0"




1 AE201 NORTH ELEVATION
1/8" = 1'-0"

**NOT FOR CONSTRUCTION**

**C.U.P. SUBMITTAL**

# DEER VALLEY PUMP HOUSE

Deer Valley, Park City, UT 84060

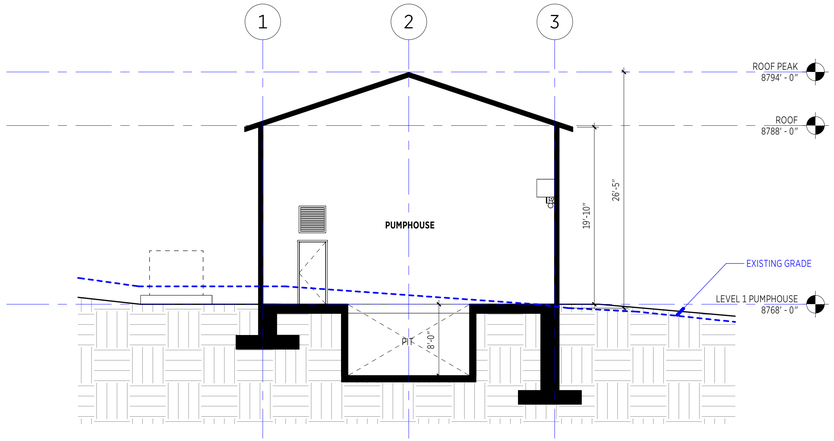
**DEER VALLEY RESORT**

2250 Deer Valley Dr S. Park City, UT 84060

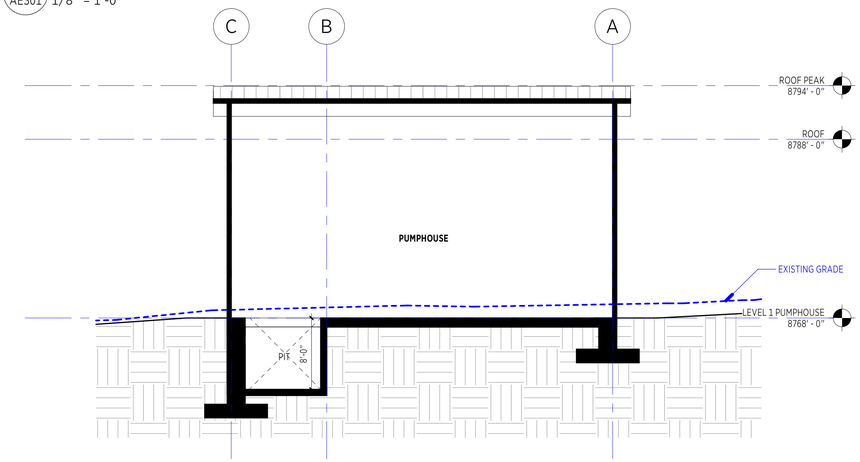
**OWNER PROJECT NO.:**
**GSBS PROJECT NO.:** 2023.031.50
**ISSUED DATE:** 02/12/2025

BUILDING ELEVATIONS

**AE201** REV




2 AE301 WEST SECTION
1/8" = 1'-0"




1 AE301 SOUTH SECTION
1/8" = 1'-0"

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375 WEST 200 SOUTH
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www.gsbsarchitects.com

RESERVED FOR CONSULTANT LOGO

REVISIONS:

**NOT FOR CONSTRUCTION**

**C.U.P. SUBMITTAL**

# DEER VALLEY PUMP HOUSE

Deer Valley, Park City, UT 84060

**DEER VALLEY RESORT**

2250 Deer Valley Dr S. Park City, UT 84060

| | |
|---|---|
| **OWNER PROJECT NO.:** | |
| **GSBS PROJECT NO.:** | 2023.031.50 |
| **ISSUED DATE:** | 02/12/2025 |

BUILDING SECTIONS

**AE301** REV

# Planning Commission
# Staff Report

| | |
|---|---|
| **Subject:** | **2250 Deer Valley Drive South** |
| **Applications:** | **Conditional Use Permit (PL-21-04811)**<br>**Master Planned Development Modification (PL-21-046767)** |
| **Author:** | **Rebecca Ward, Planning Director** |
| **Date:** | **February 26, 2025** |
| **Type of Item:** | **Administrative – Snow Park Village Phase I** |

*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 February 26, 2025 Planning Commission Final Action on the Snow Park Village Phase I Conditional Use Permit (Phase I CUP) and modifications to the Deer Valley Master Planned Development (Deer Valley MPD) to construct:

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

The Applicant submitted proposed Findings of Fact, Conclusions of Law, and Conditions of Approval reviewed by the Planning Commission on January 22, 2025. Staff recommended modifications to these Conditions of Approval. The Planning Commission provided input on the Conditions of Approval, which is incorporated in the draft Final Action Letter:

- Address the Applicant's request for ski club parking as part of the Phase II vertical development CUP (Condition of Approval 3).
- Require annual Planning Commission review of temporary transportation and parking during project construction (Condition of Approval 5).
- Continue the review of the Applicant's Traffic Impact Study and Transportation Demand Management Plan as part of the Phase II vertical development CUP (Condition of Approval 27) (Meeting Minutes, p. 5; Audio).

Staff recommends the Planning Commission:

(I) Review the draft Final Action Letter for Snow Park Village Phase I.
(II) Conduct a public hearing.
(III) Consider approving Snow Park Village Phase I based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

## Project Background

Please visit the Planning Department project website for information on project 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 – Draft Conditions of Approval (Packet, Item 5.A; Minutes, p. 5).

## Description

| | |
|---|---|
| Applicant: | Deer Valley Resort Company<br>Deer Valley Development Company<br>Hannah Tyler, Applicant Representative |
| Location: | 2250 Deer Valley Drive South |
| Zoning District: | Residential Development |
| Adjacent Land Uses: | Multi-Unit Dwellings<br>Deer Valley Resort |
| Reason for Review: | The Planning Commission conducts a public hearing and takes Final Action on Conditional Use Permits and modifications to Master Planned Developments pursuant to Land Management Code Section 15-1-8. |

## Summary

The draft Final Action Letter includes Findings of Facts, Conclusions of Law, and Conditions of Approval that address:

- Limitations of the Phase I CUP.
- Annual Planning Commission review of the temporary transportation and parking plan until the parking structure is completed.

- Parking structure maximums, Electric Vehicle Charging Station conduit and installations, bicycle parking, and bike share installations.
- Transportation Demand Management Plan for Phase I.
- Requirements for continued Traffic Impact Study and Transportation Demand Management Plan review for Phase II.
- Right-of-Way improvements.
- Pedestrian and multi-use pathway improvements.
- Enhanced public transit center requirements.
- Doe Pass Road improvements and easements.
- End-of-line public transit operator lounge requirements.
- Deer Valley Drive loop transit stop improvements.
- Public transit agreement requirement.
- Transit-related communications and power infrastructure.
- Conduit for future infrastructure.
- Phase II vertical development CUP application requirements.
- Building permit submittal requirements.
- Park City Fire District requirements.
- Sign and lighting requirements.
- Deer Valley MPD modifications.
- Construction mitigation and phasing plan.

The Applicant submitted proposed modifications to the 13th amendment to the Deer Valley MPD (Exhibit B). Staff recommends limiting the modifications to the Deer Valley MPD to those required by Ordinance No. 2023-56 vacating portions of Deer Valley Drive. Staff recommends addressing Unit Equivalents, uses, and affordable housing as part of the 14th amended Deer Valley MPD reviewed with the Phase II vertical development CUP.

## Department Review

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

## Notice

Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on August 28, 2024, January 9, 2025, and February 11, 2025. Staff published notice on the City's website and Utah Public Notice website on August 23, 2024, September 24, 2024, October 9, 2024, October 28, 2024, November 22, 2024, January 3, 2025, and February 10, 2025. The *Park Record* published courtesy notice on August 28, 2024, September 28, 2024, October 12, 2024, October 30, 2024, November 27, 2024, January 8, 2025, and February 12, 2025.[1]

## Public Input

Public input is attached as Exhibit C.

[1] LMC § 15-1-21

## Alternatives

The Planning Commission may:

- Approve the Snow Park Village Phase I CUP and modifications to the Deer Valley MPD as outlined in the draft Final Action Letter.
- Approve the Snow Park Village Phase I CUP and modifications to the Deer Valley MPD as modified by the Planning Commission.
- Deny the Snow Park Village Phase I CUP and modifications to the Deer Valley MPD and direct staff to make findings for the denial.
- Continue to a date certain.

## Exhibits

Exhibit A: Draft Final Action Letter

Attachments:

1 – Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016
2 – Snow Park Village Plan Set dated December 20, 2024
3 – Updated Applicant Narrative
4 – 2024 Traffic Impact Study
5 – Construction Mitigation and Phasing Plan
6 – Transportation Demand Management Plan
7 – Supplemental Memo on Parking Reduction Criteria
8 – Proposed Gondola Alignment
9 – Snow Park Sustainability Plan

Exhibit B: Applicant's Proposed Modifications to the Deer Valley MPD
Exhibit C: Public Input
Exhibit D: High Valley Transit Letter of Support

**Planning Department**

February 26, 2025

Applicant:
Deer Valley Resort Company
Deer Valley Development Company

CC: Hannah Tyler, Applicant Representative

**NOTICE OF PLANNING COMMISSION ACTION**

**Description**

| | |
|---|---|
| Address: | 2250 Deer Valley Drive South |
| Zoning District: | Residential Development |
| Applications: | Master Planned Development Modification – PL-21-04767<br>Conditional Use Permit – PL-21-04811 |
| Action: | APPROVED WITH CONDITIONS (See Below) |
| Date of Final Action: | February 26, 2025 |
| Project Summary: | Deer Valley Master Planned Development Modification<br>Snow Park Village Phase I Conditional Use Permit<br><br>The Applicant proposes:<br>• Up to 1,971 parking spaces in a three-level partially underground public and private parking structure,<br>• An underground public transit center, and<br>• Road, utility, and pedestrian and pathway improvements. |

**Action Taken**
On February 26, 2025, the Planning Commission conducted a public hearing and approved the Thirteenth Amended and Restated Large Scale Master Planned Development Permit and Snow Park Village Phase I Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval:

**Findings of Fact**

1. 2250 Deer Valley Drive South contains Snow Park Lodge and surface-level parking lots ("the property").
2. The property is in the Residential Development Zoning District and is subject to the Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016 ("the Deer Valley MPD") (Attachment 1).
3. The Deer Valley MPD establishes 209.75 Residential Unit Equivalents (419,500 square feet) and 21,890 square feet of commercial and support space for the development of Snow Park Village on 14.93 acres in the general area of the existing surface-level parking lots.
4. On February 18, 2021, the Applicant applied to the Planning Commission for a substantive modification to the Deer Valley MPD for Snow Park Village (PL-21-04767, Modification Application).
5. The Deer Valley MPD Paragraph (C)(1) requires Planning Commission review of a Conditional Use Permit (CUP) for Snow Park Village.
6. A parking structure in the Residential Development Zoning District requires Planning Commission review of a CUP (Land Management Code (LMC) Section 15-2.13-2(B)(29)).
7. The Applicant proposes constructing Snow Park Village in two phases:
    a. Phase I – up to 1,971 parking spaces in a three-level partially underground public and private parking structure, an underground public transit center, and road, utility, and pedestrian and pathway improvements.
    b. Phase II – vertical development.
8. On April 13, 2021, the Applicant applied for Planning Commission review of the Snow Park Village Phase I CUP (PL-21-04811, CUP Application).
9. According to the 2014 General Plan, the Snow Park Village CUP will be reviewed for compatibility, mass, and scale; however, it does not have any flexibility to adjust the parameters of the MPD in terms of height and building pads. To ensure the best design to protect view corridors and improve circulation, additional flexibility for height and building pads is likely to be necessary. As the last large development to be built in the Lower Deer Valley neighborhood, compatibility, view corridors, circulation, and connectivity is a priority for future design.
10. On September 30, 2021, the Applicant petitioned the City to vacate a portion of Deer Valley Drive to allow for a more efficient design with a larger Snow Park Village plaza area. On January 31, 2022, the Applicant supplemented the request with updated legal descriptions for the Deer Valley Drive vacation.

**2021 – 2023 Snow Park Village Phase I Review**

11. On July 28, 2021, August 25, 2021, September 22, 2021, October 27, 2021, December 8, 2021, and February 9, 2022, the Planning Commission conducted work sessions.

12. On March 15, 2022, the Planning Commission and City Council conducted a joint meeting.
13. On December 19, 2022, the Planning Commission conducted a work session.
14. On January 18, 2023, the Planning Commission held a public hearing and outlined recommendations for City Council consideration regarding the Applicant's requested vacation of a portion of Deer Valley Drive.

**Ordinance No. 2023-56 Vacating a Portion of Deer Valley Drive**

15. The City Council conducted public meetings on March 16, 2023, June 1, 2023, June 15, 2023, July 6, 2023, August 29, 2023, September 28, 2023, October 26, 2023, November 2, 2023, November 16, 2023, November 30, 2023, December 5, 2023, and December 14, 2023.
16. On December 14, 2023, the City Council approved Ordinance No. 2023-56 vacating a portion of Deer Valley Drive.
17. Ordinance No. 2023-56 requires the Applicant in part to:
    a. Reduce the number of parking spaces designated for day skier use to 1,360 and restrict day skiers from parking in spaces reserved for hotel, residential, dining, retail, entertainment, and commercial uses.
    b. Implement paid parking upon completion of parking structure.
    c. Facilitate a new site plan for a public transit center to accommodate transit, resort/lodging vehicles, and drop off lanes.
    d. Dedicate public access and right-of-way easements over an expanded Doe Pass Road.
    e. Install a gondola between Snow Park and Silver Lake to connect to Mayflower [Deer Valley East Village in Wasatch County].
    f. Request the Planning Commission approve up to 15,000 additional square feet at the current Deer Valley maintenance facilities south of Silver Lake and up to 15,000 additional square feet of restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge.
    g. Realign the Carpenter lift to extend into Snow Park Village and allow for the gondola.
    h. Submit to the Planning Commission skier, day use, and employee parking plans and full connection of proposed gondola alignment including Highway 40 and Mayflower [Deer Valley East Village in Wasatch County] in amended mitigation plans.

**Resolution No. 24-2023 Authorizing the Mayor to Execute a Non-Binding Letter of Intent Regarding a Public-Private Partnership with Deer Valley**

18. On December 14, 2023, the City Council approved Resolution No. 24-2023 authorizing the Mayor to execute a non-binding letter of intent for a public-private partnership with Deer Valley for a regional off-site parking and transportation facility intended to be located near S.R. 248.
19. Resolution No. 24-2023 requires the Applicant in part to:
    a. Limit parking for Snow Park Village to 1,971 spaces by capping day skier parking spaces to 1,360 and limiting remaining parking spaces to no more than 611.

b. Install a Lift 7 circulator lift along the new gondola alignment to provide a beginner ski pod.
c. Maintain temporary public access during construction.
d. Regulate permitted times for truck trips to minimize soil hauling resulting from excavation during construction.
e. Calculate Unit Equivalents and support and accessory uses according to the 2022 LMC for all phases of Snow Park Village.

**2024 – 2025 Snow Park Village Phase I Review**

20. On July 9, 2024, the Applicant submitted updated plans based on the requirements of Ordinance No. 2023-56 and Resolution No. 24-2023.
21. The Applicant updated requested modifications to the Deer Valley MPD:
    a. Clarify that Unit Equivalents and support and accessory uses for Snow Park Village are calculated based on the 2022 LMC.
    b. Establish building height based on the February 18, 2021 Planning Director Determination of Natural Grade.
    c. Update Paragraph G regarding parking to reflect the Snow Park Village Conditions of Approval.
    d. Outline Applicant obligations to improve Doe Pass Road and to grant a perpetual public use easement for perpetual public access rights, including emergency, utility, and vehicular access over Doe Pass Road.
    e. Outline Applicant commitment to construct the public transit center.
    f. Outline Applicant requirement to realign Carpenter Express and install a gondola connecting Snow Park Village to Park Peak with a stop in the Silver Lake area.
    g. Increase square footage up to 15,000 at the current Deer Valley maintenance facilities south of Silver Lake.
    h. Increase square footage up to 15,000 for restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge.
    i. Increase the acreage for Snow Park Village from 14.93 to 24.28.
22. On September 11, 2024, the Planning Commission conducted a work session.
23. The Planning Commission held public hearings on October 9, 2024, October 30, 2024, November 13, 2024, December 11, 2024, January 22, 2025, and February 26, 2025.
24. Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on August 28, 2024, January 9, 2025, and February 11, 2025. Staff published notice on the City's website and Utah Public Notice website on August 23, 2024, September 24, 2024, October 9, 2024, October 28, 2024, November 22, 2024, January 3, 2025, and February 10, 2025. The *Park Record* published courtesy notice on August 28, 2024, September 28, 2024, October 12, 2024, October 30, 2024, November 27, 2024, January 8, 2025, and February 12, 2025.
25. Referenced herein are the Applicant's plans dated December 20, 2024 (Attachment 2) and the Applicant's updated narrative dated January 31, 2025 (Attachment 3).

**Master Planned Development Criteria**

26. LMC Chapter 15-6 outlines the requirements for MPDs. MPD criteria that are also addressed through CUP criteria are analyzed in the CUP section below.
    a. **Public Outreach** – The Applicant conducted neighborhood meetings on January 10, 2024, March 26, 2024, June 3, 2024, September 12, 2024, and November 14, 2024 (LMC Section 15-6-4(C)).
    b. **Additional Studies** – The Deer Valley MPD Paragraph J requires the Applicant to submit updated technical reports for traffic monitoring, water systems, and sewer systems.
        i. The Applicant submitted the October 2024 Snow Park Village Traffic Impact Study ("the 2024 TIS") prepared by Fehr and Peers (Attachment 4). The City's third-party consultant, Wall Consultant Group, reviewed the 2024 TIS to verify conformance with the 2023 Park City TIS Guidelines.
        ii. The Applicant submitted utility plans (Attachment 2, Exhibit 31). The utility plans were reviewed by the Development Review Committee on April 6, 2021, February 7, 2023, September 17, 2024, and December 17, 2024.
        iii. Resolution No. 2024-23 requires the Applicant to update their Application with a Construction Mitigation Plan that maintains temporary public access and regulates permitted times for truck trips to minimize soil hauling resulting from excavation. The Applicant submitted a Construction Mitigation and Phasing Plan dated November 6, 2024 (Attachment 5). The Planning Commission reviewed the Construction Mitigation and Phasing Plan on November 13, 2024.
            1. The Applicant proposes a five-year timeline to construct Snow Park Village while ski operations within the Snow Park Base area continue.
            2. The Applicant proposes offsite parking areas during construction, including coordination with the City on potential increased parking at Richardson Flat and increased transit service to the Snow Park Base.
            3. The Applicant is working on and utilizing other off-site parking areas during construction, including at the Jordanelle State Park.
            4. The Applicant estimates 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. The Applicant proposes hauling excavated soil within the Snow Park ski area and not outside the ski area unless required by environmental regulations.
        iv. Resolution No. 2024-23 requires the Applicant to submit skier, day use, and employee parking plans and the full gondola alignment.

The Applicant submitted an updated Transportation Demand Management Plan for skier, day use, and employee parking mitigation (Attachment 6). The Applicant submitted a supplemental memo on parking reduction criteria dated October 23, 2024 (Attachment 7). The Applicant submitted the proposed gondola alignment (Attachment 8).

c. **Perimeter Setback** – Snow Park Village is subject to a 25-foot perimeter Setback (LMC Section 15-6-5(C)(1)). The proposed parking structure meets the 25-foot perimeter Setback. At-grade sidewalks and pathways are exceptions to Setbacks in the Residential Development Zoning District (LMC Section 15-2.13-3). At-grade sidewalks and pathways are proposed to be constructed within Setbacks.
d. **Open Space** – The Deer Valley MPD Paragraph M establishes parcels for commercial and support space and designates all remaining property landscaped Open Space to remain substantially free from structures, roads, and parking lots except as otherwise approved.
    i. Exhibit 1 of the Deer Valley MPD allocates Snow Park Village construction on 14.93 acres.
    ii. The Applicant proposes creating one 24.28-acre Lot encompassing Snow Park Lodge, associated Open Space, and Snow Park Village. 18.1 acres are proposed to remain without a Building Footprint. 14.92 acres within the 24.28-acre Lot are proposed to be Open Space, a total of 61% (Attachment 3, Exhibit 23A). Landscaped areas are proposed within the perimeter Setback along Deer Valley Drive, in the Snow Park Lodge area, and throughout the Snow Park Village plaza atop the parking structure. Buildings are proposed within 9.36 acres. The Applicant must demonstrate as part of the Phase II vertical development CUP that compliance with the Open Space requirement in LMC Chapter 15-6-5(D).
e. **Building Height** – On February 22, 2021, the Planning Director issued a Natural Grade Determination to establish the foundation for measuring Snow Park Village height (Attachment 3, Exhibit 22). The Deer Valley MPD establishes a maximum height of 28 to 45 feet from the Natural Grade Determination. The Applicant's Phase I parking structure is 23 feet at its highest point above the Natural Grade Determination and is below the allowed height. Vertical development as part of the Phase II CUP must comply with the maximum height established in the Deer Valley MPD.
f. **Site Planning** – Vertical development will be evaluated as part of the Phase II CUP and refined at that time. The Phase I CUP is limited to the parking structure, which is partially underground in the general area of the existing surface-level parking lots. Adequate internal vehicle, pedestrian, and bicycle circulation, as conditioned, are provided (Attachment 2, Exhibits 26-28). The site plan includes 27,878 square feet (0.64 acres) of snow storage (Attachment 3, Exhibit 23A). The Applicant also proposes 17,920 square feet snow melt for the Snow Park Lodge, 98,510 square feet snow melt for the Snow Park Village plaza, 25,837 square feet snow

melt for the hotel, and 19,768 square feet for vehicles, including the ramp to the public transit center (Attachment 3, Exhibit 23B).

g. **Landscape** – The Applicant will be required to submit landscape plans as part of the Phase II vertical development CUP that comply with Wildland Urban-Interface, waterwise landscaping, and mechanical equipment and service and delivery screening requirements.
h. **Lighting** – The Applicant will be required to install outdoor lighting that complies with the dark sky and parking structure lighting requirements.
i. **Sensitive Lands Compliance** – Snow Park Village is not within the Sensitive Land Overlay.
j. **Employee/Affordable Housing** – Condition of Approval 4 requires the Applicant to address employee/affordable housing obligations as part of the Phase II vertical development CUP.
k. **Child Care** – The Phase I parking structure does not increase child care demand for current operations. The Planning Commission may evaluate child care demand as part of the Phase II vertical development CUP.
l. **Mine Hazards** – There are no known Physical Mine Hazards on the property.
m. **Historic Mine Waste Mitigation** – The property is not within the Park City Soils Ordinance Boundary.
n. **Historic Sites** – No Historic Structures or Sites designated on the Park City Historic Sites Inventory are within the property.
o. **Sustainability** – The Sustainability team coordinated with the Applicant on the proposed Snow Park Sustainability Plan (Attachment 9). Sustainability related to vertical development will be evaluated as part of the Phase II CUP. The Sustainability team recommends Condition of Approval 33.
    i. For the Phase I CUP, the Applicant commits to:
        1. Removing asphalt surface parking lots to minimize heat absorption.
        2. Installing infrastructure to support Electric Vehicle Charging and usage.
        3. Working with the City to increase public transportation to decrease carbon emissions from guests and employees.
        4. Implementing efficient storm water and snow melt collection systems and processing stations to reuse water for the snow making ponds.
        5. Reusing/recycling existing asphalt pavement for general projects.
        6. Establishing targets to reduce embodied carbon emissions associated with the parking garage construction materials such as low-carbon concrete and steel (Attachment 3, Paragraph 6.5).

**Conditional Use Permit Criteria**

27. LMC Section 15-1-10(E) outlines CUP review criteria:
    a. **Size and Location of Site** – The site has long been envisioned for Snow Park Village. In 1977, the City approved a Special Exception Permit for the Deer Valley MPD, which has been amended 12 times through 2016. The Deer Valley MPD outlines 209.75 Residential Unit Equivalents, 21,890 square feet of commercial and support space, and support commercial as defined in the LMC at the time of application. Additionally, the 2014 General Plan anticipates Snow Park Village: "[t]he opportunity exists for a true 'village' base area to be built that is complementary to the surrounding multifamily condominiums set around the periphery of the parking lots." The Applicant proposes creating a 24.28-acre Lot for Snow Park Village that includes the existing Snow Park Lodge and the surface-level parking lots proposed to be redeveloped (Attachment 2, Exhibit 3B).
    b. **Traffic Considerations** – According to the 2014 General Plan, "[e]ssential to the continued success of Deer Valley is the ongoing collaboration between the City and Deer Valley Resort to manage traffic flows in and out of Deer Valley Drive. As the base area and surrounding neighborhoods build out, it is essential that priority be given to alternative modes of 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."
    c. As part of the Phase I CUP, the Applicant submitted the 2024 TIS and proposes the following modifications for traffic circulation within the Deer Valley Drive loop:
        i. Keep the road network north of what is known as the "Y-intersection" (Deer Valley Drive and Deer Valley Drive East – north and east portion of the loop).
        ii. Construct an underground public transit center near the Snow Park Base for transit and passenger vehicle pick-up and drop-off in a one-way loop from Deer Valley Drive West, exiting on Deer Valley Drive East.
        iii. Install a roundabout at the Deer Valley Drive West and Doe Pass Road intersection.
        iv. Install three-way stop signs at the Deer Valley Drive East and Doe Pass Road intersection.
        v. Install a traffic signal at Deer Valley Drive West and Deer Valley Drive East intersection to mitigate intersection delays.
        vi. Provide left turn pockets at Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East.
        vii. Construct a Shared Managed Lane for express transit access to the underground transit center (Attachment 2, Exhibits 25-30).
    d. The Applicant's 2024 TIS is based on:

i. 100 Multi-Unit Dwellings
ii. 120 hotel rooms
    1. 8,000 square feet of food and beverage
    2. 8,000 square feet of meeting/ballroom space
    3. 8,000 square feet of spa space
iii. 30,000 square feet of commercial/retail space
iv. 15,000 square feet of event center space
v. 15,000 square feet of ski club space

e. The Applicant's TIS indicates at full buildout one on-site driveway will operate at a Level of Service (LOS) F: the middle driveway within the parking structure (P3) and Doe Pass Road. Condition of Approval 28 requires the Applicant to implement mitigation strategies that improve this to a LOS D or better as part of the Phase II vertical development CUP submittal.
f. On peak days, some of the intersections within the Lower Deer Valley neighborhood and beyond currently operate at a LOS F. In other words, vested development rights without any mitigation results in more intersections that underperform during peak periods. Two off-site intersections are likely to continue to operate at a LOS F during peak periods: the Marsac roundabout and the intersection of Mellow Mountain Road and Deer Valley Drive. Condition of Approval 27 requires the Applicant to submit an updated TIS and TDM Plan as part of the Phase II vertical development CUP to further decrease single-occupancy vehicle trips during peak periods.
g. **Transportation Demand Management Plan** – The Applicant's Phase I CUP TDM Plan includes:
    i. Installing a Deer Valley-funded and managed traffic monitoring station at the Deer Valley Drive/Deer Valley Drive East/Deer Valley Drive West intersection to track ongoing traffic counts, record queueing via still imagery, and conduct year-over-year comparisons.
    ii. Implementing paid parking. The Applicant will operate a paid system for its day skier parking beginning with the completion of the parking structure. The Applicant will be responsible for administering the paid parking program.
    iii. Offering ski shuttle service as described in the below conditions.
    iv. Making available during the ski season off-site parking areas including a shared parking facility with the City being contemplated near S.R. 248 and Highway 40.
    v. Incentivizing employees to carpool and take transit through the "Ride On" or similar program.
    vi. Providing accurate parking and traffic information to employees and guests in real time, including through the Deer Valley app, website, and text messaging.
    vii. Coordinating with the City and UDOT on variable message boards.

viii. Appointing a TDM Coordinator to coordinate with the City on data collection and traffic and transit operations.
ix. Evaluating the parking program annually and actively considering 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.

h. **Utility Capacity** – The Development Review Committee evaluated Snow Park Village on April 6, 2021, February 7, 2023, September 17, 2024, and December 17, 2024. The Deer Valley MPD and Development Review Committee require Conditions of Approval incorporated below.

i. **Emergency Vehicle Access** –
   i. On June 15, 2017, the City Council approved an amendment to the 1995 Deer Crest Settlement Agreement that allows emergency egress from Deer Valley Drive to Highway 40 on Deer Hollow Road for official vehicles (police, fire, and emergency medical), and for the public when an evacuation is necessary to protect human life, during a natural disaster, or for a major public safety event determined by the Park City Fire Marshal, Park City Police Chief, Wasatch County Fire Chief, or other public safety officer of similar rank in Park City or Wasatch County.
   ii. The Applicant proposes a Shared Managed Lane to serve not only transit, but emergency vehicles along the Deer Valley Drive loop (Attachment 2, Exhibit 11).
   iii. The Park City Fire District requires Conditions of Approval incorporated below.

j. **Off-Street Parking** – Existing day skier parking for Snow Park is governed by Section G of the Deer Valley MPD: *If the capacity of the surface parking lots in the Snow Park Community is exceeded 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*.
   i. In 2019, Snow Park surface-level parking capacity was 1,250 spaces.
   ii. In November of 2019, the Planning Director approved an Administrative Permit for an additional 90 parking spaces in lot 5 for a total of 1,340.
   iii. On December 19, 2019, the City Council approved limited on-street parking spaces along Deer Valley Drive loop not to exceed 10% of the operating days of each ski season.
   iv. According to the Applicant, the Applicant has surface parking lots that, together with allowed street parking, equal approximately 1,700 vehicles on peak ski days during the ski season.
   v. Ordinance No. 2023-56 requires the Applicant to reduce peak parking by 20% for no more than 1,360 day skier parking spaces.

vi. The Planning Commission may decrease the number of parking spaces based on a parking analysis submitted by the Applicant (LMC Section 15-6-5(E)).
vii. Phase I day skier parking is analyzed below.
viii. Parking related to all other uses not to exceed 611 parking spaces will be evaluated as part of the Phase II vertical development CUP.
ix. Phase I day skier parking reduction criteria are outlined in a Fehr and Peers memorandum dated October 23, 2024 (Attachment 7):

1. **Vehicles required by project use and occupancy** – To reduce vehicles traveling to the site, Ordinance No. 2023-56 requires the Applicant to restrict day skier parking to no more than 1,360 spaces, to implement paid parking upon completion of the parking structure, and to prohibit day skiers from parking in spaces reserved for vertical development uses.
2. **Parking Comparison** – The Applicant's Fehr and Peers memorandum dated October 23, 2024 (Attachment 7) outlines parking comparisons.
    a. The Applicant proposes parking reservations during construction, but not as a long-term TDM strategy, noting their ski pass structure requires ski reservations during certain peak periods. Condition of Approval 27 requires continued review of the Applicant's TDM Plan as part of the Phase II vertical development CUP to explore opportunities to further reduce single-occupancy vehicles.
3. **Parking for traffic drawn from off-site** – This will be evaluated as part of the Phase II vertical development CUP.
4. **Shared Parking analysis** – This will be evaluated as part of the Phase II vertical development CUP. Day skiers are prohibited from parking in spaces reserved for vertical development uses.
5. **Plan to encourage other forms of transportation** – The Applicant proposes improvements to transit amenities with a transit center accessed by a Shared Managed Lane and through Deer Valley Drive loop circulation improvements. The Applicant is required to implement a TDM Plan, including paid parking after completion of the parking structure to reduce single-occupancy vehicles.
6. **Provision for overflow parking during peak periods** – The Applicant committed to pay the City $15 million to be used with the City for a regional off-site parking and transportation facility. Conditions of Approval require the Applicant to secure off-site parking during construction.
7. **Potential adverse impacts of parking reduction on surrounding neighborhood** – On December 19, 2019, the

City Council approved on-street day skier parking within the Deer Valley Drive loop for up to 142 spaces not to exceed 10% of the operating days. The Applicant requests 1,360 day skier parking spaces within the proposed parking structure. Upon approval of the Phase I CUP, on-street parking on Deer Valley Drive is prohibited. Additionally, the Applicant will offer shuttle service to the extent described in the below conditions.

x. The Applicant proposes a three-level partially underground parking structure with 284 spaces on Level P1, 753 spaces on Level P2, and 934 spaces on Level P3. Level P3 is connected below Doe Pass Road providing access to both the north and south portions of the parking structure.

xi. **Parking Space Dimensions** – LMC Section 15-3-3(F) requires parking spaces to be at least nine feet wide by 18 feet long. The Applicant proposes parking spaces that exceed the minimum dimensions and are ten feet wide and 18 feet long. The Applicant proposes an 11-foot floor-to-ceiling minimum clearance height to accommodate roof cargo boxes.

k. **Internal Vehicular Circulation** – The Applicant proposes a transit center with separated bus, shuttle, and passenger drop-off lanes indicated in the attached plans (Attachment 2, Exhibit 15).

i. The Applicant proposes parking structure access points in various locations including an access point to P1 from Deer Valley Drive East, access to P2 along Doe Pass Road, access to P3 along Deer Valley Drive East, and an underground connection between the north and south parking structures below Doe Pass Road for P3 access (Attachment 2, Exhibits 13B-14).

l. **Pedestrian Circulation** – The Deer Valley MPD Paragraph L establishes four types of trails in Deer Valley, including pedestrian paths connecting parcels together within a community and connecting paths connecting communities together. Pedestrian paths are required to be a minimum of five feet wide and a 10- to 15-foot-wide easement for each pedestrian path is required to be dedicated to the City and shown on the recorded plat. The Applicant proposes five- to six-foot-wide sidewalks and eight- to twelve-foot-wide multi-use paths along Deer Valley Drive West and Deer Valley Drive East. The Applicant proposes a 12-foot-wide multi-use path along Doe Pass Road and pedestrian pathways throughout the proposed Snow Park Village plaza connected by a pedestrian bridge over Doe Pass Road (Attachment 2, Exhibits 10A-10B). The Applicant proposes installing crosswalk flashing beacons on Doe Pass Road, Deer Valley Drive West, and Deer Valley Drive East (Attachment 2, Exhibit 25).

m. **Fencing and Screening** – Fencing is not proposed. The Applicant is required to screen mechanical equipment, trash and recycling, and service and loading/unloading areas when viewed from the rights-of-way and to separate from adjoining uses.

n. **Building mass, bulk, and orientation** – The proposed parking structure is partially underground and establishes the platform for the Phase II vertical development CUP. Building mass, bulk, and orientation will be reviewed as part of the Phase II vertical Development CUP. The height limitations outlined in the Deer Valley MPD remain in effect.
o. **Physical Design and Compatibility** – The parking structure is proposed to be constructed primarily over the existing surface parking footprint and will provide the foundation for vertical development. The Applicant proposes stacked stone, metal, and concrete materials for the parking structure (Attachment 2, Exhibit 16). The physical design and compatibility, as conditioned, must comply with LMC Chapter 15-5 *Architectural Review* and the Deer Valley Design Guidelines.
p. **Noise, Vibration, Odors, Steam, Mechanical Factors** – The Applicant is subject to the Noise regulations in Municipal Code of Park City Chapter 6-3. Conditions of Approval require compliance with LMC regulations regarding the location of and screening of mechanical equipment. The Applicant is required to provide sufficient ventilation for the underground transit center.
q. **Control of Delivery and Service Vehicles** – The Applicant proposes a loading dock along Doe Pass Road on P2 and Deer Valley Drive East near a proposed event center on P3 (Attachment 2, Exhibits 13B-13D. The Applicant proposes accessing the loading dock near the proposed event center on Parcel PC-745, requiring an access and encroachment easement.
r. **Loading and Unloading Zones** – The Applicant's site plan includes service and delivery access and loading/unloading areas that are kept separate from pedestrian areas.
s. **Ownership and Management** – The parking structure is proposed to be constructed on one Lot under the ownership and operation of Deer Valley Resort Company and Deer Valley Development Company. The Applicant proposes a condominium plat for the parking structure to be evaluated by the Planning Commission at a future date. The Applicant proposes condominium plats for the vertical development to be evaluated by the Planning Commission at a future date.
t. **Environmentally Sensitive Lands** – Snow Park Village is not within the Sensitive Land Overlay or Soils Ordinance Boundary. The development is proposed primarily within the area previously disturbed for the construction of the surface-level parking lots.
u. **General Plan** – The General Plan for the Lower Deer Valley Neighborhood emphasizes maintaining the world-class resort experience, creating a village base area that is complementary to the surrounding neighborhood, encouraging alternative modes of transportation, and expanding winter and summer recreation amenities.

**Conclusions of Law**

**Master Planned Development**

Phase I of Snow Park Village, as conditioned:

1. Complies with all requirements of the Land Management Code;
2. Meets the minimum requirements of Section 15-6-5;
3. Provides the highest value of Open Space, as determined by the Planning Commission;
4. Strengthens and enhances the resort character of Park City;
5. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
6. Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
7. Provides amenities to the community so that there is no net loss of community amenities;
8. Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete;
9. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site;
10. Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections;
11. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter;
12. Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application;
13. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies;
14. Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance;
15. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan;
16. Addresses and mitigates traffic; and
17. Addresses the long-term operation of the project.

**Conditional Use Permit**

Phase I of Snow Park Village, as conditioned:

1. Complies with all requirements of the LMC;
2. The use will be compatible with surrounding structures in use, scale, mass and circulation; and
3. The effects of any differences in use or scale have been mitigated through careful planning.

## Conditions of Approval

### Limitations of Phase I Conditional Use Permit

1. This Final Action Letter is limited to Phase I.
2. **Density** – 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. One Unit Equivalent devoted to residential use is 2,000 square feet and one Unit Equivalent devoted to commercial use is 1,000 square feet. Any change proposed as part of the Phase II vertical development CUP may not increase the total density for Snow Park Village.
3. **Ski Club Parking Not Approved** – If the Applicant proposes ski club parking in addition to the 1,360 day skier parking spaces as part of the Phase II vertical development CUP, the Applicant must obtain approval from the Planning Commission at the time of the Phase II application.
4. **Employee/Affordable Housing Compliance** – The Applicant is required to submit an updated Housing Mitigation Plan as part of the Phase II vertical development CUP. Calculation of Affordable Unit Equivalents (AUEs) for the Applicant's Housing Mitigation Plan will be based on the final use and density proposed. Planning Commission review of the proposed Housing Mitigation Plan is required as part of the Phase II vertical development CUP for a recommendation to the Housing Authority. Housing Authority approval of the Housing Mitigation Plan is required prior to Planning Commission Final Action on the Phase II vertical development CUP.

### Annual Temporary Transportation and Parking Plan Review Until Parking Structure is Completed

5. Until the completion of the parking structure, prior to each summer construction season (early spring) the Applicant must submit an updated plan for temporary transportation and parking to the Planning Department no later than March 30 each year. The Planning Commission shall review the updated plan for temporary transportation and parking no later than the regularly scheduled meeting on the fourth Wednesday in May each year. During the annual review, the Planning Commission may provide comments and guidance to mitigate traffic and parking impacts during the parking structure construction period. The temporary transportation and parking plan shall include at a minimum the following for the upcoming summer construction and ski season:
    a. An update on construction phasing.
    b. Available on-site parking spaces.
    c. Parking reservation plans.
    d. Agreements for off-site parking and the number of off-site parking spaces.
    e. Employee transportation plans.
    f. A traffic memo addressing circulation, drop-off locations, and capacity.
    g. Temporary drop-off locations and capacity.
    h. The intended operational plan for drop-off locations for efficient queue times.

i. Transit circulation and drop-off prioritization.
j. Reports on any Applicant-operated shuttle services.
k. The plan to communicate to employees, guests, and visitors the transportation and parking limitations in the Snow Park Base area during construction.

**Parking Structure**

6. **Day Skier and Parking Limitations** – Approval of this Phase I CUP eliminates on-street parking within the Deer Valley Drive loop after April 21, 2025, or the end of the 2024-25 ski season. The Applicant is prohibited from using Deer Valley Drive loop for parking as had been allowed by the Deer Valley MPD.
    a. Parking within the Snow Park Village parking structure is limited to no more than 1,971 spaces.
    b. Of the 1,971 parking spaces, no more than 1,360 parking spaces shall be designated for day skier parking.
    c. The remaining up to 611 parking spaces shall be for uses approved as part of the Phase II vertical development CUP.
    d. Day skier parking in the up to 611 parking spaces is prohibited.
    e. Phase I off-street parking is for approved on-site day skier and on-site residential/commercial uses only, as may be further authorized or limited by a City approved Public Improvement District. Parking may not be separately sold, leased or sublet. However, temporary special event parking may be approved by the City special event permit process.
7. **Electric Vehicle Charging Station Infrastructure** – LMC Section 15-3-11(B) requires the Applicant to install Electric Vehicle Charging Station Infrastructure for 50% of the first 100 required Off-Street parking spaces and for 5% of required Off-Street parking spaces above 100. LMC Section 15-3-11(D) requires the Applicant to install Electric Vehicle Charging Stations for 5% of required Off-Street parking spaces for the first 200 parking spaces.
8. **Bicycle Parking** – The Applicant will install outdoor covered and non-covered bike parking for 197 bikes and bicycle repair tools at key locations throughout the 24.28-acre site that meet the requirements of LMC Section 15-3-9 in a location to be reviewed as part of the Phase II vertical development CUP. Enclosed bicycle storage requirements will be evaluated during the Phase II vertical development CUP.
9. **Bike Share Installations** – There is a governmental bike share station currently administered by Summit County at the Snow Park Lodge. The Applicant shall continue to coordinate with the operating entity on the installation of a new and/or temporary relocation of the bike share station during project construction.
    a. The Applicant proposes enhanced bicycle access and improvements as a traffic mitigation measure. As part of the Phase I building permit, the Applicant must coordinate with the City and operating entity to ensure adequate conduit for future bike share station installations in locations that are open and accessible to the public, proximate to transit, and accessible for bike share service vehicles. The Applicant will be required to enter into a license agreement with the operating entity regarding the location,

operation, and maintenance of the bike share facilities. As this provides a traffic mitigation measure, the Applicant must work with the operating entity on compensation for the capital and operating expenses of this location.

**Transportation Demand Management Plan for Phase I**

10. As part of the Phase I CUP, the Applicant is required to implement the following TDM Plan:
    a. Install a Deer Valley-funded and managed traffic monitoring station at or near the Deer Valley Drive/Deer Valley Drive East/Deer Valley Drive West intersection to track ongoing traffic counts, record queueing via still imagery, and conduct year-over-year comparisons. The Traffic monitoring station shall be installed no later than the proposed traffic light at this intersection.
    b. Implement paid parking. The Applicant will operate a paid system for use of its public day skier parking beginning with the completion of the parking structure. The Applicant will be responsible for administering the paid parking program.
    c. To the extent a skier shuttle program is administered by Deer Valley, make available the Deer Valley skier shuttles to any Homeowner Association in the Lower Deer Valley community that would like to opt in and pay for the service.
    d. Make available during the ski season off-site parking areas including a shared parking facility with the City being contemplated near S.R. 248 and Highway 40.
    e. To complement public transit service and supplement certain areas where public transit may not yet exist.
    f. Incentivize employees to carpool and take transit through the “Ride On” or other similar program.
    g. Provide accurate parking and traffic information to employees and guests in real time, including through the Deer Valley app, website, text messaging. Coordinate with the City and UDOT on variable message boards.
    h. Appoint a TDM Coordinator to coordinate with the City on data collection and traffic and transit operations.
    i. The Applicant shall evaluate its parking program annually and 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. The Applicant shall provide periodic updates and reports to the City regarding the results of the Applicant’s activities relative to managing traffic to and from the parking structure.

**Transportation Demand Management Plan for Phase II**

11. The Planning Commission will evaluate the use of the up to 611 parking spaces for the vertical development as part of the Phase II vertical development CUP

based on proposed uses and density and the findings and evaluation of the updated TIS and TDM Plan. In addition to the TDM Plan for Phase I, as part of the Phase II vertical development CUP, the Applicant must submit an updated TDM Plan that considers and evaluates the behavior of those traveling to and from Snow Park Village from single-occupancy vehicles to other modes of transportation. In addition to the Phase I TDM Plan, the Phase II TDM Plan may include:

a. Applicant coordination with amenity and commercial operators to promote use of amenities and commercial areas to help distribute times for departures from the parking structure.
b. Enhanced child care for employees to reduce single-occupancy vehicle trips.
c. Incentives for those taking transit, including potential benefits like free ski locker storage.
d. Operation of shuttles.
e. Details on ski school and ski club drop-off area operations to demonstrate alignment with estimated queue times described in the TIS.
f. Additional parking system management.

**Right-of-Way Improvements**

12. The Applicant is responsible for obtaining permission for temporary and permanent encroachments that may be required for right-of-way improvements for road, pedestrian, and bicyclist improvements prior to submitting a building permit for the Phase I CUP.
13. The Applicant will construct:
    a. A roundabout at the Deer Valley West and Doe Pass Road intersection.
    b. Three-way stop signs at Deer Valley Drive East and Doe Pass Road.
    c. A traffic signal at Deer Valley Drive West and Deer Valley Drive East intersection to mitigate intersection delays.
    d. Left turn pockets at Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East.
    e. A Shared Managed Lane (SML) for express transit access to the underground transit center and improved transit service around the loop during peak times/special events.
14. During the ski season, the City shall designate the SML for public transit and emergency vehicle use only. Outside of the ski season, the City may designate the SML 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/striping plan for the SML that will be consistent with required signage to indicate seasonal restrictions. The Applicant shall coordinate with the City on SML use and safety, including signage, striping, monitoring, and supporting City enforcement.
15. The Applicant is required to mill and overlay Doe Pass Road and Deer Valley Drive from the Marsac roundabout intersection with S.R. 224 and around the

Deer Valley Drive loop as required by the City immediately upon substantial completion of material delivery for all phases of construction.

**Pedestrian and Multi-Use Pathway Improvements**

16. The Applicant shall provide pedestrian and bicycle access through the plaza above the parking structure in a location to be identified in the Phase II vertical development CUP.
17. Public pedestrian and bicycle circulation shall be provided through a combination of five-foot sidewalks and 10- to 12-foot-wide multi-use pathways detailed in the attached plans.

**Enhanced Public Transit Center**

18. The Applicant shall construct and cause to be operated a new underground public transit center that accommodates public transit agencies, shuttles, and passenger drop-off in substantial compliance with the attached plans. 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 the Phase II vertical development CUP will be issued until the underground transit center is complete. Unless otherwise approved by Park City Transit or by special event permit, 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 bay on Doe Pass Road to load/unload passengers.

**Doe Pass Road**

19. **Perpetual Public Access** – The Applicant shall improve Doe Pass Road as depicted in the attached plans and shall grant perpetual public access rights, including emergency, utility, and transportation easements in a form approved by the City Engineer and City Attorney.
20. **Bus Bays** – The Applicant shall construct four bus bays on Doe Pass Road in substantial compliance with the attached plans. The three eastern public transit bus bays shall be painted and striped BUS ONLY areas. 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 install conduit and infrastructure for both overhead pantograph electric chargers and will install at the Applicant's expense the first pantograph electric charger. If a second pantograph electric charger is needed, the City will install the second utilizing the conduit installed by the Applicant. The Applicant shall coordinate with the City 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**

21. The Applicant shall construct a public transit operator lounge in a location proposed by the Applicant and evaluated by the City. 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, and quick access from the bus bays to the lounge.

**Deer Valley Drive Loop Transit Stop Improvements**

22. Prior to building permit submittal, the Applicant shall coordinate with the City regarding temporary improvements and relocations of transit stops within the project area during construction.

**Public Transit Agreement**

23. The Applicant shall enter into an access, operations and maintenance agreement for the public transit center, Doe Pass Road bus bays, and end-of-line public transit operator lounge prior to recording the Snow Park Village Subdivision parking structure condominium plat with Summit County. The agreement shall detail the roles and responsibilities between the City and Deer Valley in terms of providing and paying for operations and maintenance, safety and security, and access.

**Transit-Related Communications and Power Infrastructure**

24. The Applicant shall support the City's traffic light management including the City coordination with UDOT.
25. In coordination with the City, the Applicant shall install Intelligent Transportation System infrastructure to support future digital signage, monitoring, video feeds, and public wi-fi with operational technology vaults and/or access points for the transit center, Doe Pass Road transit facilities, and Deer Valley Drive loop transit.

**Conduit for Future Infrastructure**

26. The Applicant shall coordinate with the City on opportunities to install sufficient conduit to support future infrastructure:
    a. Conduit for fiber and cellular infrastructure to minimize future road cuts for development of 5G, to address public communications, and evolving infrastructure needs.
        i. Establish critical pathways for redundancy and growth.
        ii. Minimize the need for tall macro-cell tower infrastructure with considerations for integrated installations that protect mountain town aesthetics.

iii. Smart-city technologies to create a connected and forward-thinking community.

b. The Applicant shall coordinate with the City regarding partnership and agreements for shared system resources related to common facilities, including:
    i. Handholes
    ii. Vaults
    iii. Access Points
    iv. Splice Enclosures

**Phase II Vertical Development Conditional Use Permit Application Requirements**

27. The Applicant is required to submit an updated TIS and TDM Plan as part of their Phase II application.
28. The Applicant shall address the LOS for the middle driveway within the parking structure (P3) and Doe Pass Road. The Applicant must implement mitigation strategies that improve this LOS as part of the Phase II vertical development CUP submittal.
29. The Applicant shall submit the details on the installation of the gondola connecting Snow Park Village to Silver Lake that services or connects to another gondola servicing the base facilities of Deer Valley East Village. These details will include the bottom terminal location and final route and construction phasing. Completion of the gondola is anticipated before 2029. Additional details and conditions related to the gondola will be decided as part of the Phase II vertical development CUP, including completion of the gondola and issuance of Certificates of Occupancy related to Phase II vertical development.
30. The Applicant must demonstrate compliance with LMC Section 15-6-5(D) *Open Space*.
31. The Applicant must submit landscape plans that comply with Municipal Code of Park City Chapter 11-21 *Wildland Urban-Interface*, LMC Section 15-5-5(N) waterwise landscaping, and mechanical equipment and service and delivery screening. The landscape plan shall for vertical development include a phasing plan that outlines the timeline for viable plantings and landscaping protections in consideration of overall project construction and timelines.
32. The Phase II vertical development site plan must include a minimum of 27,878 square feet (0.64 acres) of snow storage on site.
33. The Applicant must submit an updated Sustainability Plan and provide information about building types and energy use as part of the Phase II CUP.
34. Trail access shall be addressed as part of the Phase II CUP.

**Building Permit Submittal Requirements**

35. The project is over 1.0 acres and will be required to meet the requirements of Park City's municipal separate storm sewer system (MS4) storm-water program.
36. Final utility plans shall be submitted with the building permit.
37. Dry utility infrastructure must be located on the property and shown on building plans prior to building permit issuance to ensure that utility companies verify that

the area provided for their facilities are viable and that exposed meters and boxes can be screened.

38. The Snyderville Basin Water Reclamation District's review and approval of the utility plans for conformance to the District's standards is a condition precedent to building permit issuance.
39. The Applicant is 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 Utilities Director and City Engineer at the time of issuance of the 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 the City, and shall evidence to the satisfaction of the City the ability of the Applicant to comply with such agreements.
40. All water, storm water, and fiber infrastructure must first be approved by the Public Utilities Engineer and meet the current Park City Municipal Standard Plans, Drawings, and Specifications.
41. A geotechnical report, grading, compaction, erosion and drainage plans shall be submitted with the building permit plans.
42. A stormwater run-off and drainage plan shall be submitted with the building plans and approved by the City prior to issuance of any building permits. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm water Best Management Practices. Post development drainage shall not exceed predevelopment drainage.
43. The Applicant's building permit plans shall include detailed information regarding mechanical equipment, which shall be screened when visible from public rights-of-way and Doe Pass Road. The Applicant commits to locating all mechanical systems in internal machine and mechanical rooms consistent with applicable codes. Roof-mounted equipment will be shielded and screened.
44. A mandatory recycling program including recycling facilities that accommodate the option of dual-stream recycling is required for the site. The building permit plans must show recycling facility capacity for tenants, residents, users, operators, and owners. Recycling facilities must include but are not limited to glass, paper, plastic, cans, cardboard, or other household or commercially generated recyclable and scrap materials.
    a. Centralized trash and recycling containers shall be in a completely enclosed structure with a pedestrian door and truck door or gate, designed with materials compatible with the principal structures within the MPD, constructed of masonry, steel, or other substantial materials
    b. Openings of trash and recycling shall be oriented away from public view or screened.
45. Prior to submitting a building permit, the Applicant shall submit documentation of an access and encroachment easement proposed on Parcel PC-745 for the loading dock near the proposed event center.
46. The Applicant must submit landscape plans for the Phase I parking structure that comply with Municipal Code of Park City Chapter 11-21 *Wildland Urban-Interface*, LMC Section 15-5-5(N) waterwise landscaping, and mechanical

equipment and service and delivery screening. The landscape plan shall adequately screen the exposed facades of the parking structure and must include a phasing plan that outlines the timeline for viable plantings and landscaping protections in consideration of overall project construction and timelines.

47. **Park City Fire District Building Permit Requirements** – unless otherwise approved by the Fire District:
    a. Cul-de-sacs must be a minimum of 90 feet in diameter. This includes drop-off areas.
    b. The inside radius of all roundabouts must be no less than 28 feet.
    c. All fire vehicle access roads must be no less than 20 feet wide. This includes areas in the parking structure that are considered fire vehicle access roads.
    d. All fire vehicle access roads must have a vertical clearance of no less than 13 feet six inches.
    e. The Applicant must provide detail showing how the Aerial Fire Apparatus Roads requirements in Section of D105 of the International Fire Code will be met or provide a detail showing the location of protected stairwells with access to each roof. Please note that if the second option is chosen, additional access will be required on the west, north, and east sides of the structure that will allow firefighter access to the deck level of the structure.
    f. Access capable of supporting a fire apparatus weighing up to 70,000 pounds across the top of the structure connecting Deer Valley Drive East and Deer Valley Drive West must be provided. The access will be required to be kept clear during the ski season as determined by Deer Valley Resort winter operation dates. The access may be blocked for snowmaking up to 30 days prior to Deer Valley Mountain Resort winter opening date and for snow removal up to 30 days after Deer Valley Mountain Resort winter closing date.
    g. The location of the FDCs will be reviewed at the building permit phase.
    h. All portions of the parking structure that include a fire vehicle access road in which the fire vehicle must travel below grade must be of IA construction.
    i. The Applicant must show that the parking structure will be protected with an NFPA 13 fire sprinkler system designed to the Ordinary Hazard 2 requirements.
    j. All sidewalk curbs must be “rolled” and all sidewalks must be designed to withstand the weight of a fire apparatus.
    k. Access to the top of the structure has not been evaluated. This will be reviewed at the building permit phase. Submittal documents for the parking structure must include details of the structures being built on top of the structure. These details must include construction type, maximum height as measured from the lowest level of fire vehicle access, and square footage.
    l. The Park City Fire District will not consider any requests to waive high-rise requirements for structures built on top of the parking structure.

**Signs and Lighting**

48. **Master Sign Plan** – The Applicant is required to submit a Master Sign Plan application that complies with Municipal Code of Park City Title 12 *Sign Code* to establish visual compatibility and consistency for signage throughout Snow Park Village. Individual signs proposed to be installed within Snow Park Village require compliance with the Master Sign Plan and a sign permit application submittal and approval.
49. **Dark Sky Compliant Lights** – Outdoor lighting must be Fully Shielded, down-directed, with bulbs 3,000 degrees Kelvin or less. Outdoor lighting shall not exceed 2,500 Lumens per light of 100,000 Lumens per acre.
50. **Interior Parking Structure Lighting** – Light sources within the first 30 feet of the open parking structure entryways must be partially shielded to direct light inward.

**Deer Valley Master Planned Development Modification**

51. The modifications to the Thirteenth Amended Deer Valley MPD are limited to those described herein in a form to be approved by the City Attorney's Office. A Fourteenth Amended Deer Valley MPD will be required for the Phase II vertical development CUP to address Unit Equivalents, uses, and affordable housing.

**Construction Mitigation and Phasing Plan**

52. A Construction Mitigation Plan (CMP) shall be submitted in compliance with the Municipal Code for review and approval by the City as a condition precedent to issuance of any grading or building permits. The CMP shall be updated as necessary to identify impacts and propose reasonable mitigation of these impacts on the site, neighborhood, and community due to construction of this project.
53. The Applicant shall include at a minimum the following in the CMP:
    a. The Applicant shall appoint a construction compliance representative who shall report to the Building Department daily, including information on construction hours and delivery times.
    b. The Applicant shall collaborate with the City to increase the frequency of the Deer Valley Express route from the any identified or proposed off-site parking area to the Snow Park Base during construction and shall contribute financially (annually) in a manner commensurate with the additional public transit necessary and as determined by the City. As the Applicant continues to use the Richardson Flat parking area, the Applicant shall 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, whichever date is later, the Applicant shall create and manage a reservation parking system for all types of users at the Snow Park Base.
    d. Parking on Deer Valley Drive and public rights-of-way is prohibited. The Applicant will support the City's parking enforcement efforts.
    e. **Construction Vehicle Parking** –

i. Prior to submitting a building permit application, the 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 in locations out of the City boundary unless otherwise approved with adequate transportation accommodation provided by the Applicant for construction employees and their equipment.
ii. 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.

f. **Construction Delivery Vehicle Parking** –
i. Prior to submitting a building permit application, the Applicant shall submit a plan showing large vehicle parking required for each phase of construction, as well as the allocated area for large vehicle parking. The plan shall include information on general contractor responsibility to notify all large vehicle drivers of the parking restrictions and requirements. The plan shall be reviewed and updated as required by the Chief Building Official prior to building permit issuance and as needed throughout construction.
ii. Any onsite fuel tanks must have secondary containment approved by the Environmental Coordinator.
iii. A construction compliance representative shall be appointed and shall report to the Building Department daily, including safety specifications for equipment.
iv. Large vehicle parking is prohibited in areas open to the public.
v. Large vehicle parking is prohibited within rights-of-way.
vi. 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 inspectors and code enforcement staff to monitor the job.
vii. The 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.
viii. Deliveries are prohibited outside of approved construction work hours unless otherwise approved by the Chief Building Official.

g. **Construction Phasing** – Prior to submitting a building permit application, the Applicant shall submit a plan regarding the scope and phasing of utility, roadway, and parking structure construction and completion.
h. **Trash Management and Recycling** – The Applicant's CMP 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.
i. **Control of Dust and Mud** – The 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 for review and approval by the Building Department prior to building permit issuance.
    i. The Applicant shall provide a detailed plan for street sweeping.
    ii. The Applicant shall submit a fugitive dust mitigation plan.
j. **Noise Ordinance** – 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.
    i. Except for emergencies, requests for exceptions to the noise regulations in MPCP Section 6-3-8(G) should be made to the Chief Building Official at least one working day in advance or they may be denied.
    ii. The Applicant shall provide a noise management plan for trucks proposed to go uphill for excavation and hauling.
k. **Grading and Excavation** – At the time of building permit submittal, a geotechnical report, grading and drainage plans, and compaction and erosion control plans will be required. A construction compliance representative shall be appointed and shall report to the Building Department daily, including reports of regular inspections of dump trucks and hauling equipment.
    i. Inspections of the hauling sites are required at the end of each construction season.
l. **Erosion Control Practices** – A storm water pollution prevention plan (SWPPP) shall be obtained and followed pursuant to the requirements of the state, including a concrete truck washout area and erosion control protections.
    i. The SWPPP 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 basis, and retention ponds.
m. **Construction Sign Requirements** – Construction signage and area protection must be provided in multiple locations along the Limits of Disturbance fencing, and each sign shall not exceed 12 square feet in size, six feet in height, and letter type of more than four inches, 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.

n. **Public Transit During Construction** –
    i. In the summer of 2025, the Applicant shall provide transit priority through the construction area to maintain schedules.
    ii. In the summer of 2026, the 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 street-legal shuttles would be required to provide service along the unserved route, or Deer Valley Drive East at the designated parking lot in which street-legal shuttles would be required to provide service to the Snow Park Base as well as along Deer Valley Drive West.
    iii. Additional street-legal shuttles can be provided by the Applicant or the City (on a cost per hours basis). Should the Applicant provide additional transit or street-legal shuttle services, they would be required to operate over the normal service span and remain open to the public.
    iv. During the winter of 2026-2027, a street-legal shuttle will be required to transport along Deer Valley Drive East to the Snow Park Base.
    v. During the summer of 2027, the Applicant shall prioritize transit through the construction area to maintain schedules.
    vi. During the summer of 2027, the winter of 2027-2028, the summer of 2028, the winter of 2028-20209, and the summer of 2029, the Applicant shall provide street-legal shuttle service to transport along Deer Valley Drive East to the Snow Park Base that operates over the normal service span and is open to the public.
    vii. These Conditions of Approval may be modified in the annual temporary transportation and parking plan review during partking structure construction.

o. **Park City Fire District Conditions During Construction** –
    i. All portions of Snow Park Lodge must be within 150 feet of a fire vehicle access road at all times.
    ii. Access to the entrance to Royal Street must be maintained throughout the project.
    iii. Access around Snow Park Lodge must be maintained through the project.
    iv. 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.

v. 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.

p. **Soils** – The property is outside the Soils Ordinance Boundary and not regulated by the City for mine related impacts. The Applicant must handle mine waste or mine waste-impacted soils in accordance with Resolution No. 24-2023, state, and federal law. As described in Resolution No. 24-2023, if impacted soils are encountered an amendment to the Soils Ordinance may be requested by the Applicant to facilitate the reduction of impacts to facilitate safe and efficient development.
    i. The Applicant is required to haul excavation soil within the Snow Park ski area and not outside the ski area unless required by environmental regulations.
    ii. The Applicant shall regulate permitted times for truck trips to minimize soil hauling resulting from excavation during construction in coordination with the Building Department.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5060 or email planning@parkcity.org.

Sincerely,

_____

Sarah Hall, Planning Commission Chair

CC: Rebecca Ward, Planning Director
Alec Barton, Senior Planner

ATTACHMENTS
1 – Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016
2 – Snow Park Village Plan Set dated December 20, 2024
3 – Updated Applicant Narrative
4 – 2024 Traffic Impact Study
5 – Construction Mitigation and Phasing Plan
6 – Transportation Demand Management Plan
7 – Supplemental Memo on Parking Reduction Criteria
8 – Proposed Gondola Alignment
9 – Snow Park Sustainability Plan

FEE EXEMPT
UTAH CODE ANNOTATED § 11-13-102

When recorded, Mail to:
Park City Recorder
PO Box 1480
Park City, UT 84060

# DEER VALLEY RESORT TWELFTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT

**November 30, 2016**

WHEREAS, Royal Street Land Company, a Utah corporation ("Royal Street") heretofore submitted to the Planning Commission of Park City ("Commission") certain items with relation to a residential, commercial, and recreational development project known as Deer Valley / Lake Flat Area Development ("Project") which items were listed in the original Permit granted for the Project by Commission and are incorporated herein by reference; and

WHEREAS, Commission found that such items submitted by Royal Street complied with and satisfied all applicable requirements of the Park City Land Management Code as then in force, to permit the construction of the Project as a planned unit development pursuant to the planned unit development exception then contained in the Park City Land Management Code; and

WHEREAS, Commission heretofore issued to Royal Street a Special Exception Permit dated September 27, 1977, with relation to the Project, which Special Exception Permit was amended by an Amended Special Exception Permit dated June 27, 1979 issued to Royal Street and by a Second Amended and Restated Special Exception Permit dated January 27, 1982, a Third Amendment to Special Exception Permit dated May 17, 1984, a Fourth Amendment to Special Exception Permit dated February 21, 1985, a Fifth Amended and Restated Special Exception Permit dated December 23, 1986, a First Amendment to Fifth Amended and Restated Special Exception Permit dated November 29, 1989, a Second Amendment to Fifth Amended and Restated Special Exception Permit dated April 11, 1990, a Sixth Amended and Restated Special Exception Permit dated October 10, 1990, a Seventh Amended and Restated Large Scale Master Planned Development Permit dated April 14, 1993, an Eighth Amended and Restated Large Scale Master Planned Development Permit dated April 25, 2001, a Ninth Amended and Restated Large Scale Master Planned Development Permit dated June 28, 2006, a Tenth Amended and Restated Large Scale Master Planned Development Permit dated August 12, 2009, and an Eleventh Amended and Restated Large Scale Master Planned Development Permit dated March 23, 2011, which were issued to Deer Valley Resort Company ("Permittee"), as assignee and successor to the rights of Royal Street under the Special Exception Permit; and

WHEREAS, Permittee and Commission desire to further amend and restate the Large Scale Master Planned Development Permit to reflect actions approved by the Commission with respect to the combination of vacant Deer Valley MPD Silver Lake Village Lots F, G, and H into one Lot I and to transfer 843 square feet of existing residential density (0.4215 unit equivalents (UE)) from Deer Valley MPD Silver Lake Village Lot D (existing Goldener Hirsh Inn) to the new Deer Valley MPD Silver Lake Village Lot I, to accommodate connection, access and circulation between the Goldener Hirsch Inn on Parcel D and the future Goldener Hirsch Residences proposed on Parcel I.

WHEREAS, Permittee has requested modification to the Large Scale Master Planned Development Permit and Commission is willing to grant said modifications as herein set forth; and

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

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

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

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

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

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

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

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

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

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

| Parcel Designation | Authorized Unit Equivalents |
|---|---|
| Snow Park Village | 209.75 |
| Total | 209.75 |

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Bicycle paths located within street rights-of-way;

(2) Pedestrian paths connecting parcels together within a community;

(3) Connecting paths connecting communities together; and

(4) Hiking trails to provide access to the mountain.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Approved this 30th day of November, 2016.

PARK CITY PLANNING COMMISSION

By _____

Planning Commission Chair

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

| PARCEL NAME | PERMITTED DENSITY (UNITS) | DEVELOPED DENSITY (UNITS) | NOTES | HEIGHT (FEET) | PARCEL SIZE (ACRES) |
|---|---|---|---|---|---|
| **DEER VALLEY COMMUNITY** | | | | | |
| Stonebridge & Boulder Creek Multi-Family | 50 | 54 | 1 | 28 | 10.23 |
| Aspenwood Multi-Family | 30 | 30 | | 28 | 9.21 |
| Pine Inn & Trails End Multi-Family | 40 | 45 | 1 | 35 | 8.52 |
| In The Trees (South Multi-Family) Multi-Family | 14 | 14 | | 28-45 | 2.87 |
| Black Diamond Lodge (Snow Park Lodge Multi-Family) | 29 | 27 | | 28-75 | 5.70 |
| Courcheval Multi-Family | 13.5 | 27 | 1 | 35 | 1.82 |
| Daystar Multi-Family | 24 | 24 | | 28 | 9.84 |
| Fawngrove Multi-Family | 50 | 50 | | 28 | 12.05 |
| Chateaux Fawngrove Multi-Family | 10.5 | 11 | 2 | 28 | Incl |
| Bristlecone Multi-Family | 20 | 20 | | 28 | Incl |
| Lakeside Multi-Family | 60 | 60 | | 28 | 6.49 |
| Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks) | 274 | 274 | | 28 | 237.81 |
| Pinnacle Multi-Family | 86 | 86 | | 28 | 36.80 |
| Comstock Lodge (East Bench Multi-Family) | 10.5 | 21 | 1 | 35 | 3.50 |
| Red Stag Lodge | 8.5 | 11 | 1 | 35 | Incl |
| Powder Run Multi-Family | 25 | 33 | 1 | 35 | 3.20 |
| Wildflower (Deer Valley North Lot 1 Multi-Family) | 11 | 14 | 1 | 28 | 1.04 |
| Glenfiddich (Deer Valley North Lot 2 Multi-Family) | 12 | 12 | | 28 | 1.45 |
| Chapparal (Deer Valley North Lot 3 Multi-Family) | 15 | 20 | 1 | 28 | 1.44 |
| Northeast Multi-Family: | | | | | 12.65 |
| Lodges @ Deer Valley | 73.25 | 85 | 3 | 28-35 | |
| Silver Baron Lodge | 42.75 | 50 | 12 | 28-35 | |
| Snow Park Village (Snow Park Hotel & Parking Sites) | 209.75 | 0 | 4 | 28-45 | 14.93 |
| Total Deer Valley Community | 1108.75 | | | | |
| **AMERICAN FLAG COMMUNITY** | | | | | |
| American Flag Single Family | 93 | 93 | | 28 | 83.04 |
| LaMaconnerie Multi-Family | 15 | 15 | | 28 | 6.19 |
| Total American Flag Community | 108 | | | | |
| **NORTH SILVER LAKE COMMUNITY** | | | | | |
| Westview Single Family | 15 | 1 | | 28 | 40.69 |
| Evergreen Single Family | 36 | 36 | | 28 | 27.60 |
| NSL Homesite Parcel #1 | 1 | 1 | | 35 | 1.90 |
| Belleterre Single Family | 10 | 10 | | 28 | 11.42 |
| Bellevue Townhomes (NSL Subdivision Lot 1) | 24 | 14 | 10 | 28 | 4.62 |
| Bellemont Townhomes (NSL Subdivision Lots 2A and 2A-1) | 18 | 12 | 10 | 28 | 3.75 |
| NSL Subdivision Lot 2B | 54 | 0 | | 45 | 5.96 |
| BelleArbor Townhomes (NSL Subdivision Lot 2C) | 43 | 21 | 10 | 28-35 | 8.25 |
| NSL Subdivision Lot 2D Open Space Lot | 0 | 0 | 5 | 0 | 4.03 |
| Total North Silver Lake Community | 201 | | | | |
| **SILVER LAKE COMMUNITY** | | | | | |
| Stag Lodge Multi-Family | 50 | 52 | 6 | 28-35 | 7.34 |
| Cache Multi-Family | 12 | 12 | | 28 | 1.77 |
| Sterlingwood Multi-Family | 18 | 18 | | 28-35 | 2.48 |
| Deer Valley Club | 20 | 30 | 1 | 28-45 | 1.53 |
| Double Eagle (SL East Parcel 2 Multi-Family) | 18 | 18 | | 28-35 | 2.26 |
| Stein Eriksen Lodge Multi-Family | 66.75 | 65 | 11 | 28-35 | 10.86 |
| Little Belle Multi-Family | 20 | 20 | | 28 | 3.66 |
| Chateaux At Silver Lake Lot 23 Deer Valley Club Estates Subdivision) | 65 | 78 | 1 | 28-45 | 3.24 |
| Sterling Lodge (Lot 2 Silver Lake East Subdivision) | 14 | 14 | | 28-45 | 0.61 |
| Royal Plaza Multi-Family (Silver Lake Village Lot A) | 7.6215 | 13 | 1 | 59 (A) | 0.48 |
| Mt. Cervin Plaza Multi-Family (Silver Lake Village Lot B) | 7.5 | 7 | | 59 (A) | 0.54 |
| Inn at Silver Lake (Silver Lake Village Lot C) | 10 | 8 | | 59 (A) | 0.50 |
| Goldener Hirsch Inn (Silver Lake Village Lot D) | 5.5785 | 18 | 1 | 59 (A) | 0.35 |
| Mt Cervin Multi-Family (Silver Lake Village Lot E) | 16 | 15 | | 59 (A) | 0.53 |
| Silver Lake Village Lot F | 0 | 0 | | 59 (A) | 0.35 |
| Silver Lake Village Lot G | 0 | 0 | | 59 (A) | 0.38 |
| Silver Lake Village Lot H | 0 | 0 | | 59 (A) | 0.44 |
| Silver Lake Village Lot I (combination of Silver Lake Village lots F, G, H) | 34.4215 | 38 | 13,14,15 | 59 (A) | 1.17 |
| SL Knoll Condominiums | 4 | 4 | | 35 | 0.76 |
| Knoll Estates Single Family | 21 | 21 | | 35 | 9.90 |
| Black Bear Lodge (Lot 22 Deer Valley Club Estates Subdivision) | 51 | 51 | | 35 | 1.39 |
| Knollheim Single Family | 20 | 5 | 7 | 35 | 1.84 |
| Alpen Rose Single Family | 2 | 2 | | 35 | 0.66 |
| Silverbird Multi-Family | 6 | 6 | | 35 | 0.80 |
| Ridge Multi-Family | 24 | 24 | | 35 | 2.34 |

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

| PARCEL NAME | PERMITTED DENSITY (UNITS) | DEVELOPED DENSITY (UNITS) | NOTES | HEIGHT (FEET) | PARCEL SIZE (ACRES) |
|---|---|---|---|---|---|
| Enclave Multi-Family | 17 | 17 | | 28-35 | 1.79 |
| Twin Pines Multi-Family | 8 | 8 | | 28-35 | 1.33 |
| Cottages Single Family | 11 | 11 | | 28 | 7.06 |
| Alta Vista Subdivision | 7 | 7 | | 35 | 6.02 |
| Woods Multi-Family | 16 | 7 | 8 | 28-35 | 2.41 |
| Trailside Multi-Family | 9 | 9 | | 28-35 | 1.46 |
| Aspen Hollow Multi-Family | 16 | 16 | | 28-35 | 3.18 |
| Ridgepoint Multi-Family | 38 | 38 | | 28-35 | 5.60 |
| Total Silver Lake Community | 614.8715 | | | | |
| BALD EAGLE COMMUNITY | | | | | |
| Bald Eagle Single Family | 78 | 58 | 9 | 28 | 35.65 |
| Total Bald Eagle Community | 78 | | | | |
| TOTAL CONVENTIONAL UNITS | 2110.6215 | | | | |
| EMPLOYEE HOUSING UNITS | | | | | |
| Little Belle | 1 | | | | |
| Stag Lodge | 1 | | | | |
| Sterlingwood | 1 | | | | |
| Bald Eagle | 2 | | | | |
| Mt. Cervin | 1 | | | | |
| Deer Valley Club | 1 | | | | |
| TOTAL EMPLOYEE HOUSING UNITS | 7 | | | | |

NOTES:
1. These projects have been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density than base permitted density.
2. One small unit was separately permitted in this project using .5 unit of density.
3. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (85) than base permitted density (73.25).
4. This parcel is required to use the Unit Equivalent Formula contained in Section 10.12 of the Code.
5. This parcel has been platted as open space, with the open space applying to the open space requirement of Lot 2B.
6. Two additional units were permitted in this project on land that was not a part of the Deer Valley MPD.
7. This parcel was originally permitted as 20 MF units but subsequently developed as 5 single family homesites.
8. This parcel was permitted as 16 units. Subsequently 9 of the unit development rights were acquired by the homeowners and dedicated as open space.
9. This parcel was originally permitted as a combination of single family and multi-family. The multi-family uses were converted to single family with a density reduction from 78 to 58 units.
10. The development density on these parcels is less than the original permitted density at the election of the developer.
11. The transfer of 1.75 Unit Equivalents to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on June 28, 2006.
12. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (50) than base permitted density (42.75). The transfer of 1 Unit Equivalent to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on March 23, 2011.
13. Prior to issuance of a building permit on Lot I, the Property owner shall submit an Historic Mine Waste report. If Historic Mine Waste is located on the site, a mitigation plan shall also be submitted compliant with the Park City Soils Boundary Ordinance.
14. Building on Lot I shall be designed to be broken into more than one volumetric mass above final grade, exhibiting both horizontal and vertical articulation. Common underground parking is permitted.
15. The transfer of 0.4215 UE from Lot D to Lot I was approved by Planning Commission on November 30, 2016.

A. Lots in the Silver Lake Village Subdivision have a development height limitation tied to a base elevation of 8122' with peak of roof not to exceed elevation 8186'.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 2
COMMERCIAL AND SUPPORT SPACE

| LOCATION | RETAIL | RESTAURANT (3) | COMM'L OFFICES | ADMIN., SUPPORT & OTHER | TOTAL | TRANSFER TO RESIDENTIAL | DEVELOPED | REMAINING |
|---|---|---|---|---|---|---|---|---|
| SNOW PARK LODGE | 13807 | 26958 | | 85578 | 126343 | | 126343 | 0 |
| SNOW PARK TICKET SALES BUILDING | | | | 5112 | 5112 | | 5112 | 0 |
| SNOW PARK PLAZA BUILDING | 3100 | | 16000 | 4180 | 23280 | | 23280 | 0 |
| GENERAL SNOW PARK COMMERCIAL (1) | 21890 | | | | 21890 | | 0 | 21890 |
| SILVER LAKE LODGE | 1200 | 29160 | | 15790 | 46150 | | 46150 | 0 |
| EMPIRE LODGE (4) | | 22456 | | 12544 | 35000 | | 30453 | 4547 |
| SILVER LAKE COMMUNITY (2) | 27962 | | 4265 | 12938 | 45165 | 1243 | 31954 | 11968 |
| NORTH SILVER LAKE COMMUNITY | 8000 | | | 6525 | 14525 | | 0 | 14525 |
| MAINTENANCE, WHSE, & SHOPS | | | | 31724 | 31724 | | 31724 | 0 |
| TOTAL | 75959 | 78574 | 20265 | 174391 | 349189 | | 295016 | 52930 |

NOTES:

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

(2) 10125 square feet of Silver Lake Community commercial has previously been allocated to and is included in totals for Silver Lake Lodge (1994 Silver Lake Lodge expansion 6990 sf and 1998 Silver Lake Lodge expansion 3135 sf).
Remainder of Silver Lake Community commercial consists of:

| | | |
|---|---|---|
| Developed Space: | | |
| Royal Plaza | 14312 | |
| Mt. Cervin Plaza | 8080 | |
| Goldener Hirsch Inn | 2062 | (see note #5 ) |
| Chateaux at Silver Lake | 7500 | |
| Total | 31954 | |
| Transferred to Royal Plaza Residential | 1243 | |
| Allocated but Undeveloped Space: | | |
| Silver Lake Village Lot C | 7000 | |
| Remainder Unallocated | 4968 | |
| Total | 45165 | |

(3) Includes kitchen, receiving and storage.
(4) Maximum size of Empire Lodge is 35000 sf of which 30453 sf has been developed.
(5) Commercial uses on Silver Lake Village Lot D includes 2,062 sf as allocated from this Amended and Restated Large Scale MPD, plus support commercial uses.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 3
OTHER PROJECT COMPONENTS

| ITEM | WITHIN PARK CITY | OUTSIDE PARK CITY |
|---|---|---|
| SKI AREA (1) | | |
| CHAIRLIFTS | 15 | 5 |
| GONDOLA | | 1 |
| SKI TRAILS AND BOWLS | 63 | 34 |
| SNOWMAKING | X | X |
| SKI PATROL / UTILITY STATIONS: | | |
| BALD EAGLE MTN. | X | |
| BALD MTN. | X | |
| FLAGSTAFF MTN. | X | |
| LITTLE BALDY | | X |
| JORDANELLE BASE | | X |
| EMPIRE CANYON | X | |
| AMENITIES | | |
| SNOW PARK LAKES & MEADOWS | X | |
| SNOW PARK PARKING LOTS | X | |
| PEDESTRIAN TRAIL SYSTEM | X | X |
| MOUNTAIN BIKING TRAILS SYSTEM | X | X |
| SOLAMERE SWIM & TENNIS FACILITY | X | |
| SNOWSHOE TOMMYS CABIN | X | |
| CUSHINGS CABIN | X | |
| BIRDSEYE CABIN | X | |
| JORDANELLE BASE | | X |
| SNOW PARK CONCERT AMPHITHEATRE | X | |

(1) ADDITIONAL SKI AREA FACILITIES AS DEMAND DICTATES, SUBJECT TO PROVISIONS OF PARK CITY LAND MANAGEMENT CODE AND OTHER APPLICABLE JURISDICTIONS.

SNOW PARK VILLAGE

DEER VALLEY RESORT

# PARKING STRUCTURE CUP APPLICATION EXHIBITS

DECMBER 20, 2024 - REV 06

| | |
|---|---|
| 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-1OC | Pedestrian Circulation & Mobility Plan_REV 02, REV 03, REV 05, REV 06 |
| 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, REV 06 |
| Exhibit 14 | Transit Center Drop-Off Plans_REV 02, REV 03 |
| Exhibit 15 | Civil Transit Drop-Off Plans_REV 02, REV 03, REV 05, REV 06 |
| 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 |
| | |

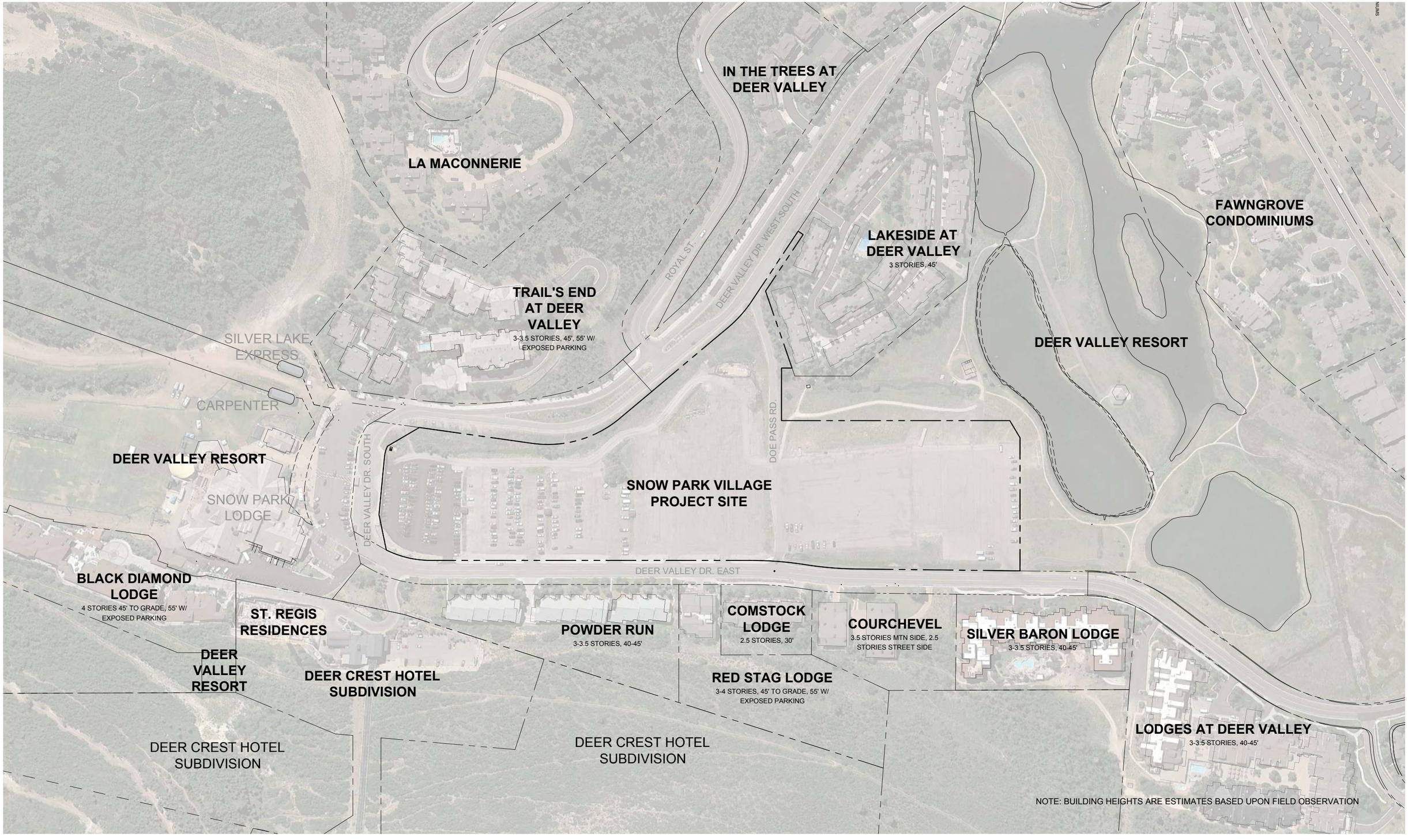
| | |
|---|---|
| Exhibit 25 | Civil Site Plan - Roads_REV 02, REV 03, REV 05, REV 06 |
| Exhibit 26 | Civil Site Plan - P3_REV 01, REV 05 |
| Exhibit 27 | Civil Site Plan - P2_REV 02, REV 03, REV 05 |
| Exhibit 28 | Civil Site Plan - P1_REV 02, REV 03, REV 05 |
| Exhibit 29A-29G | Civil Site Plan - Neighborhood and Access - Road Design_REV 02, REV 03, REV 05, REV 06 |
| Exhibit 30 | Civil Site Plan - Wayfinding_REV 02, REV 03, REV 05, REV 06 |
| Exhibit 31 | Civil Site Plan - Utilities_REV 02, REV 03, REV 05, REV 06 |
| 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, REV 06 |
| 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 |
| | |
| | |
| | |
| | |
| | |




DEER VALLEY | skylab | Snow Park Village

Exhibit 1: **Project Location**

PARKING STRUCTURE CUP APPLICATION EXHIBITS




DEER VALLEY | skylab | Snow Park Village

Exhibit 2: **Existing Conditions / Adjacent Parcels**

0 100 200 Feet

N

PARKING STRUCTURE CUP APPLICATION EXHIBITS

# Exhibit 3A: **ALTA / ACSM Land Title Survey**

## SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR — No. 4857264 — MICHAEL DEMKOWICZ — STATE OF UTAH

To Deer Valley Resort Company, LLC, a Utah limited liability company, High Country Title and Stewart Title Guaranty Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 4, 8, 11, 16 and 17 of Table A thereof.

6/25/19
Date

Michael Demkowicz, No. 4857264

## LEGAL DESCRIPTION

Beginning at a point which is South 1418.41 feet and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (basis of bearing being South 00°30'11" West from the East quarter corner of said Section 16 to the Southeast corner of said Section 16); said point also being on the Westerly right-of-way line of Deer Valley Drive East Section "B" as recorded in the Summit County Recorder's Office as Entry No. 188988; and running thence along said right-of-way line, South 00°40'00" West 408.76 feet to a point on a 878.16 foot radius curve to the right (center bears North 89°20'00" West 878.16 feet); thence Southwesterly along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point on a 870.52 foot radius curve to the left (center bears South 81°00'57" East 870.52 feet); thence Southwesterly along the arc of said curve 136.50 feet through a central angle of 08°59'03" to a point of tangency; thence South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West 249.90 feet); thence along the arc of said curve and continuing along said Westerly right-of-way of Deer Valley Drive East Section "B" 114.84 feet through a central angle of 26°19'46" to the Northerly line of the Dedication Parcel as recorded in the Summit County Recorder's Office in Book 924 at Page 274; thence departing from said right-of-way and continuing along said Dedication Parcel South 78°14'07" West 89.60 feet; thence North 84°36'26" West 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears North 5°23'34" East 80.00 feet); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence North 30°26'41" West 92.29 feet to a point on the East right-of-way line of the Deer Valley Drive South Section "D" plat as recorded in the Summit County Recorder's Office, Entry No. 188987; thence along said right-of-way North 08°00'00" East 284.85 feet to the point on a 280.00 foot radius curve to the left (center bears North 82°00'00" West 280.00 feet); thence along the arc of said curve 234.57 feet through a central angle of 48°00'00"; thence North 40°00'00" West 104.22 feet to a point on the Easterly right-of-way line of the Deer Valley Road Section "C"; thence along said right-of-way North 40°00'00" West 249.01 feet to a point on a 308.50 foot radius curve to the left (center bears South 50°00'00" West 308.53 feet); thence along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence North 56°25'40" West 209.15 feet; thence leaving said right-of-way North 33°34'20" East 15.00 feet; thence South 56°25'40" East 169.67 feet; thence North 71°00'00" East 203.15 feet; thence South 26.31 feet; thence East 131.21 feet; thence North 569.98 feet; thence North 59°04'00" East 49.70 feet; thence East 332.69 feet to the point of beginning.

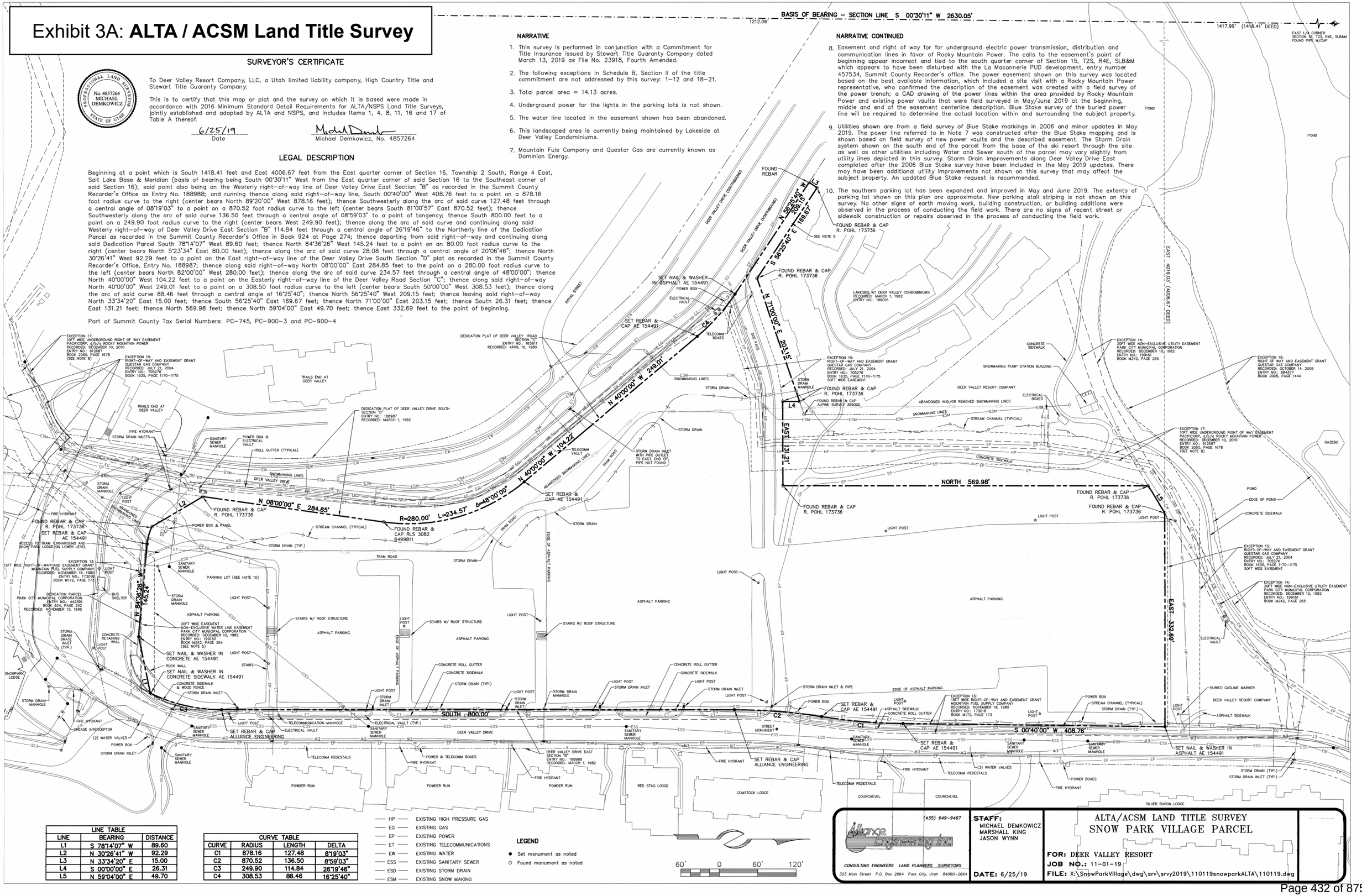
Part of Summit County Tax Serial Numbers: PC-745, PC-900-3 and PC-900-4

## NARRATIVE

1. This survey is performed in conjunction with a Commitment for Title Insurance issued by Stewart Title Guaranty Company dated March 13, 2019 as File No. 23918, Fourth Amended.
2. The following exceptions in Schedule B, Section II of the title commitment are not addressed by this survey: 1–12 and 18–21.
3. Total parcel area = 14.13 acres.
4. Underground power for the lights in the parking lots is not shown.
5. The water line located in the easement shown has been abandoned.
6. This landscaped area is currently being maintained by Lakeside at Deer Valley Condominiums.
7. Mountain Fule Company and Questar Gas are currently known as Dominion Energy.

## NARRATIVE CONTINUED

8. Easement and right of way for for underground electric power transmission, distribution and communication lines in favor of Rocky Mountain Power. The calls to the easement's point of beginning appear incorrect and tied to the south quarter corner of Section 15, T2S, R4E, SLB&M which appears to have been disturbed with the La Maconnerie PUD development, entry number 457534, Summit County Recorder's office. The power easement shown on this survey was located based on the best available information, which included a site visit with a Rocky Mountain Power representative, who confirmed the description of the easement was created with a field survey of the power trench; a CAD drawing of the power lines within the area provided by Rocky Mountain Power and existing power vaults that were field surveyed in May/June 2019 at the beginning, middle and end of the easement centerline description. Blue Stake survey of the buried power line will be required to determine the actual location within and surrounding the subject property.
9. Utilities shown are from a field survey of Blue Stake markings in 2006 and minor updates in May 2019. The power line referred to in Note 7 was constructed after the Blue Stake mapping and is shown based on field survey of new power vaults and the described easement. The Storm Drain system shown on the south end of the parcel from the base of the ski resort through the site as well as other utilities including Water and Sewer south of the parcel may vary slightly from utility lines depicted in this survey. Storm Drain improvements along Deer Valley Drive East completed after the 2006 Blue Stake survey have been included in the May 2019 updates. There may have been additional utility improvements not shown on this survey that may affect the subject property. An updated Blue Stake request is recommended.
10. The southern parking lot has been expanded and improved in May and June 2019. The extents of parking lot shown on this plan are approximate. New parking stall striping is not shown on this survey. No other signs of earth moving work, building construction, or building additions were observed in the process of conducting the field work. There are no signs of 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" |

**LEGEND**

- HP — EXISTING HIGH PRESSURE GAS
- EG — EXISTING GAS
- EP — EXISTING POWER
- ET — EXISTING TELECOMMUNICATIONS
- EW — EXISTING WATER
- ESS — EXISTING SANITARY SEWER
- ESD — EXISTING STORM DRAIN
- ESM — EXISTING SNOW MAKING

● Set monument as noted
○ Found monument as noted


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

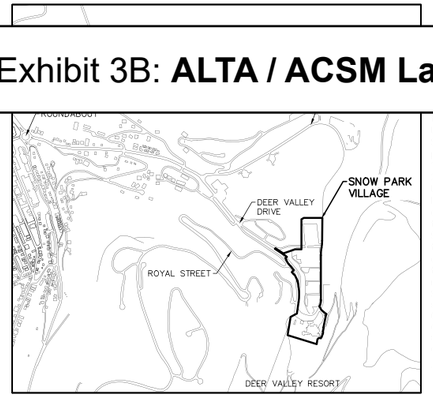

**STAFF:** MICHAEL DEMKOWICZ, MARSHALL KING, JASON WYNN

**DATE:** 6/25/19

ALTA/ACSM LAND TITLE SURVEY
SNOW PARK VILLAGE PARCEL

**FOR:** DEER VALLEY RESORT
**JOB NO.:** 11-01-19
**FILE:** X:\SnowParkVillage\dwg\srv\srvy2019\110119snowparkALTA\110119.dwg

# Exhibit 3B: **ALTA / ACSM Land Title Survey**




VICINITY MAP

## LEGAL DESCRIPTION

...er of Section 15 and the northeast quarter of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

...st 1417.99 feet and East 4019.03 feet from the east quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the west ..."B" recorded March 1, 1982, as Entry No. 188988 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the west right-of-way of Deer Valley Drive East ...th 00°40'00" West 408.75 feet to a point on a curve to the right having a radius of 878.16 feet, of which the radius point bears North 89°20'00" West; thence 2) along the arc of said ...9°03" to a point of reverse curve to the left having a radius of 870.52 feet, of which the radius point bears South 81°00'57" East; thence 3) along the arc of said curve 136.50 feet through ...600.00 feet to a point on a curve to the right having a radius of 249.90 feet, of which the radius point bears West; thence 5) along the arc of said curve 114.84 feet through a central angle ...5 feet to the southwesterly corner of Powder Run Condominiums, recorded November 1, 1985, as Entry No. 241128 in the Office of the Recorder, Summit County, Utah; thence coincident with the southerly boundary of Powder Run Condominiums South 51°00'00" East 114.86 feet to the west boundary of Deer Crest Hotel Subdivision Plat, recorded May 16, 2005, as Entry No. 736261 in the Office of the Recorder, Summit County, Utah; thence coincident with the Deer Crest Hotel Subdivision Plat the following two (2) courses: 1) South 11°55'00" West 245.62 feet; thence 2) South 89°56'57" East 6.84 feet to the west boundary of Black Diamond Subdivision recorded September 18, 2000, as Entry No. 573025 in the Office of the Recorder, Summit County, Utah; thence coincident with the west boundary of Black Diamond Subdivision the following nine (9) courses: 1) South 11°55'00" West 76.60 feet to a point on a non tangent curve to the right having a radius of 59.50 feet, of which the radius point bears South 72°39'30" West; thence 2) along the arc of said curve 38.67 feet through a central angle of 37°14'08"; thence 3) South 19°53'38" West 62.78 feet; thence 4) North 70°06'22" West 5.50 feet; thence 5) South 19°53'38" West 27.00 feet; thence 6) North 70°06'22" West 25.00 feet; thence 7) South 62°39'43" West 30.00 feet; thence 8) South 35°56'44" West 22.53 feet; thence 9) South 08°18'18" West 80.89 feet to the south boundary of that certain Special Warranty Deed recorded August 6, 2021, as Entry No. 1170158 in Book 2683 at Page 1822 in the Office of the Recorder, Summit County, Utah; thence coincident with the south and west boundaries the following two (2) courses: 1) North 73°01'51" West 544.70 feet; thence 2) North 09°24'46" East 331.96 feet to the southernmost point of Trail's End at Deer Valley, recorded March 18, 2009, as Entry No. 867530 in the Office of the Recorder, Summit County, Utah; thence coincident with the south boundary of Trail's End at Deer Valley North 62°00'00" East 127.02 feet (record 127.00 feet) to the southwesterly corner of Deer Valley Drive South Section 'D', recorded March 1, 1982, as Entry No. 188987 in the Office of the Recorder, Summit County, Utah, said point also being the southeasterly corner of the aforementioned Trail's End at Deer Valley; thence coincident with the westerly right-of-way of Deer Valley Drive South Section 'D' and Trail's End at Deer Valley the following four (4) courses: 1) North 08°00'00" East 206.11 feet to a point on a curve to the left having a radius of 988.10 feet, of which the radius point bears North 82°00'00" West; thence 2) along the arc of said curve 379.40 feet through a central angle of 22°00'00" to a point of compound curve to the left having a radius of 290.00 feet, of which the radius point bears South 76°00'00" West; thence 3) along the arc of said curve 142.26 feet through a central angle of 28°06'26"; thence 4) North 42°06'26" West 21.90 feet; thence continuing North 42°06'26" West 29.08 feet coincident with the easterly boundary of Trail's End at Deer Valley to the easternmost point of the Dedication Plat of Lake Flat Road, Section "A"(also known as Royal Street), recorded April 16, 1980, as Entry No. 165813 in the Office of the Recorder, Summit County, Utah; thence North 47°53'34" East 47.72 feet; thence North 37°30'27" West 67.84 feet; thence North 41°44'02" West 70.59 feet to a point on a curve to the right having a radius of 247.00 feet, of which the radius point bears North 48°15'58" East; thence along the arc of said curve 100.21 feet through a central angle of 23°14'46"; thence North 18°29'16" West 81.14 feet to the northerly right-of-way of the Dedication Plat of Deer Valley Road Section "C", recorded April 16, 1980, as Entry No. 165811 in the Office of the Recorder, Summit County, Utah; thence coincident with the northerly right-of-way of Deer Valley Road Section "C"North 56°25'40" West 206.59 feet to the southerly boundary of Lakeside at Deer Valley Condominiums, recorded March 1, 1982, as Entry No. 189016 in the Office of the Recorder, Summit County, Utah; thence coincident with the southerly boundary of Lakeside at Deer Valley Condominiums the following three (3) courses: 1) North 33°34'20" East 15.00 feet; thence 2) South 56°25'40" East 169.66 feet; thence 3) North 71°00'00" East 224.30 feet, and the easterly 21.16 feet of the aforementioned third course also being coincident with the northerly boundary of that certain Special Warranty Deed recorded August 6, 2021, as Entry No. 1170159 in Book 2683 at Page 1827 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed East 111.20 feet to the boundary of that certain Special Warranty Deed recorded July 1, 2021, as Entry No. 1167578 in Book 2676 at Page 1205 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed the following three (3) courses: 1) North 536.77 feet; thence 2) North 59°04'00" East 49.70 feet; thence 3) East 332.69 feet to the point of beginning.

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

## SURVEYOR'S CERTIFICATE

No. 4857264 MICHAEL DEMKOWICZ — PROFESSIONAL LAND SURVEYOR — STATE OF UTAH

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the land shown on this plat and described hereon, and have divided said land into lots, hereafter to be known as SNOW PARK VILLAGE and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

## OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the hereon described tract of land, and hereby causes the same to be divided into lots and a public right-of-way, together with easements as set forth to be hereafter known as SNOW PARK VILLAGE and does hereby dedicate for the perpetual use of the public the areas shown on this plat as intended for public use, reserving unto the aforementioned owner a perpetual air space easement for the installation of a bridge or other improvement over Doe Pass and allowing aerial connection between Lot 1 and Lot 2. The undersigned owner also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over any public utility easements shown on this plat, the same to be used for the installation, maintenance and operation of utility lines and facilities. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2024.

Deer Valley Development Company, a Delaware corporation

By: _____

Its: _____

## ACKNOWLEDGMENT

STATE OF _____)

:ss.

COUNTY OF _____)

On this _____ day of _____, 2024, _____ personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the president of Deer Valley Development Company, a Delaware corporation, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed SNOW PARK VILLAGE.

By: _____
Notary Public

_____
Printed Name

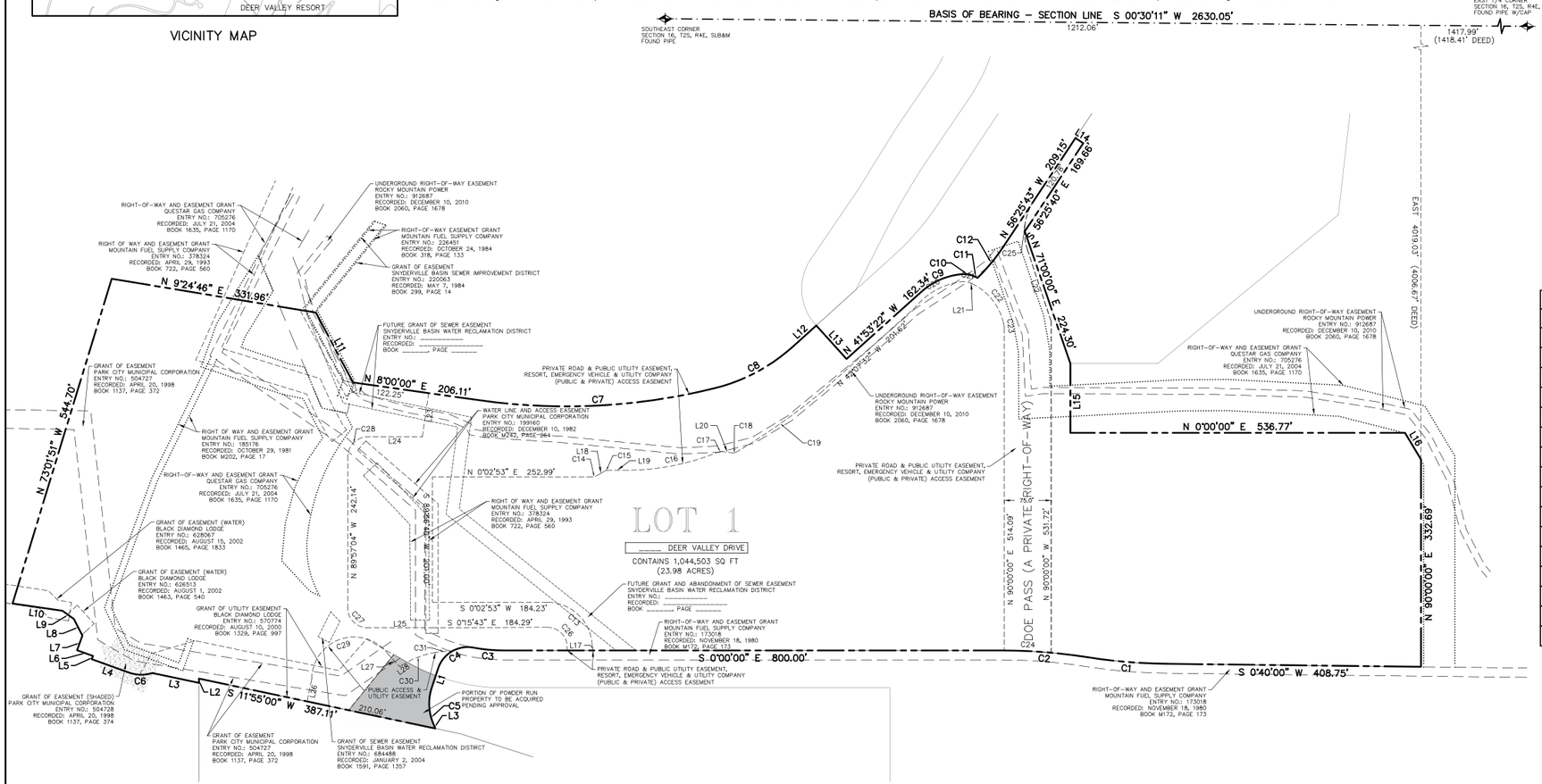
Residing in: _____

My commission expires: _____

Commission No. _____

### NOTES

1. This plat is subject to the Conditions of Approval in Ordinance 2024_____.

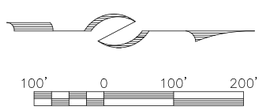



| LINE TABLE | | |
|---|---|---|
| LINE | DIRECTION | LENGTH |
| L1 | S 71°45'39" E | 32.36' |
| L2 | S 89°56'57" E | 6.84' |
| L3 | S 11°55'00" W | 76.60' |
| L4 | S 19°53'38" W | 62.78' |
| L5 | N 70°06'22" W | 5.50' |
| L6 | S 19°53'38" W | 27.00' |
| L7 | N 70°06'22" W | 25.00' |
| L8 | S 62°39'43" W | 30.00' |
| L9 | S 35°56'44" W | 22.53' |
| L10 | S 8°18'18" W | 80.89' |
| L11 | N 62°00'00" E | 127.02' |
| L12 | N 42°06'26" W | 50.98' |
| L13 | N 47°53'34" E | 72.38' |
| L14 | N 33°34'20" E | 15.00' |
| L15 | N 90°00'00" E | 111.20' |
| L16 | N 59°04'00" E | 49.70' |

| LINE TABLE | | |
|---|---|---|
| LINE | DIRECTION | LENGTH |
| L17 | S 77°50'26" W | 7.37' |
| L18 | N 29°57'07" W | 11.28' |
| L19 | N 0°02'53" E | 27.56' |
| L20 | N 6°54'25" E | 15.57' |
| L21 | N 27°10'31" E | 1.32' |
| L22 | S 71°42'24" W | 121.44' |
| L23 | N 82°00'00" W | 71.00' |
| L24 | N 0°00'00" E | 87.68' |
| L25 | S 0°02'47" W | 104.00' |
| L26 | N 78°05'00" W | 36.15' |
| L27 | N 46°47'14" E | 25.77' |
| L28 | N 35°15'36" W | 4.51' |

| CURVE TABLE | | | |
|---|---|---|---|
| CURVE | RADIUS | LENGTH | DELTA |
| C1 | 878.16' | 127.48' | 8°19'03" |
| C2 | 870.52' | 136.50' | 8°59'03" |
| C3 | 249.90' | 47.96' | 10°59'42" |
| C4 | 50.00' | 72.22' | 82°45'21" |
| C5 | 82.13' | 62.85' | 43°50'56" |
| C6 | 59.50' | 38.67' | 37°14'08" |
| C7 | 988.10' | 379.40' | 22°00'00" |
| C8 | 290.00' | 142.26' | 28°06'26" |
| C9 | 109.50' | 70.13' | 36°41'49" |
| C10 | 42.50' | 20.34' | 27°25'29" |
| C11 | 89.50' | 6.85' | 4°22'58" |
| C12 | 308.50' | 65.03' | 12°04'40" |

| CURVE TABLE | | | |
|---|---|---|---|
| CURVE | RADIUS | LENGTH | DELTA |
| C13 | 72.00' | 111.09' | 88°24'13" |
| C14 | 25.00' | 13.09' | 30°00'00" |
| C15 | 15.00' | 7.85' | 30°00'00" |
| C16 | 389.00' | 151.23' | 22°16'28" |
| C17 | 15.00' | 7.63' | 29°08'01" |
| C18 | 12.50' | 6.86' | 31°26'06" |
| C19 | 1033.52' | 168.34' | 9°19'57" |
| C20 | 112.81' | 87.76' | 44°34'21" |
| C21 | 30.50' | 14.60' | 27°25'29" |
| C22 | 92.99' | 84.98' | 52°21'34" |
| C23 | 50.00' | 10.93' | 12°31'21" |
| C24 | 887.81' | 75.11' | 4°50'51" |
| C25 | 89.97' | 81.45' | 51°51'56" |
| C26 | 31.99' | 55.52' | 99°25'10" |
| C27 | 32.00' | 50.27' | 90°00'09" |
| C28 | 32.00' | 50.24' | 89°57'04" |
| C29 | 68.00' | 172.27' | 145°09'01" |
| C30 | 139.59' | 57.52' | 23°36'34" |
| C31 | 166.00' | 27.21' | 9°23'30" |




# SNOW PARK VILLAGE

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15
THE NORTHEAST QUARTER OF SECTION 22
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1


435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098


5/31/2024 JOB NO.: 11-1-19 FILE: X:\SnowParkVillage\dwg\srv\plat2019\110119-option2 -June 2024.d

| SNYDERVILLE BASIN WATER RECLAMATION DISTRICT | PLANNING COMMISSION | ENGINEER'S CERTIFICATE | APPROVAL AS TO FORM | COUNCIL APPROVAL AND ACCEPTANCE | CERTIFICATE OF ATTEST | PUBLIC SAFETY ANSWERING POINT APPROVAL | RECORDED |
|---|---|---|---|---|---|---|---|
| REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2024 | RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2024 | I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2024 | APPROVED AS TO FORM THIS _____ DAY OF _____, 2024 | APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2024 | I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2024 | APPROVED THIS _____ DAY OF _____, 2024 | STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ |
| BY _____ ENGINEERING DEPARTMENT | BY _____ CHAIR | BY _____ PARK CITY ENGINEER | BY _____ PARK CITY ATTORNEY | BY _____ MAYOR | BY _____ PARK CITY RECORDER | BY _____ SUMMIT COUNTY GIS COORDINATOR | _____ FEE _____ RECORDER |
| | | | | | | | TIME _____ DATE _____ ENTRY NO. _____ |

# Exhibit 4: **ALTA Survey w/ Aerial**

## BOUNDARY DESCRIPTION

and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (basis of bearing being South 00°30'11" West from the East quarter corner of said Section 16 to the Southeast corner of said Section 16); said point also being on the Westerly right-of-way line of Deer Valley Drive East Section "B" as recorded in the Summit County Recorder's Office as Entry No. 188988; and running thence along said right-of-way line, South 00°40'00" West 408.76 feet to a point on a 878.16 foot radius curve to the right (center bears North 89°20'00" West 878.16 feet); thence Southwesterly along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point on a 870.52 foot radius curve to the left (center bears South 81°00'57" East 870.52 feet); thence Southwesterly along the arc of said curve 136.50 feet through a central angle of 08°59'03" to a point of tangency; thence South 900.00 feet to a point on a 249.90 foot radius curve to the right (center bears West 249.90 feet); thence along the arc of said curve and continuing along said Westerly right-of-way of Deer Valley Drive East Section "B" 114.84 feet through a central angle of 26°19'46" to the Northerly line of the Dedication Parcel as recorded in the Summit County Recorder's Office in Book 924 at Page 274; thence departing from said right-of-way and continuing along said Dedication Parcel South 78°14'07" West 89.60 feet; thence North 84°36'26" West 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears North 5°23'34" East 80.00 feet); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence North 30°26'41" West 92.29 feet to a point on the East right-of-way line of the Deer Valley Drive South Section "D" plat as recorded in the Summit County Recorder's Office, Entry No. 188987; thence along said right-of-way North 08°00'00" East 284.85 feet to the point on a 280.00 foot radius curve to the left (center bears North 82°00'00" West 280.00 feet); thence along the arc of said curve 234.57 feet through a central angle of 48°00'00"; thence North 40°00'00" West 104.22 feet to a point on the Easterly right-of-way line of the Deer Valley Road Section "C"; thence along said right-of-way North 49°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

| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | DISTANCE |
| L1 | S 78°14'07" W | 89.60 |
| L2 | N 30°26'41" W | 92.29 |
| L3 | N 33°34'20" E | 15.00 |
| L4 | S 00°00'00" E | 26.31 |
| L5 | N 59°04'00" E | 49.70 |

| CURVE TABLE | | | |
|---|---|---|---|
| CURVE | RADIUS | LENGTH | DELTA |
| C1 | 878.16 | 127.48 | 8°19'03" |
| C2 | 870.52 | 136.50 | 8°59'03" |
| C3 | 249.90 | 114.84 | 26°19'46" |
| C4 | 308.53 | 88.46 | 16°25'40" |

HP —— EXISTING HIGH PRESSURE GAS
EG —— EXISTING GAS
EP —— EXISTING POWER
ET —— EXISTING TELECOMMUNICATIONS
EW —— EXISTING WATER
ESS —— EXISTING SANITARY SEWER
ESD —— EXISTING STORM DRAIN
ESM —— EXISTING SNOW MAKING

LEGEND
● Set monument as noted
○ Found monument as noted

60' 0 60' 120'

PROFESSIONAL LAND SURVEYOR No. 485126 MICHAEL DEMKOWICZ 6/17/19 STATE OF UTAH

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

STAFF: MICHAEL DEMKOWICZ, JASON WYNN

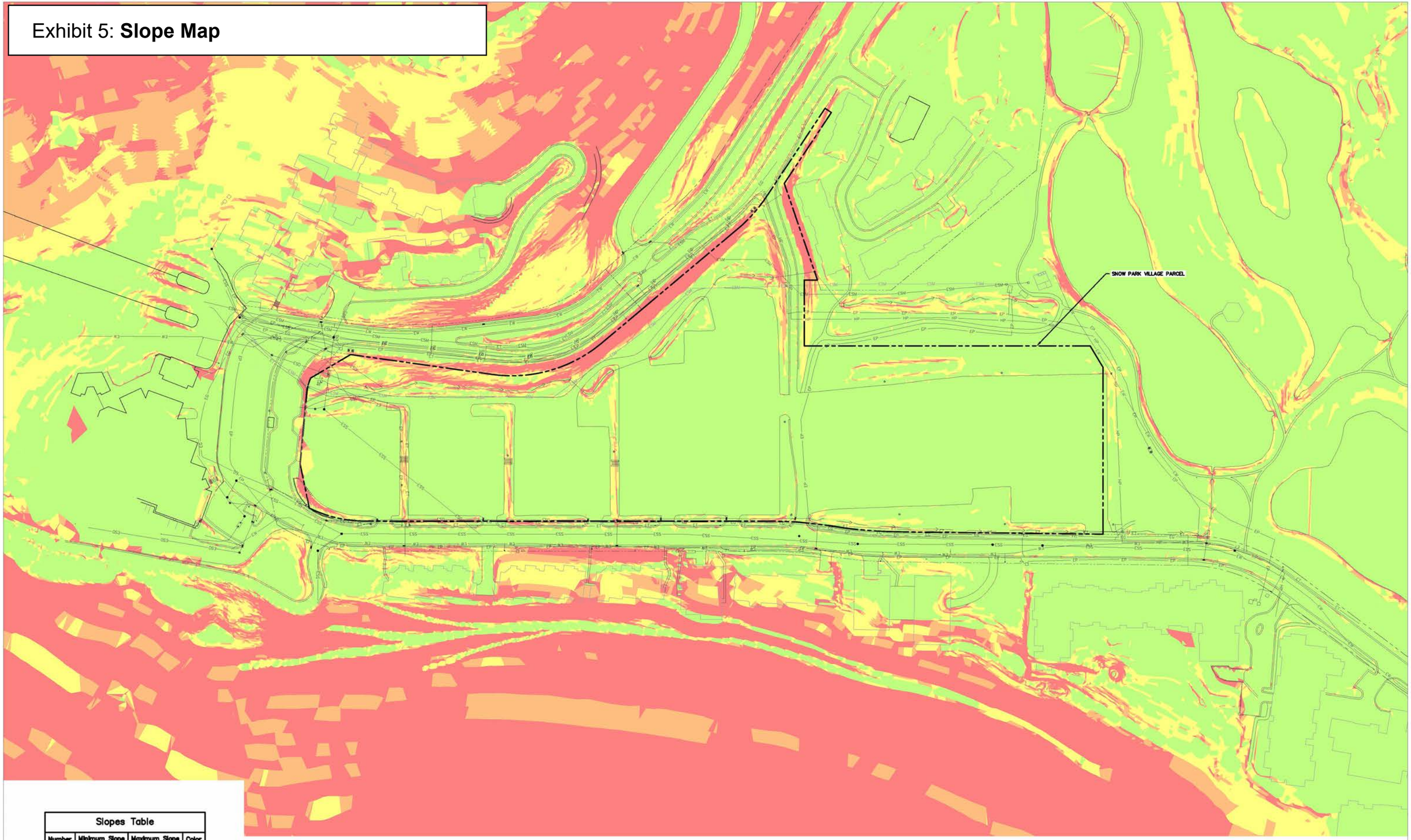
DATE: 10/17/19

ALTA SURVEY EXHIBIT WITH AERIAL
SNOW PARK VILLAGE PARCEL

FOR: DEER VALLEY RESORT
JOB NO.: 11-01-19
FILE: X:\SnowParkVillage\dwg\srv\srvy2019\110119snowparkALTA\110119.dwg

SHEET 1 OF 1

Exhibit 5: **Slope Map**




| Slopes Table | | | |
|---|---|---|---|
| Number | Minimum Slope | Maximum Slope | Color |
| 1 | 0% | 15% | |
| 2 | 15% | 30% | |
| 3 | 30% | 40% | |
| 4 | 40% | Vertical | |

80' 0 80' 160'

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

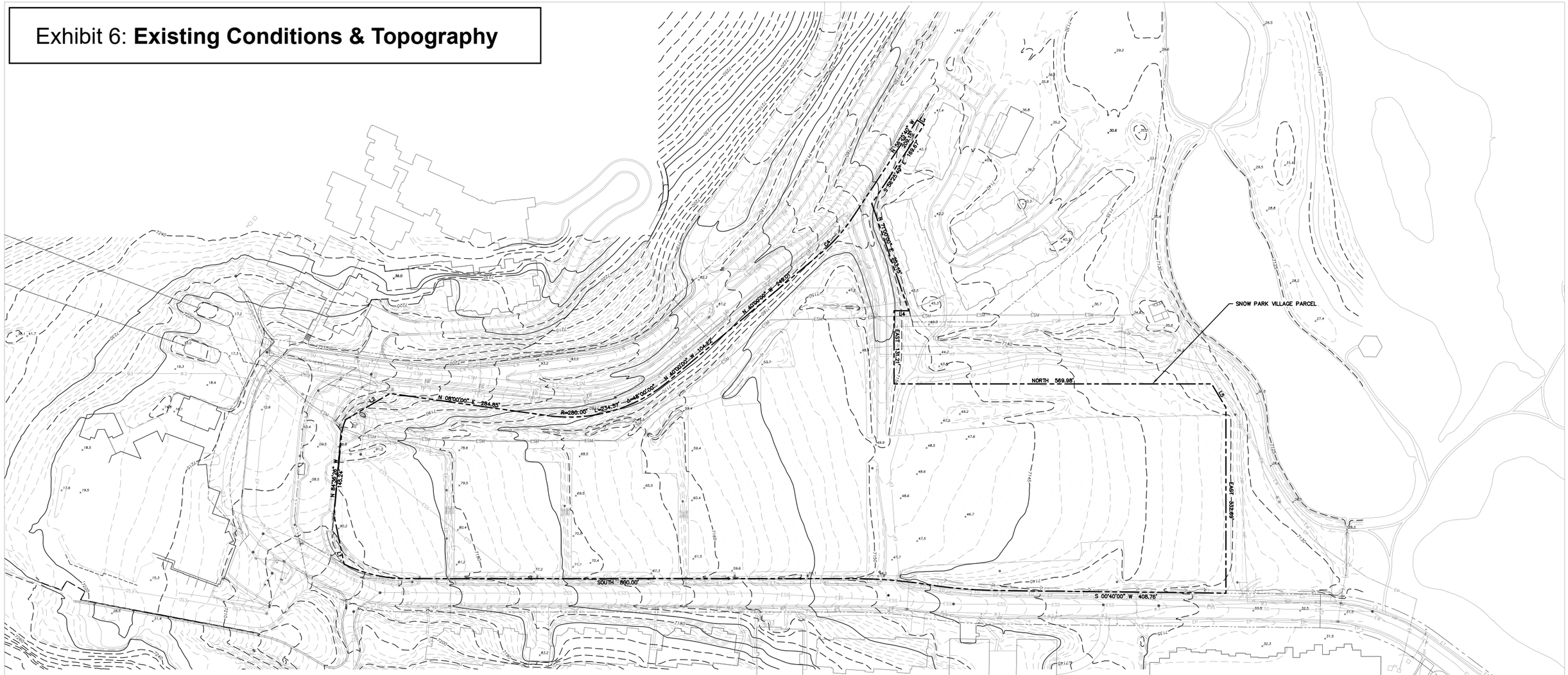
**STAFF:**
MICHAEL DEMKOWICZ
STEVE MILLER

**DATE:** 10/18/19

DEER VALLEY SNOW PARK
SLOPE MAP
2007 AERAL TOPOGRAPHY

**FOR:** DEER VALLEY
**JOB NO.:** 11-1-19
**FILE:** X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo EG Slope Map.dwg

# Exhibit 6: **Existing Conditions & Topography**




LEGEND:

2007 AERIAL CONTOURS

2007 SPOT ELEVATION

DEER VALLEY®

skylab

Snow Park Village

80' 0 80' 160'


(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

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

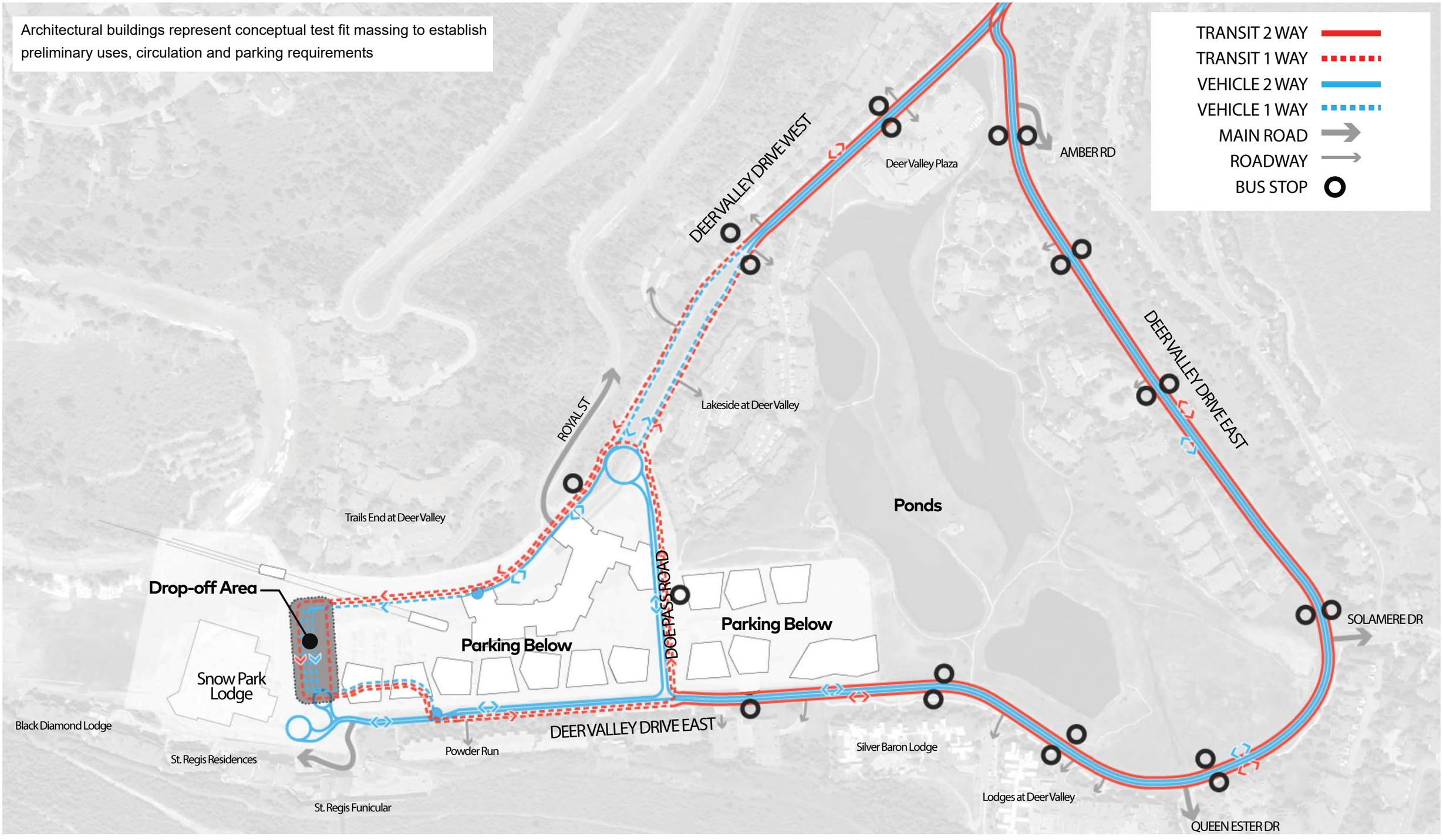

**STAFF:**
MICHAEL DEMKOWICZ
STEVE MILLER

**DATE:** 10/18/19

DEER VALLEY SNOW PARK
EXISTING CONDITIONS
2007 AERIAL TOPOGRAPHY

**FOR:** DEER VALLEY
**JOB NO.:** 11-1-19
**FILE:** X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo EG.dwg

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



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

Transit one way 1 loop through DV Drive West, Drop-Off, DV Drive East, to Doe Pass Rd.

Passenger Vehicle traffic changes from 2 way to 1 way for drop-off loop

Passenger Vehicle traffic changes from 1 way to 2 way for Ski School drop- off and exiting/ parking options

TRANSIT 2 WAY
TRANSIT 1 WAY
VEHICLE 2 WAY
VEHICLE 1 WAY
MAIN ROAD
ROADWAY
BUS STOP

DEER VALLEY DRIVE WEST

DOE PASS ROAD

DEER VALLEY DRIVE EAST

Drop-off Area

Parking Below

Parking Below

Parking Below

Snow Park Lodge

Ski School Drop off

Powder Run

DEER VALLEY | skylab | Snow Park Village

Exhibit 8: **Drop-off Overall Circulation Plan**

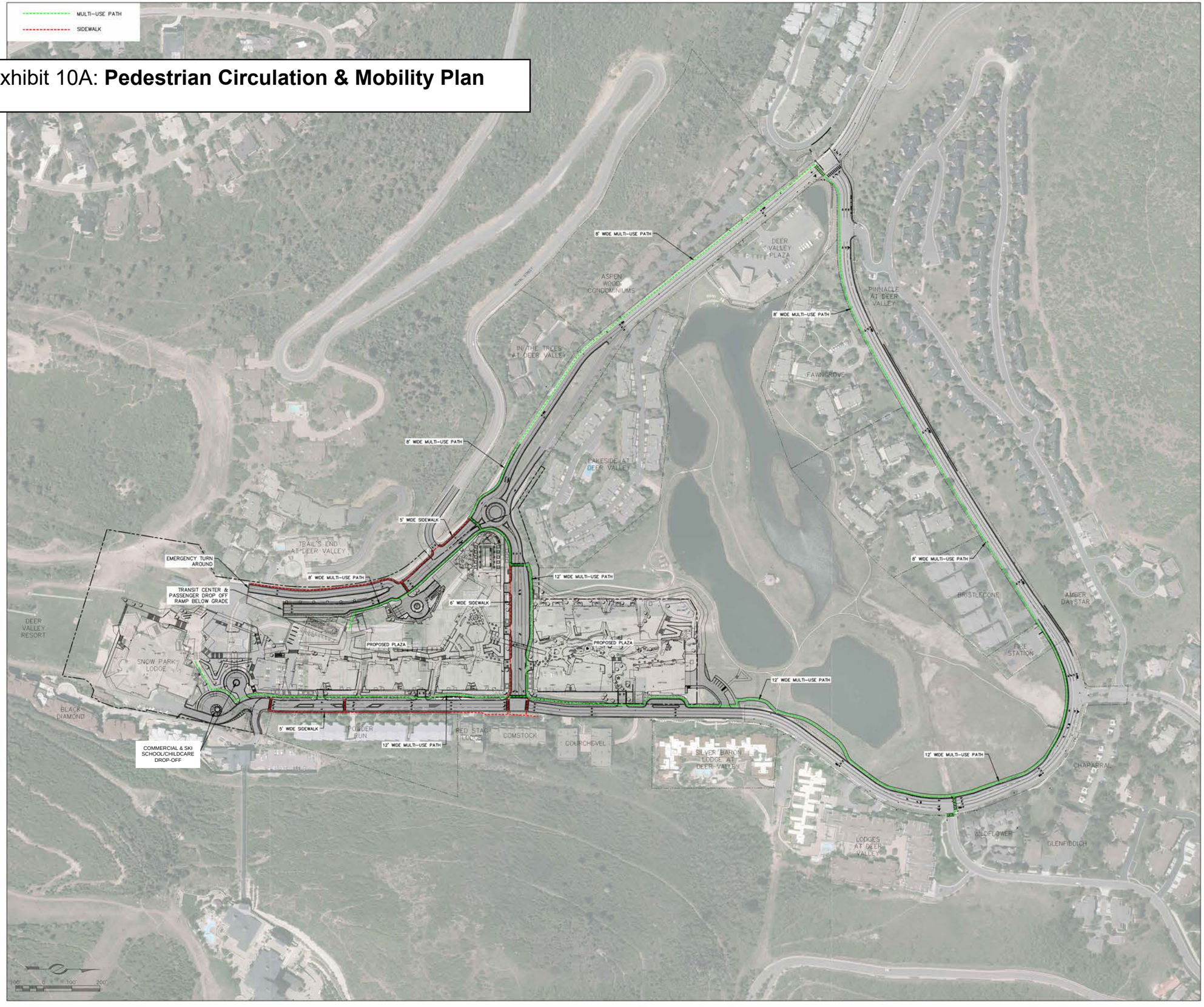
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

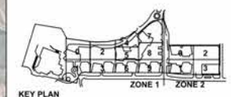



**GENERAL NOTE**

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**




KEY PLAN

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

skylab GBD
ARCHITECTURE
INTERIOR DESIGN
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OFFICE 503 525 9315
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GBD Architects, Incorporated
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Tel. (503) 224-9656
gbdarchitects.com

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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
DECEMBER 19, 2024

**ISSUANCE**
CUP SUBMISSION

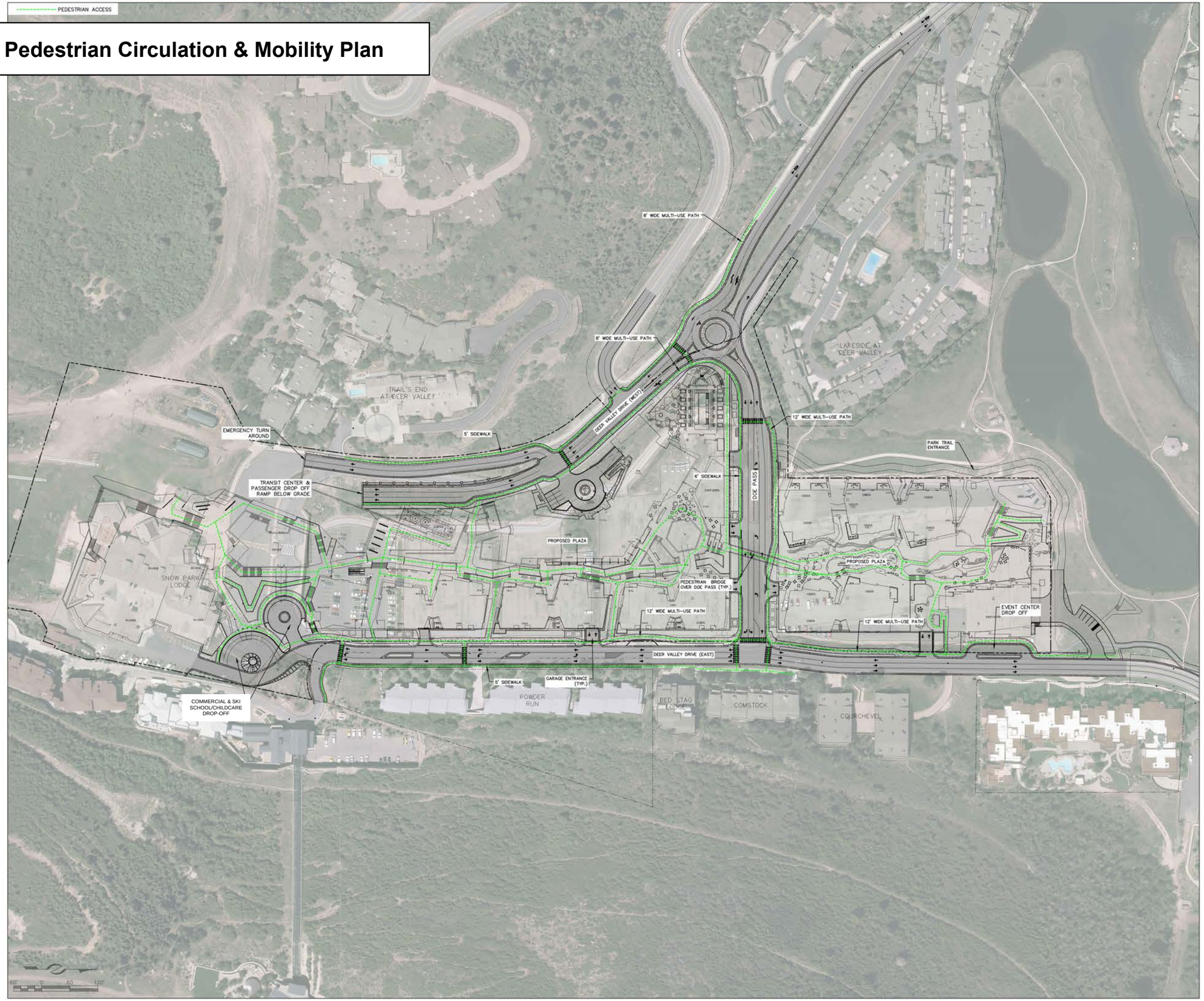
**REVISION**

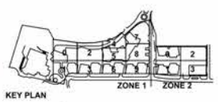
NOT FOR CONSTRUCTION

**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-4

Exhibit 10B: **Pedestrian Circulation & Mobility Plan**




KEY PLAN

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-640-9467

skylab GBD

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INTERIOR DESIGN
1825 NW VAUGHN STREET
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OFFICE 503 525 9315
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GBD Architects, Incorporated
1120 NW Couch St.
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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
DECEMBER 19, 2024

**ISSUANCE**
CUP SUBMISSION

**REVISION**

NOT FOR CONSTRUCTION

**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

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

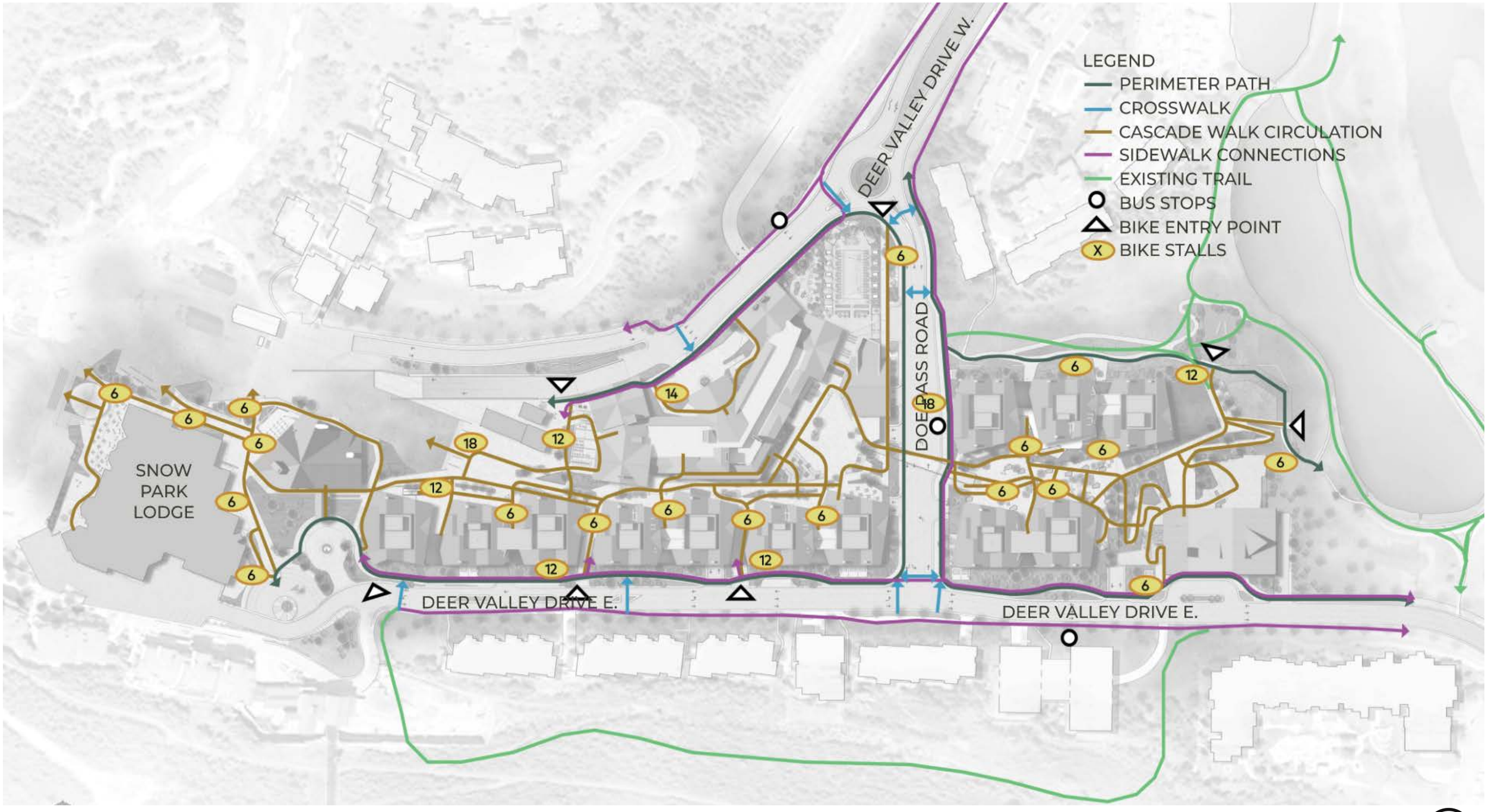
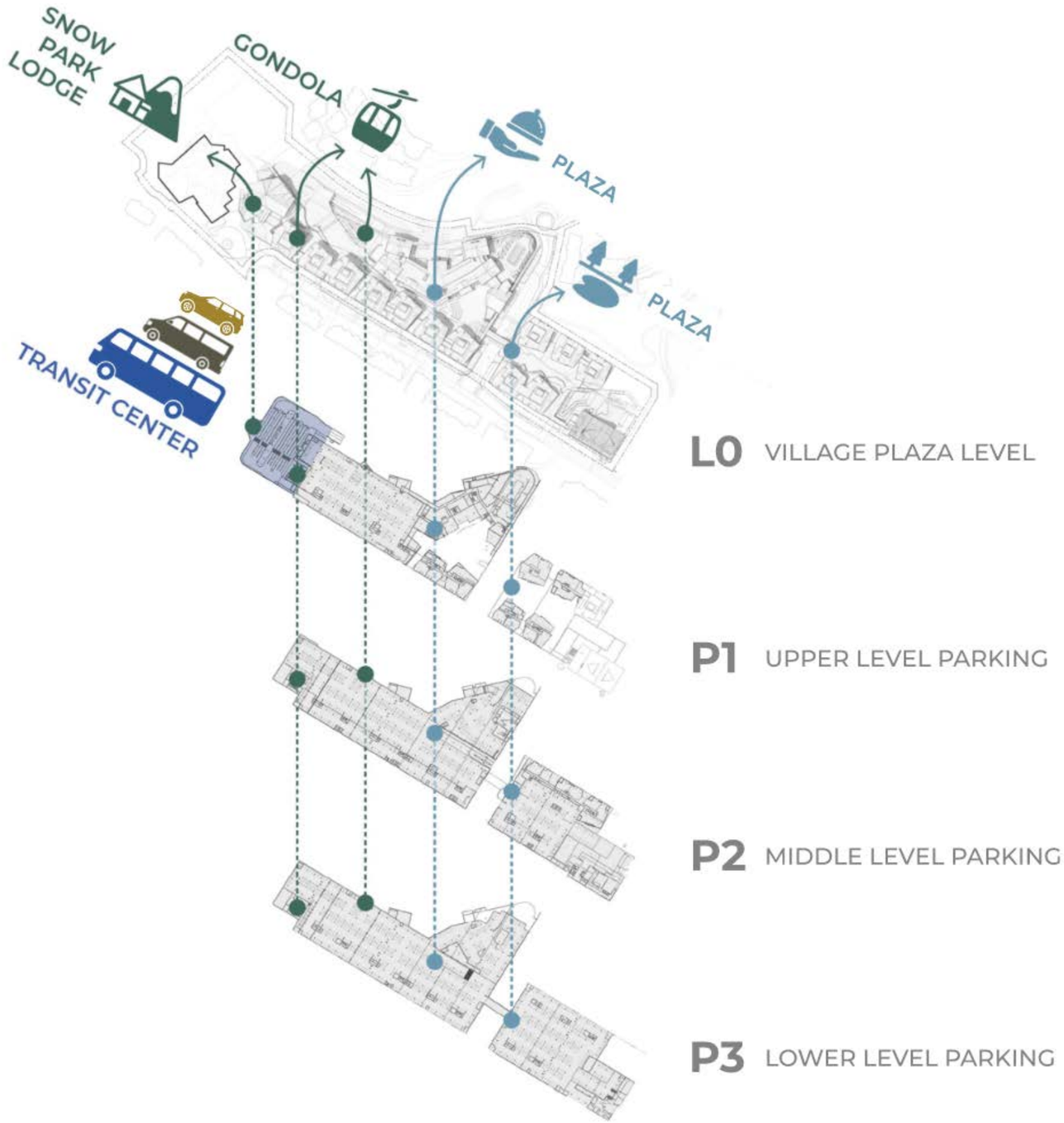


Diagram use: to represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



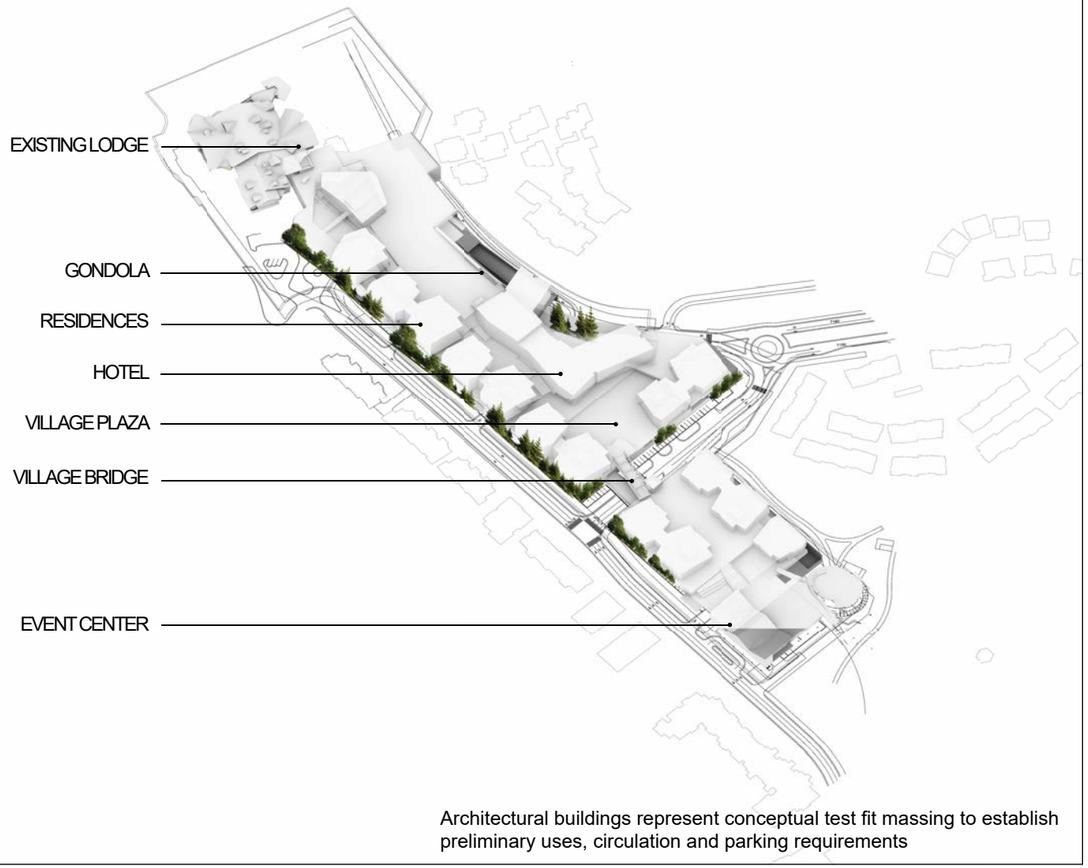
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



## 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 |




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

*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 | |

| Requiremetns by PROGRAM by LEVEL | | | | | | | |
|---|---|---|---|---|---|---|---|
| ADA Required | | | | | | | per IBC table 1106.1 |
| ADA Required P1 | | | | | 7 | 7 | |
| ADA Required P2 | 9 | 6 | 1 | 5 | | 21 | |
| ADA Required P3 | 19 | | 1 | | | 20 | |
| | | | | | | 48 | dispersed |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| EV Ready Required | | | | | | | 50% first 100, 5% remaining |
| EV Charger Required | | | | | | | 5% of total |
| EV Required P1 | | | | | 75 | 75 | |
| EV Required P2 | 89 | 65 | 8 | 57 | | 219 | |
| EV Required P3 | 139 | | 7 | | | 146 | |
| | | | | | | 440 | total = EV ready + EV Charger |

| Requirements by GROSS by LEVEL | | | | | | | |
|---|---|---|---|---|---|---|---|
| ADA Required | n/a | n/a | n/a | n/a | n/a | | per IBC table 1106.1 |
| ADA Required P1 | | | | | | 7 | |
| ADA Required P2 | | | | | | 16 | |
| ADA Required P3 | | | | | | 19 | |
| | | | | | | 42 | centralized per level |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| EV Ready Required | | | | | | | 50% first 100, 5% remaining |
| EV Charger Required | | | | | | | 5% of total |
| EV Required P1 | | | | | | 75 | number shown counts both requirements |
| EV Required P2 | | | | | | 121 | |
| EV Required P3 | | | | | | 139 | |
| | | | | | | 335 | total = EV ready + EV Charger |

| Requirements by GROSS OVERALL | | | | | | | |
|---|---|---|---|---|---|---|---|
| ADA Required | n/a | n/a | n/a | n/a | n/a | | per IBC table 1106.1 |
| ADA Required P1 | | | | | | | |
| ADA Required P2 | | | | | | | |
| ADA Required P3 | | | | | | | |
| | | | | | | 30 | centralized on P2, north & south |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| EV Ready Required | | | | | | | 50% first 100, 5% remaining |
| EV Charger Required | | | | | | | 5% of total |
| EV Required P1 | | | | | | | |
| EV Required P2 | | | | | | | |
| EV Required P3 | | | | | | | |
| Total 1,971 | | | | | | 243 | total = EV ready + EV Charger |

## 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

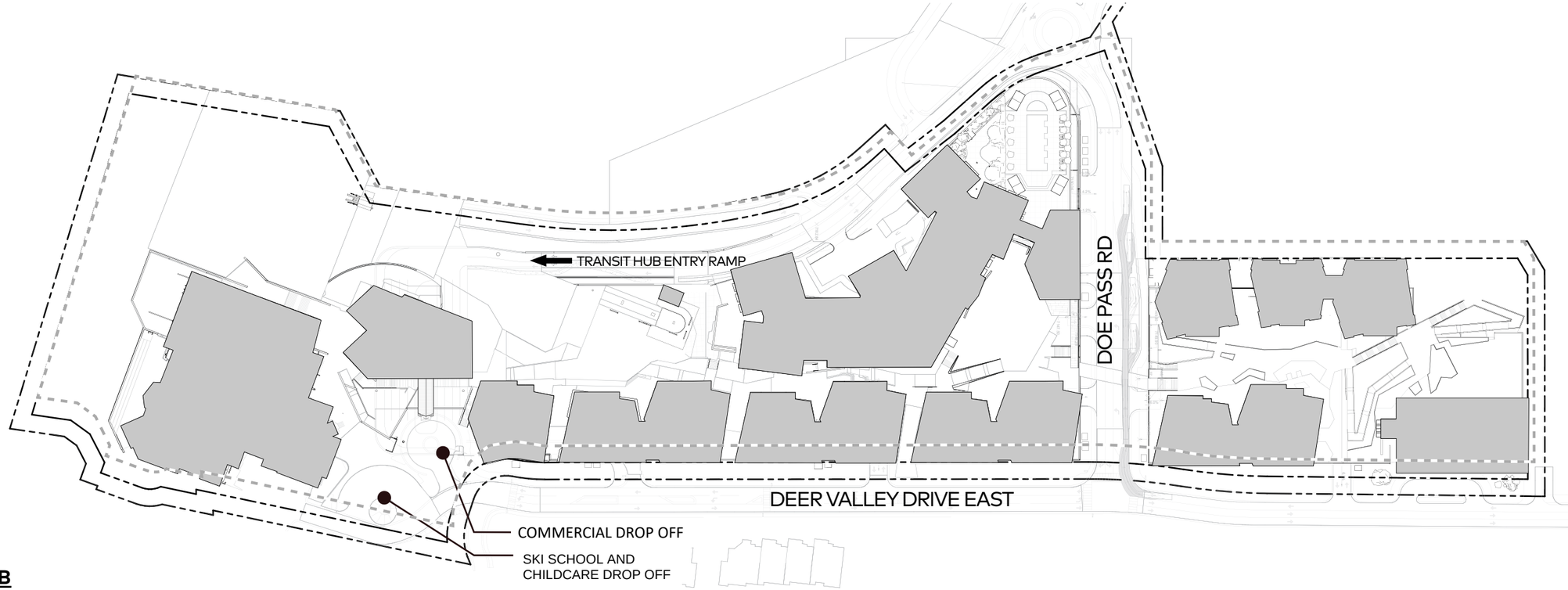
**GENERAL NOTE**

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

**LEGEND**

PROPERTY LINE

SETBACK LINE



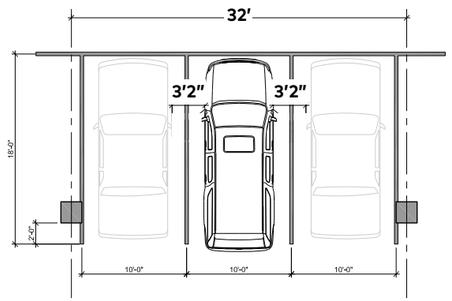

SITE PLAN

0' 20' 50' 100' 250'

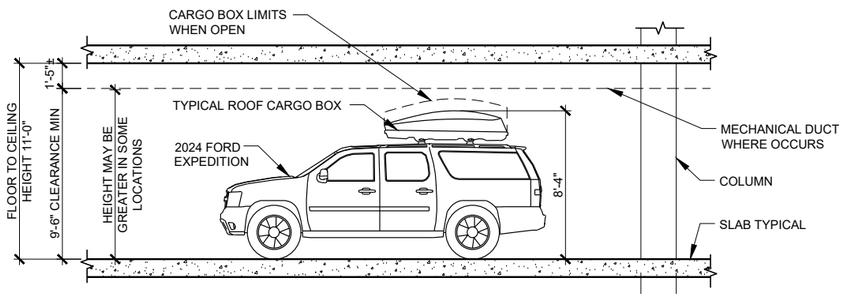
**TRANSIT HUB**

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

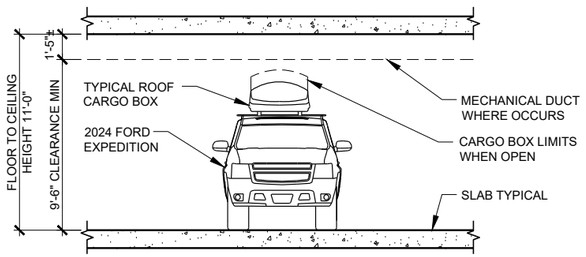
**PARKING GARAGE**




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.

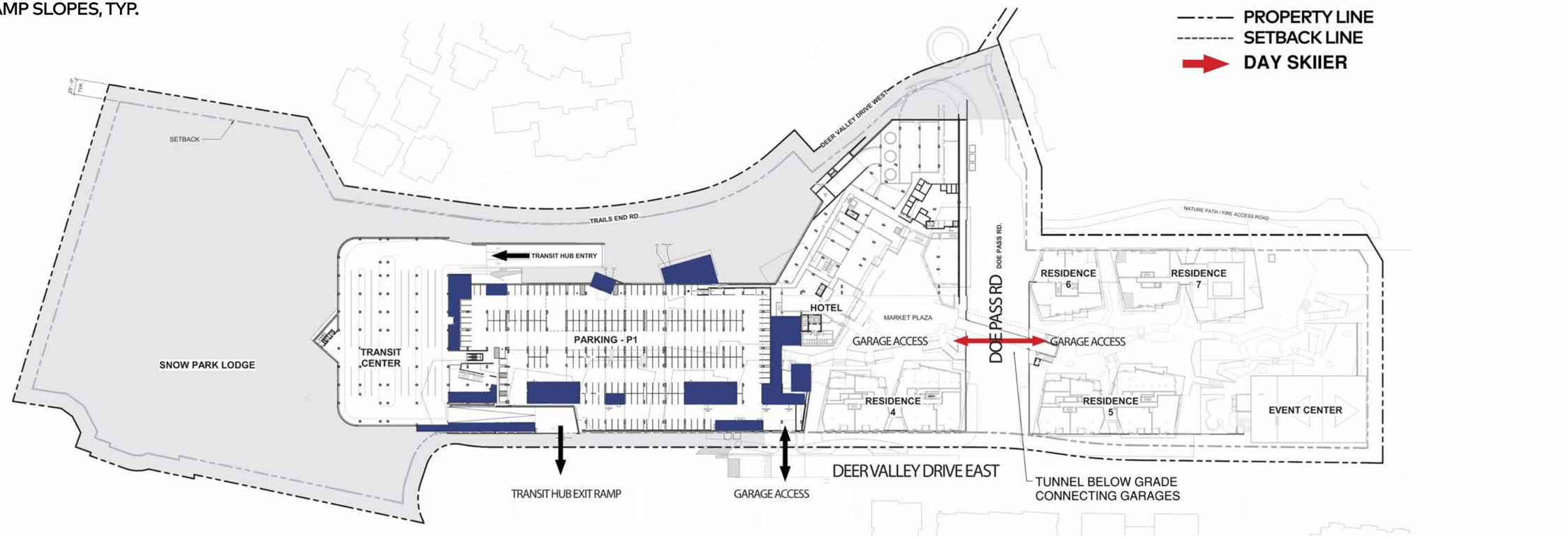
**LEGEND**

RESIDENTIAL/ RESORT ACCESSORY

PROPERTY LINE

SETBACK LINE

DAY SKIIER



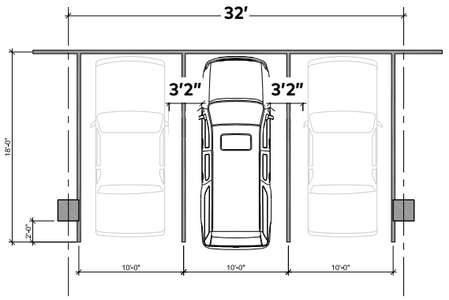

**TRANSIT HUB**

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

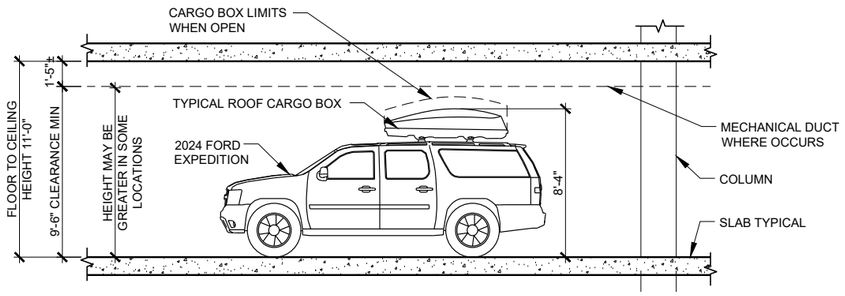
PARKING PLAN_LEVEL_P1 - 7170.3'

0 20 40 100 200

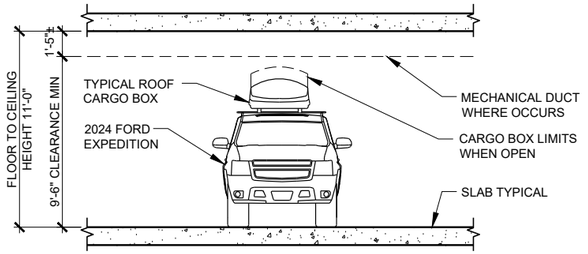
**PARKING GARAGE**




PARKING STALL PLAN TYP




PARKING STALL SECTION TYP

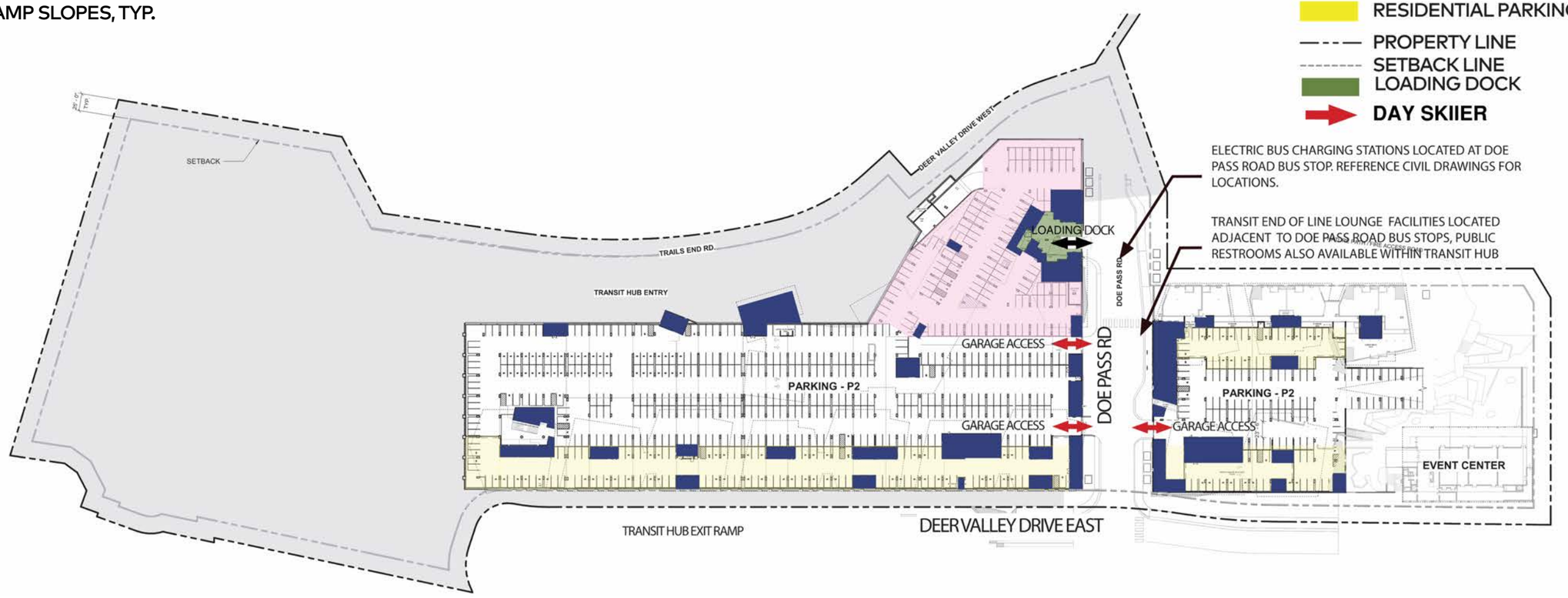



PARKING STALL SECTION TYP

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.



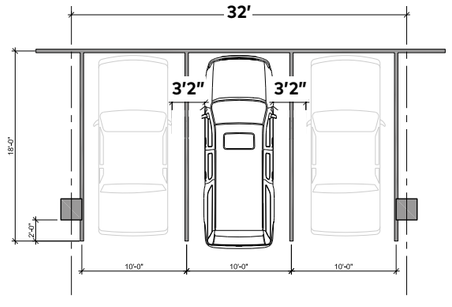

**TRANSIT HUB**

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

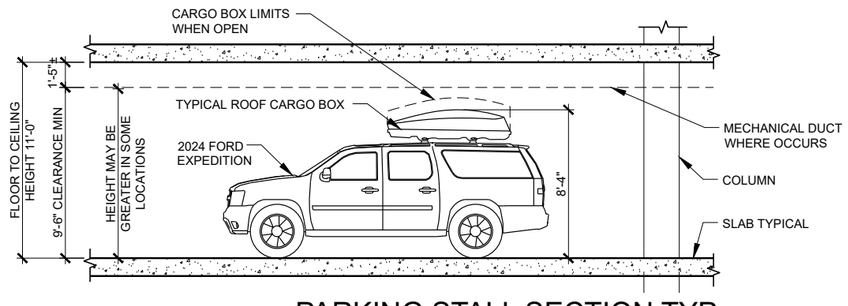
PARKING PLAN_LEVEL_P2 - 7147.5'

0 20 40 100 200

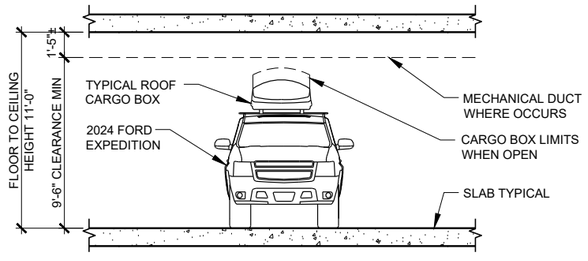
**PARKING GARAGE**




PARKING STALL PLAN TYP




PARKING STALL SECTION TYP




PARKING STALL SECTION TYP

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

**GENERAL NOTE**

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

**LEGEND**

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



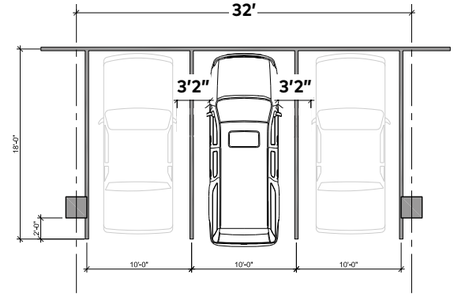

**TRANSIT HUB**

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

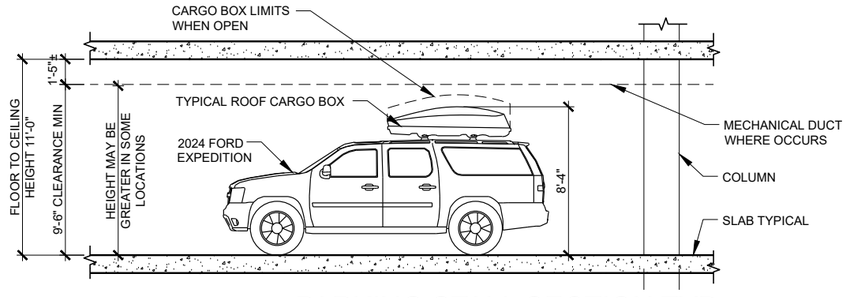
## PARKING PLAN_LEVEL_P3 - 7135.5'

0 20 40 100 200

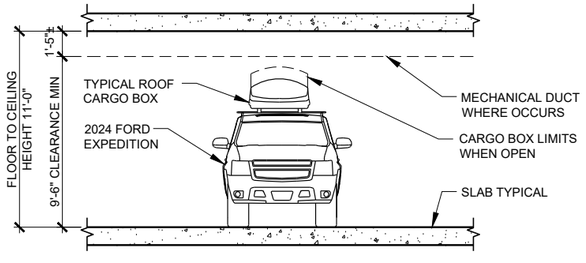
**PARKING GARAGE**




PARKING STALL PLAN TYP




PARKING STALL SECTION TYP

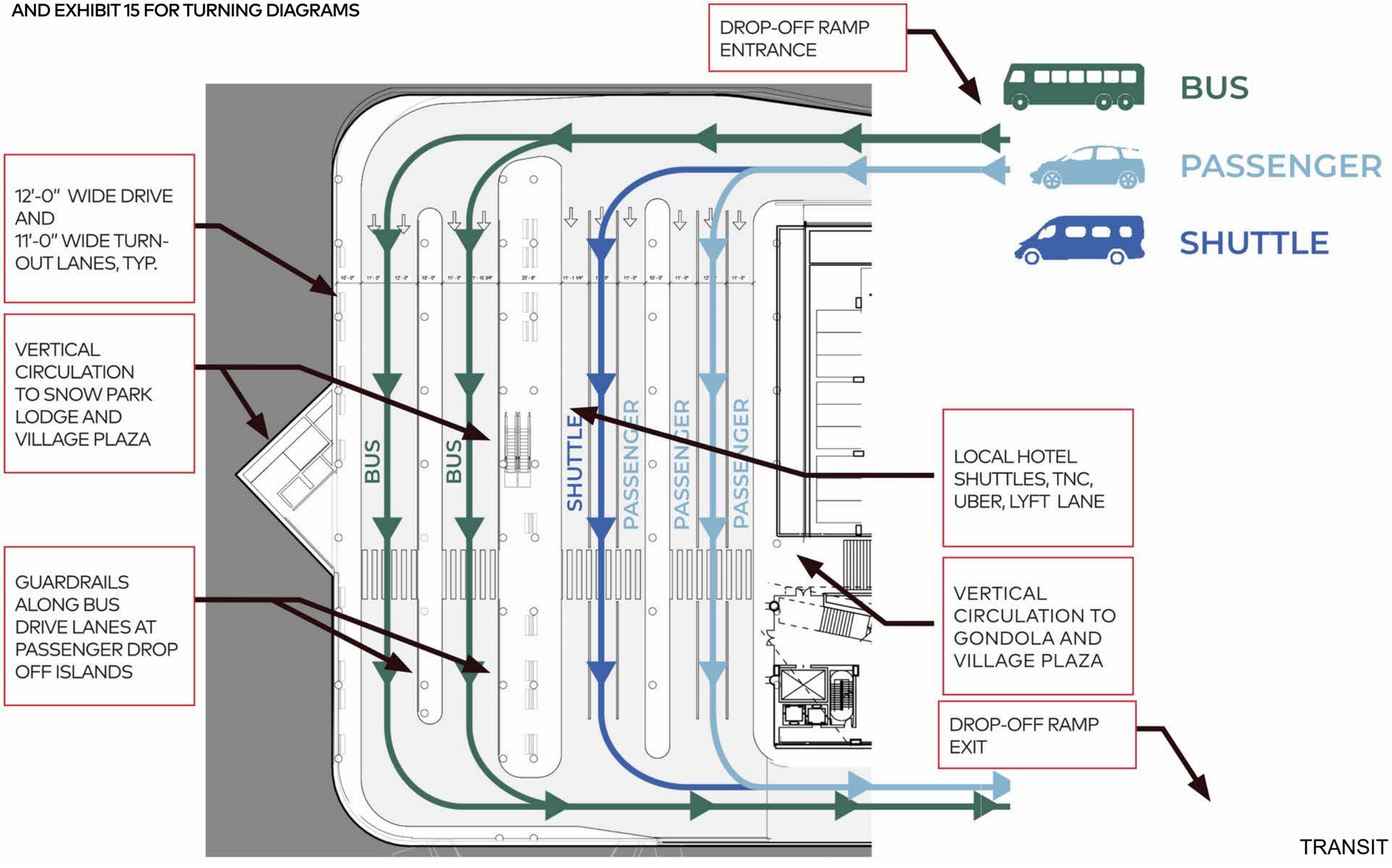



PARKING STALL SECTION TYP

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

**GENERAL NOTES**

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.
AND EXHIBIT 15 FOR TURNING DIAGRAMS



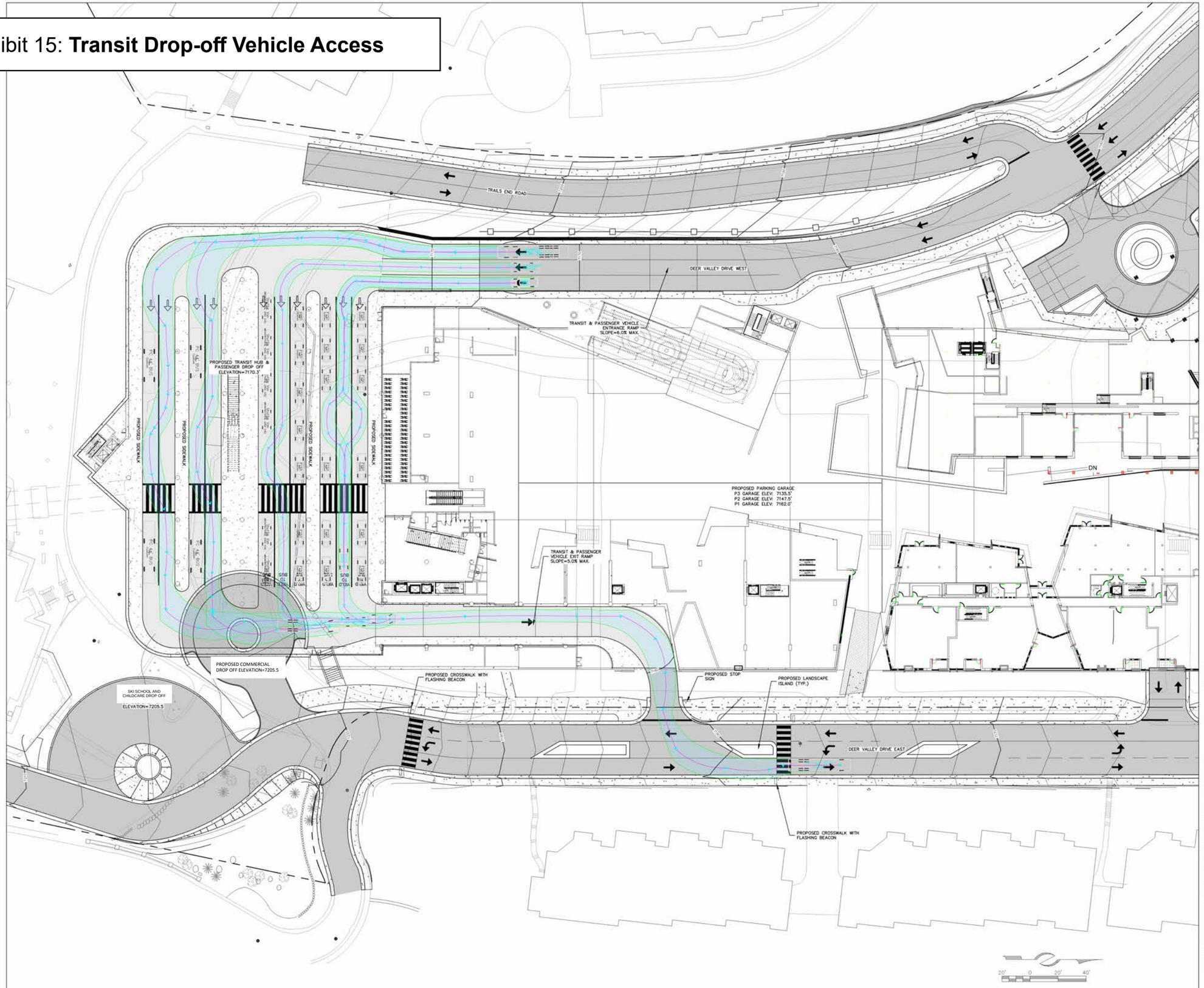

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHIN TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

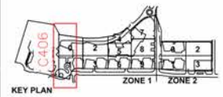
TRANSIT DROP-OFF_LEVEL P1 - 7170.3'

0 20 40 100

N

Exhibit 15: **Transit Drop-off Vehicle Access**




KEY PLAN


ALLIANCE ENGINEERING

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

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
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1120 NW Couch St.
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Tel. (503) 224-9656
gbdarchitects.com



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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EXISHORING SET

**REVISION**

| | | |
|---|---|---|
| | | |
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| | | |

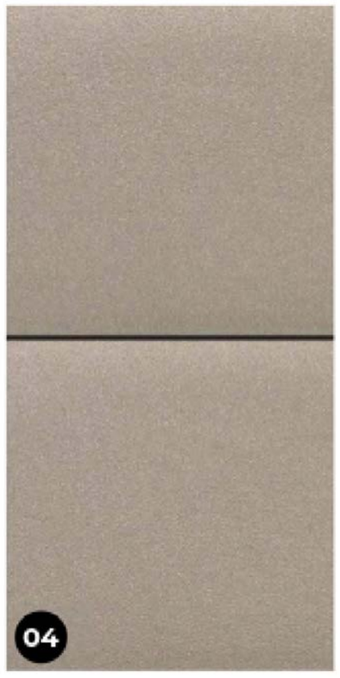
PROFESSIONAL ENGINEER
MARTIN CONNOR DINSMORE
11/20/24
STATE OF UTAH

**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





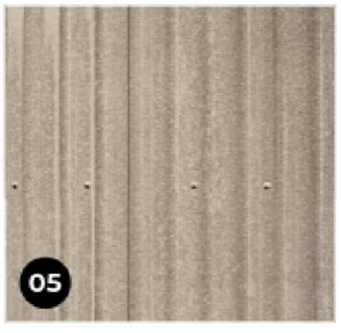














*TEXTURES + COLORS NOT FINAL

Exhibit 17: **Parking Garage_Roof & Parapet Heights**




# PARKING GARAGE_ROOF & PARAPET HEIGHTS

MEASURED FROM APPROVED GRADE DETERMINATION.

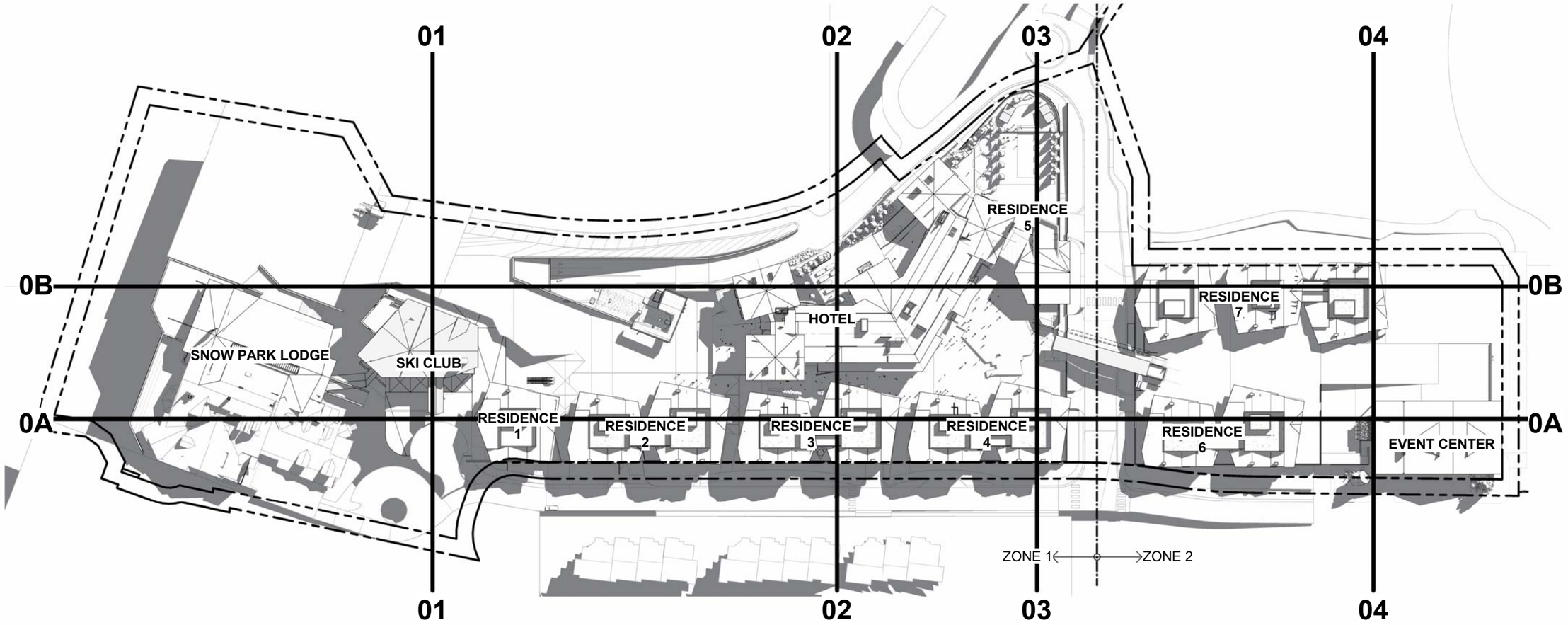
0 20 40 100 200

**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.

DEER VALLEY® | skylab | Snow Park Village

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



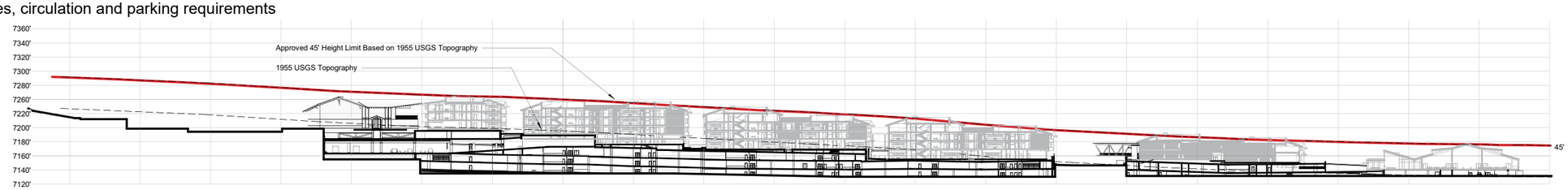

DEER VALLEY | skylab | Snow Park Village

Exhibit 18: **Site/Building Sections Key Plan**

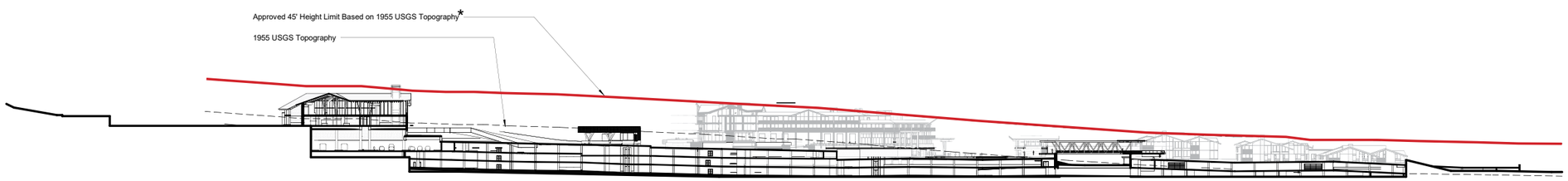
PARKING STRUCTURE CUP APPLICATION EXHIBITS

N

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

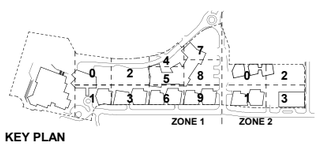



NS SITE SECTION - HEIGHT COMPLIANCE B
1" = 80'-0" 0B

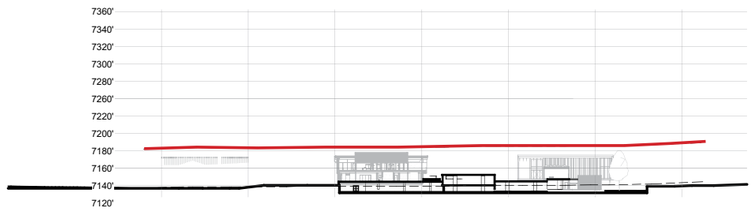



NS SITE SECTION - HEIGHT COMPLIANCE A
1" = 80'-0" 0A

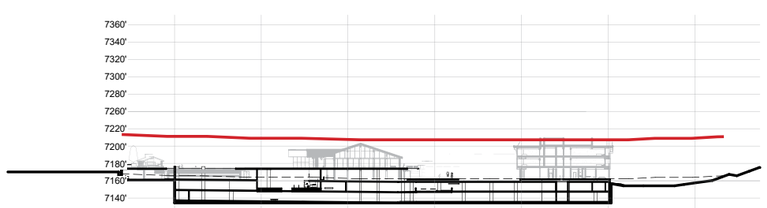
*All building heights are pursuant to the Allowed Building Height identified in the MPD and as approved in the Planning Director Determination dated February 22, 2021*



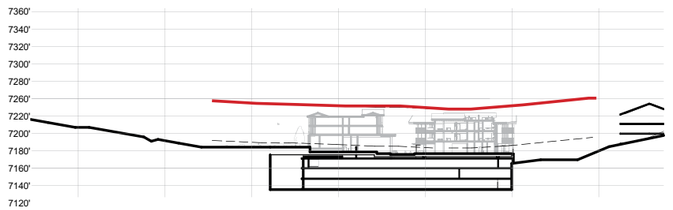

KEY PLAN




EW SITE SECTION - HEIGHT COMPLIANCE 04
1" = 80'-0" 04




EW SITE SECTION - HEIGHT COMPLIANCE 03
1" = 80'-0" 03




EW SITE SECTION - HEIGHT COMPLIANCE 02
1" = 80'-0" 02




EW SITE SECTION - HEIGHT COMPLIANCE 01
1" = 80'-0" 01


skylab GBD

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INTERIOR DESIGN
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PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (503) 224-9656
gbdarchitects.com



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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
SEPTEMBER 20, 2024

**ISSUANCE**
100% DD - MASS EXSHORING

**REVISION**

NOT FOR CONSTRUCTION

**SHEET**
PROJECT HEIGHT STUDY SECTIONS



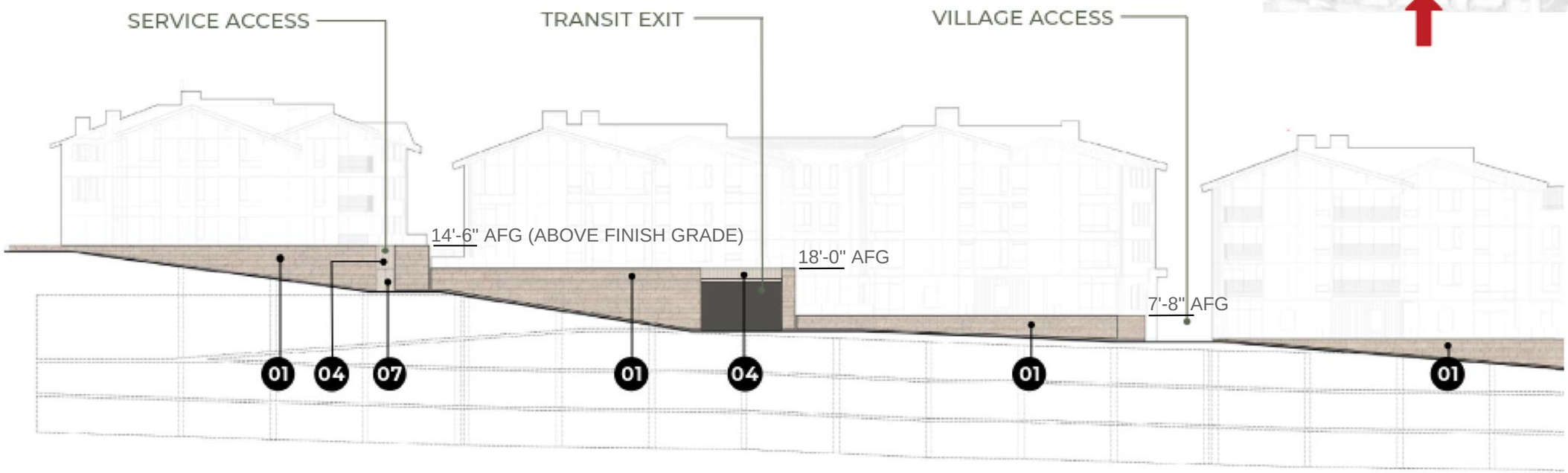

FOR REFERENCE ONLY

CUP 15

# Building Elevation_East (Deer Valley East)

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





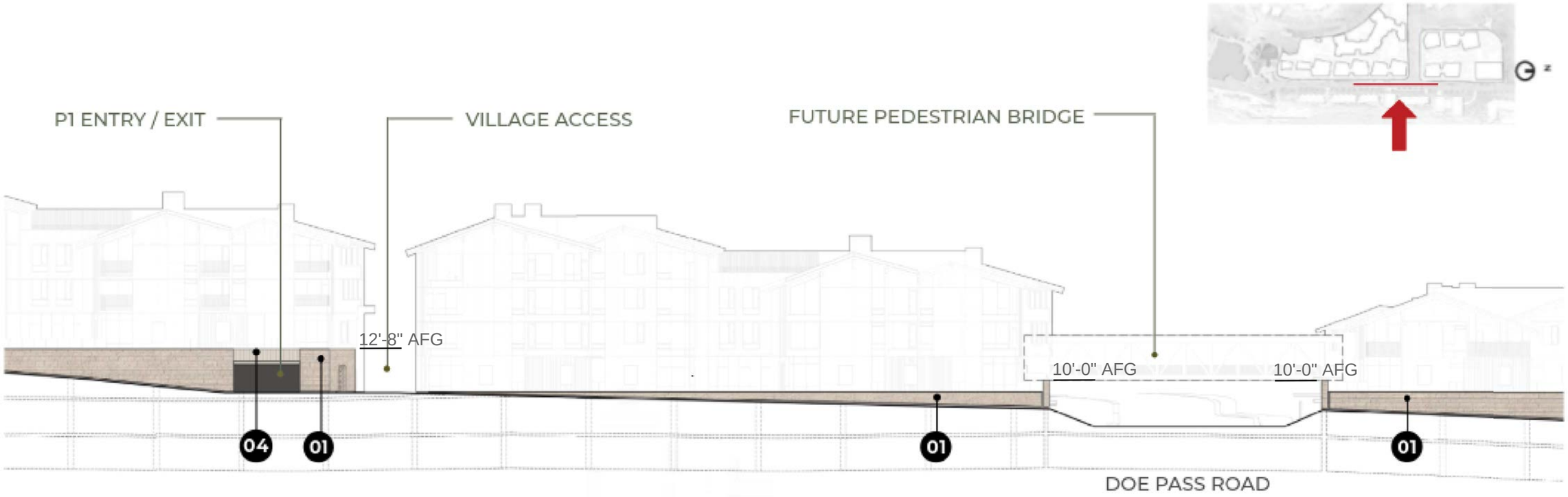

01_STONE CLADDING
02_TIMBER DECKING
03_TIMBER STRUCTURE
04_METAL PANEL
05_CORRUGATED METAL
06_CORRUGATED FORMED CONCRETE
07_METAL DOOR
08_SMOOTH PANEL-FORMED CONCRETE

**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 Elevations_East (Deer Valley East)

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



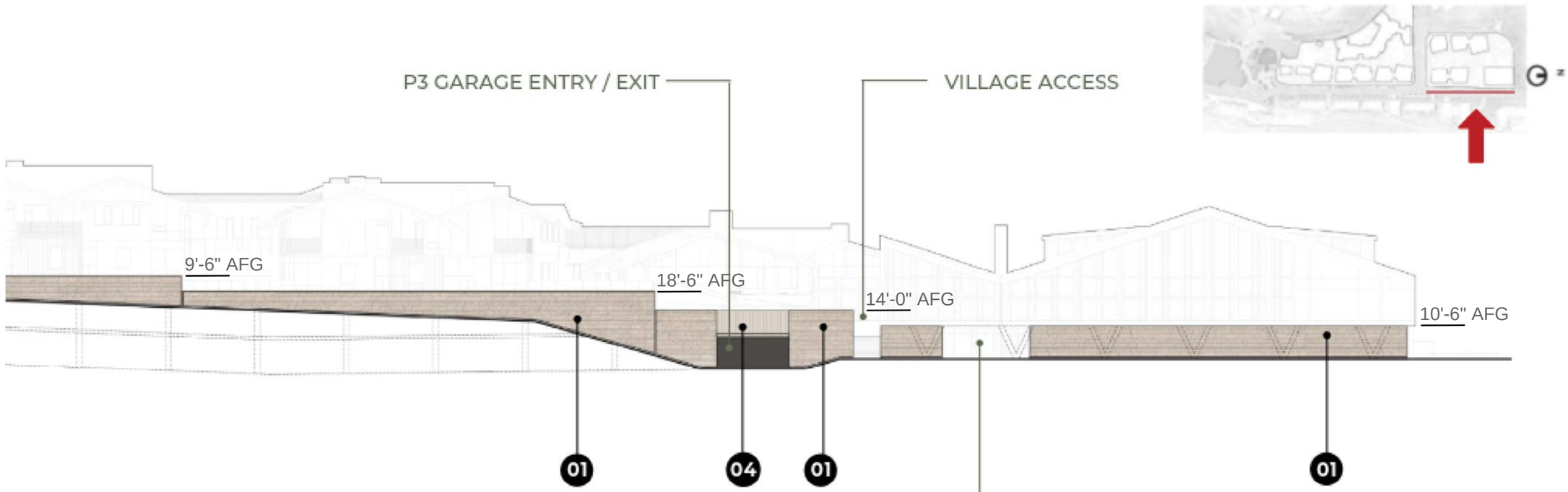

| | |
|---|---|
| 01_STONE CLADDING | 05_CORRUGATED METAL |
| 02_TIMBER DECKING | 06_CORRUGATED FORMED CONCRETE |
| 03_TIMBER STRUCTURE | 07_METAL DOOR |
| 04_METAL PANEL | 08_SMOOTH PANEL-FORMED CONCRETE |

**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




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

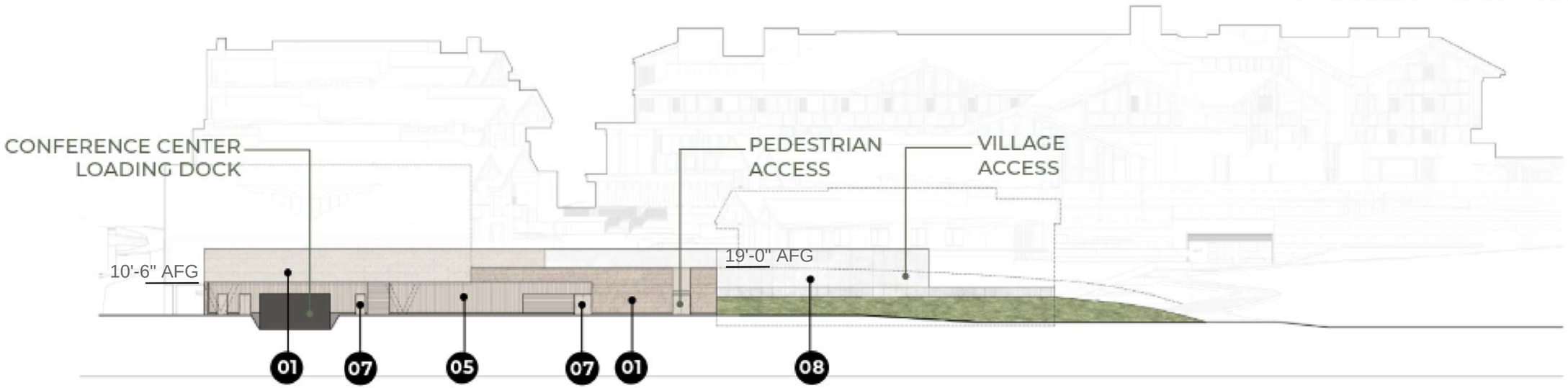
**GENERAL NOTES**

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_North (Ponds)

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





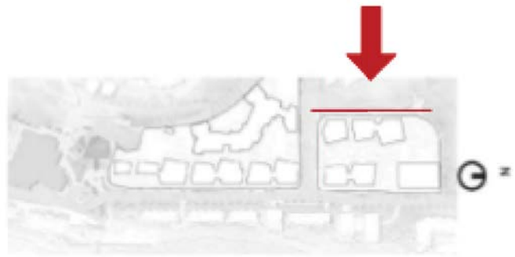

| | |
|---|---|
| 01_STONE CLADDING | 05_CORRUGATED METAL |
| 02_TIMBER DECKING | 06_CORRUGATED FORMED CONCRETE |
| 03_TIMBER STRUCTURE | 07_METAL DOOR |
| 04_METAL PANEL | 08_SMOOTH PANEL-FORMED CONCRETE |

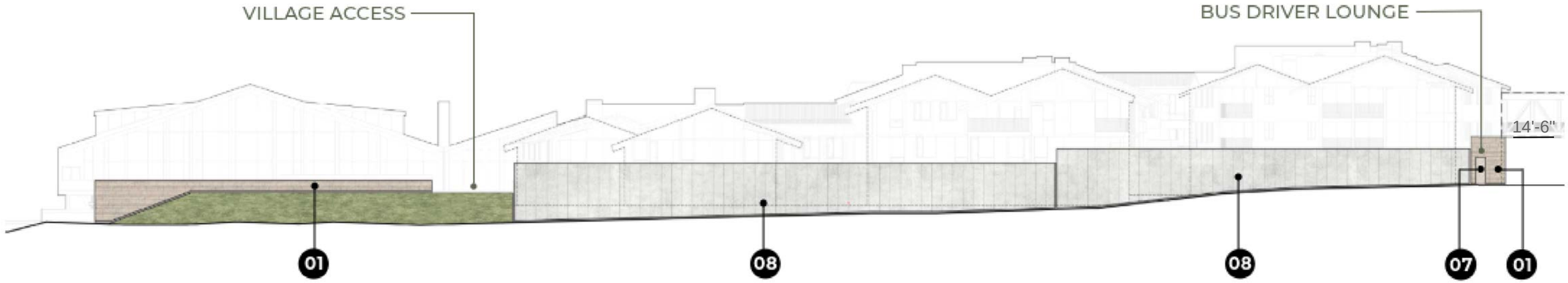
**GENERAL NOTES**

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





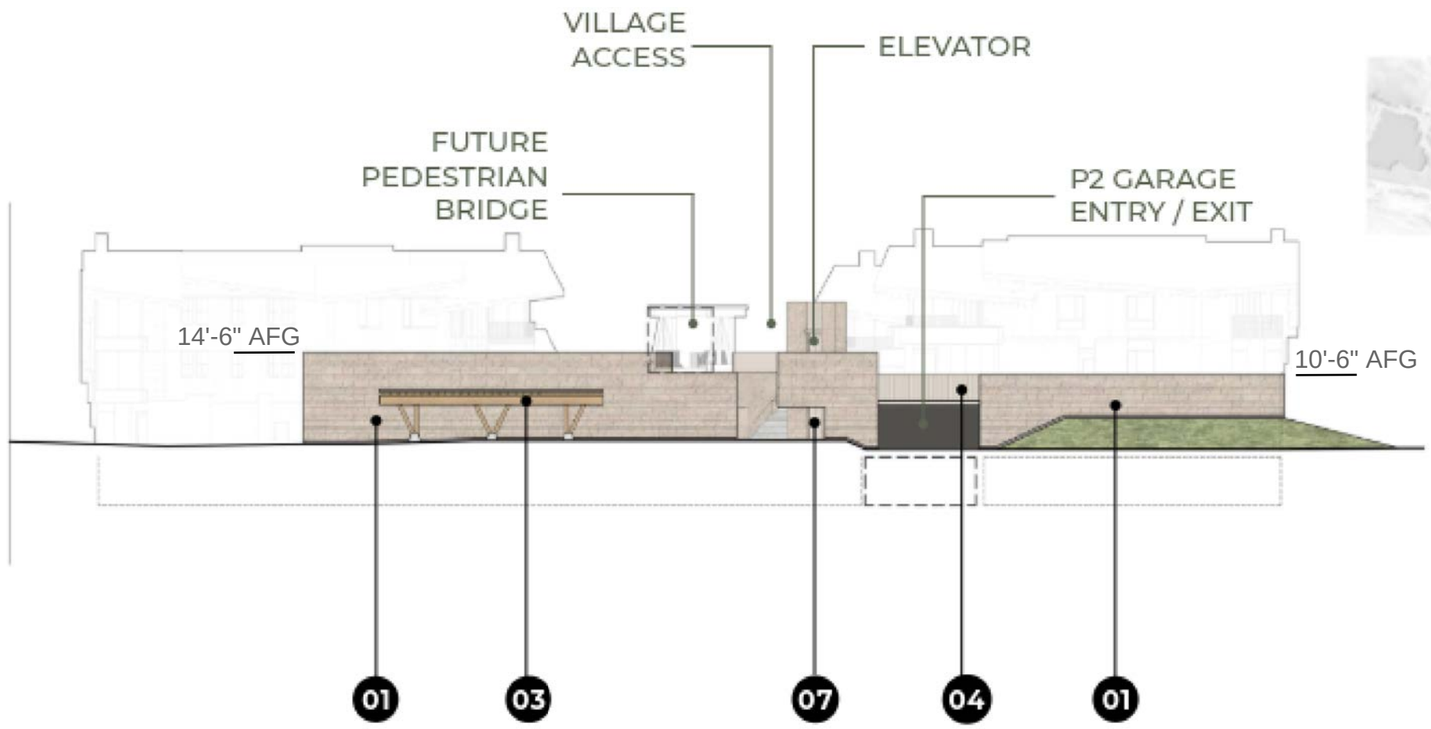

| | |
|---|---|
| 01_STONE CLADDING | 05_CORRUGATED METAL |
| 02_TIMBER DECKING | 06_CORRUGATED FORMED CONCRETE |
| 03_TIMBER STRUCTURE | 07_METAL DOOR |
| 04_METAL PANEL | 08_SMOOTH PANEL-FORMED CONCRETE |

**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





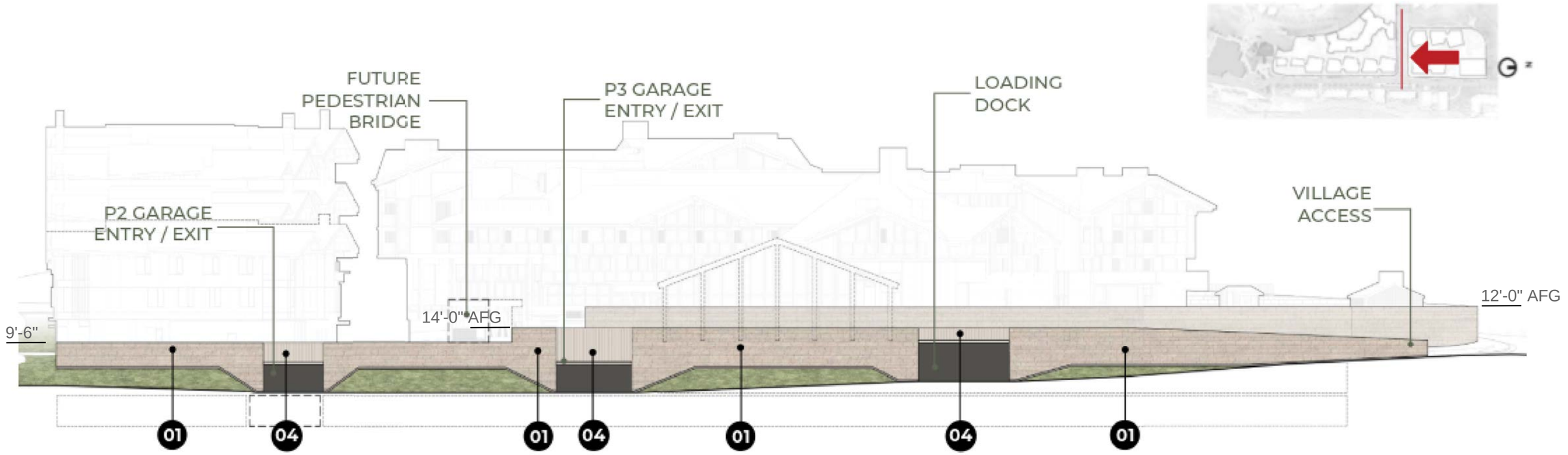

01_STONE CLADDING
02_TIMBER DECKING
03_TIMBER STRUCTURE
04_METAL PANEL
05_CORRUGATED METAL
06_CORRUGATED FORMED CONCRETE
07_METAL DOOR
08_SMOOTH PANEL-FORMED CONCRETE

**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_North (Doe Pass Road)

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_West (Deer Valley West)

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



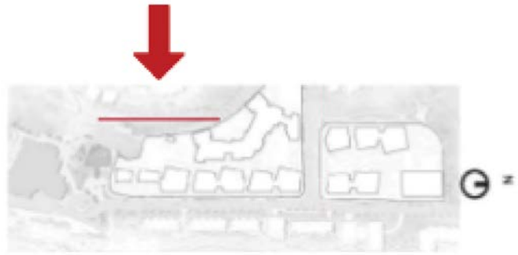

01_STONE CLADDING
02_TIMBER DECKING
03_TIMBER STRUCTURE
04_METAL PANEL
05_CORRUGATED METAL
06_CORRUGATED FORMED CONCRETE
07_METAL DOOR
08_SMOOTH PANEL-FORMED CONCRETE

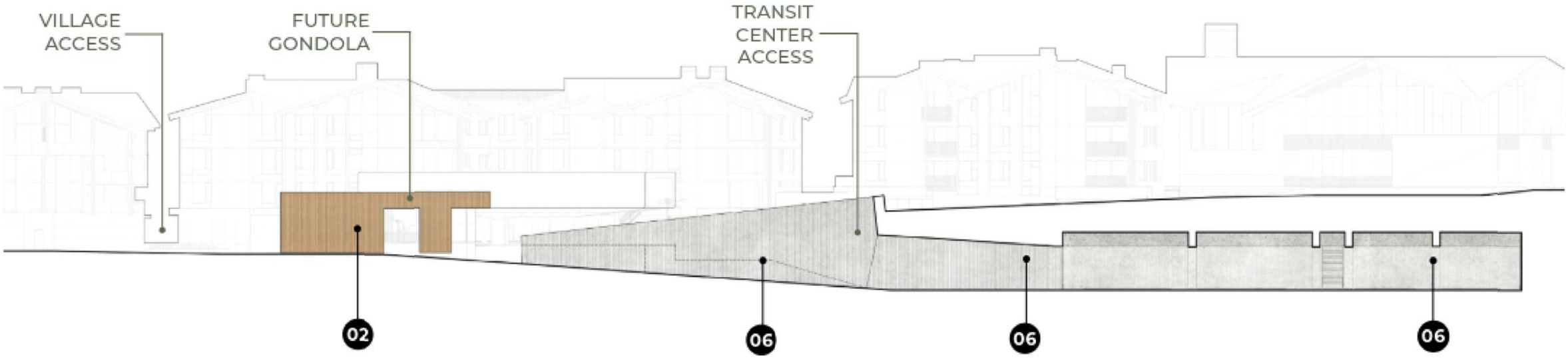
**GENERAL NOTES**

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_West (Parking Garage Entry)

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





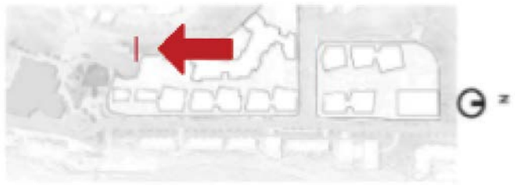

01_STONE CLADDING
02_TIMBER DECKING
03_TIMBER STRUCTURE
04_METAL PANEL
05_CORRUGATED METAL
06_CORRUGATED FORMED CONCRETE
07_METAL DOOR
08_SMOOTH PANEL-FORMED CONCRETE

**GENERAL NOTES**

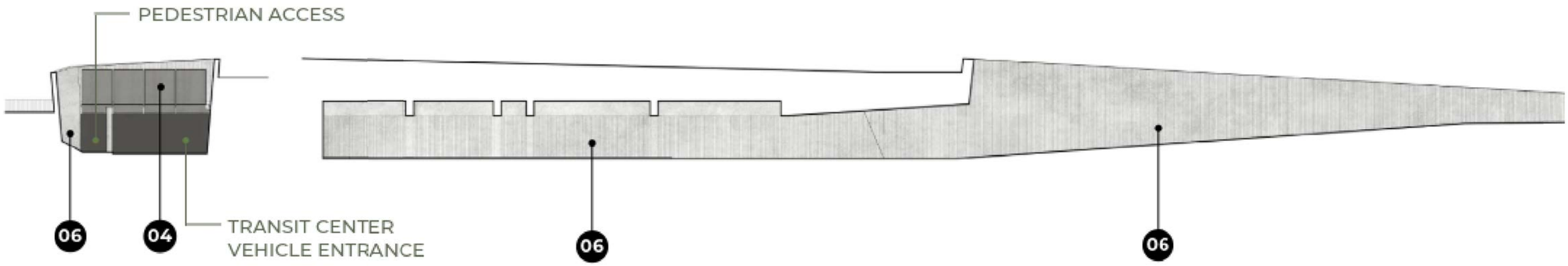
EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES.
PURSUANT TO THE ALLOWED BUILDING HEIGHT IDENTIFIED IN THE MPD AND AS APPROVED IN THE PLANNING DIRECTOR DETERMINATION DATED FEBRUARY 22, 2021, GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

# 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**



60' 0 60' 120'

No. 4857264
MICHAEL
DEMKOWICZ
1/7/21
PROFESSIONAL LAND SURVEYOR
STATE OF UTAH

(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

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

**STAFF:**
MICHAEL DEMKOWICZ
DUSTIN CARRISH

**DATE:** 1/7/2021

DEER VALLEY SNOW PARK DEVELOPMENT
1955 USGS
TOPOGRAPHY

**FOR:** DEER VALLEY
**JOB NO.:** 11-1-19
**FILE:** X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo-updated

February 19, 2021

**NOTICE OF PLANNING DIRECTOR DETERMINATION**

Property Address: 2250 Deer Valley Drive S
Description: Planning Director Determination of Natural Grade
Date of Action: February 19, 2021
Permit Number: PL-20-04708

**ACTION TAKEN BY PLANNING DIRECTOR:**
On November 12, 2020, Applicant Bryan Elliot submitted a request for a Planning Director Determination of Natural Grade for the site (Snow Park Village development site). This information was supplemented on January 15, 20201 see Attachment 1.

Natural Grade is defined in Land Management Code (LMC) 15-15-2 as,

> *"The Grade of the surface of the land prior to any Development Activity or any other man-made disturbance or Grading. The Planning Department shall estimate the Natural Grade, if not readily apparent, by reference elevations at points where the disturbed Area appears to meet the undisturbed portions of the Property. The estimated Natural Grade shall tie into the elevation and Slopes of adjoining Properties without creating a need for a new retaining wall, abrupt differences in the visual Slope and elevation of the land, or redirecting the flow of run-off water."*

Due to previous grading of the site, the grade of the Snow Park surface parking lots has been altered to create a more level parking field. The Applicant has prepared a proposed interpolated grade analysis that is based on Existing Conditions (as of 2007), perimeter historical (Natural) contours, and pre-development 1955 USGS topography.

A site visit was made by the Planning Department on December 16, 2020.

Based on the site visit, and the Applicant's submittal, the Planning Director has determined that the southern section of the parking lots closer to the Snow Park Lodge were excavated (cut), and the norther section of the parking lots closer to the ponds were filled, in order to create a more level parking area.

Based on the information submitted, the Planning Director has determined that the methodology used to determine interpolated Natural Grade, including page 6 of 2007 Aerial and 1995 USGS Topography Section, appears sound, and is based on a digital contour model, stamped and signed by Michael Demkowicz, Professional Land Surveyor.

As you have correctly noted, Exhibit 1 of the 12th Amended and Restated MPD notes that the height of the Snow Park Village parcel is 28-45 feet.

Please let me know if you have any questions.

Sincerely,

Gretchen Milliken

Planning Director

The Planning Director based this determination on the following Findings of Facts:

**Findings of Fact:**
1. The Site is located at 2250 Deer Valley Drive South
2. The Site is within the Residential Development (RD) Zoning District and the Deer Valley Resort MPD.
3. Planning Staff conducted a Site Visit on December 16, 2020.
4. Per the Staff's Site Visit and information submitted on November 12, 2020, and supplemented on January 15, 2021, the Planning Director has determined the proposed Natural Grade Analysis (see Attachment 1) is complete and appears sound. This includes information stamped and signed by Michael Demkowicz, Professional Land Surveyor, dated 1/7/21, in order to determine the Building Height Envelope.

If you have any questions regarding this determination, please don't hesitate to contact the Planning Department at 435-615-5060.

Sincerely,

Gretchen Milliken

Planning Director

CC: Alexandra Ananth, Senior Planner
Mark Harrington, City Attorney

**Attachment 1** – Applicant's Proposal

LEGEND

- SITE AREA
- OPEN SPACE PROVIDED
- SNOW STORAGE ZONE
- SNOW MELT + 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

IN THE TREES AT DEER VALLEY

ROYAL STREET

LAKESIDE AT DEER VALLEY

TRAIL'S END AT DEER VALLEY

DEER VALLEY RESORT

SNOW PARK LODGE

BLACK DIAMOND

DEER CREST HOTEL SUBDIVISION (ST. REGIS)

POWDER RUN

RED STAG LODGE

COMSTOCK

COURCHEVEL

SILVER BARON LODGE AT DEER VALLEY

80' 0 80' 160'

No. 4857264 MICHAEL DEMKOWICZ 12/20/2024 REGISTERED PROFESSIONAL ENGINEER STATE OF UTAH

ALLIANCE ENGINEERING

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

**STAFF:** MICHAEL DEMKOWICZ, CONNOR DINSMORE

**DATE:** 12/20/2024

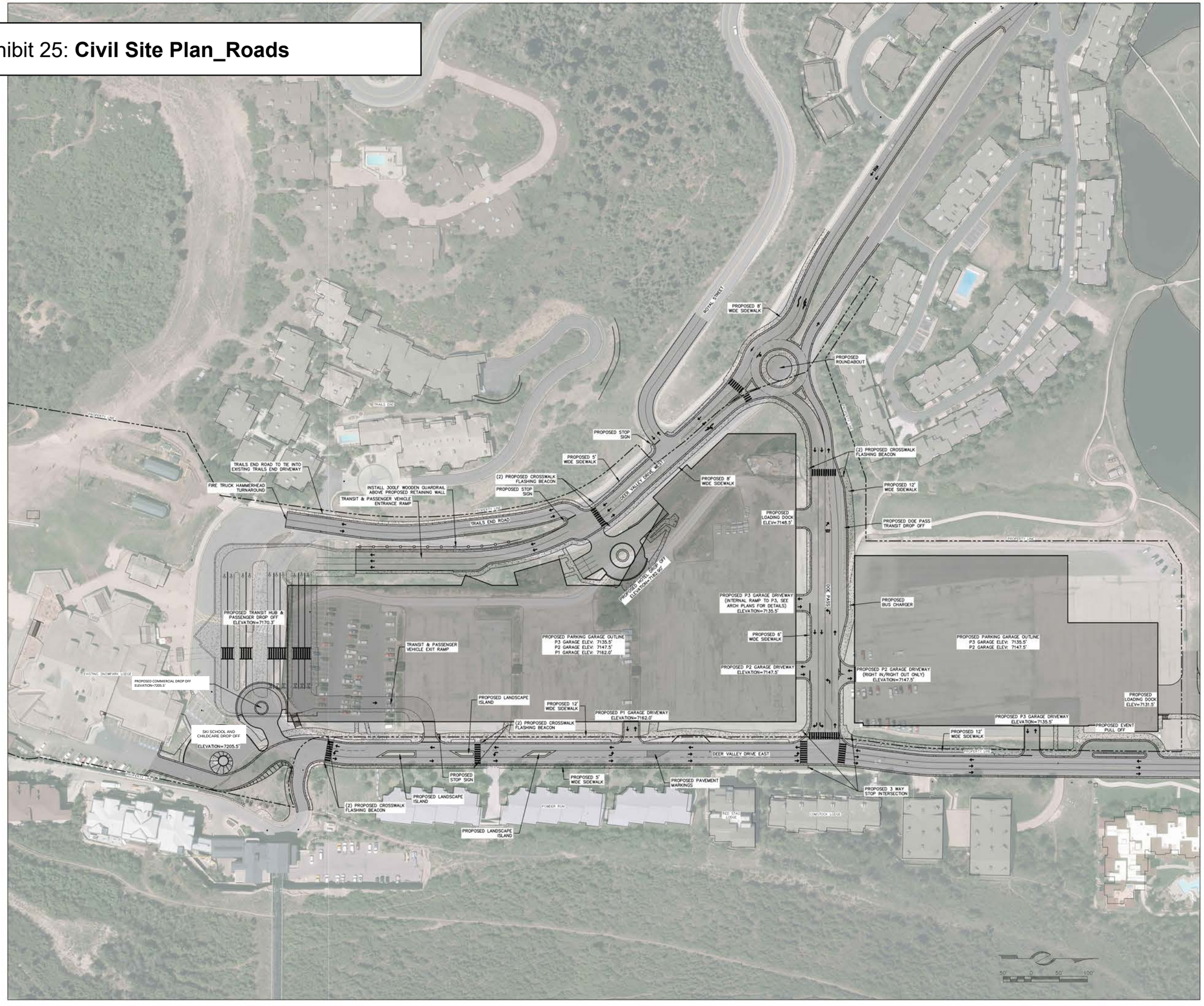
DEER VALLEY RESORT
SNOW PARK VILLAGE

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**




KEY PLAN

ZONE 1 ZONE 2

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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S.
Park City UT 84060

**PROJECT #**
23045

**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EX/SHORING SET

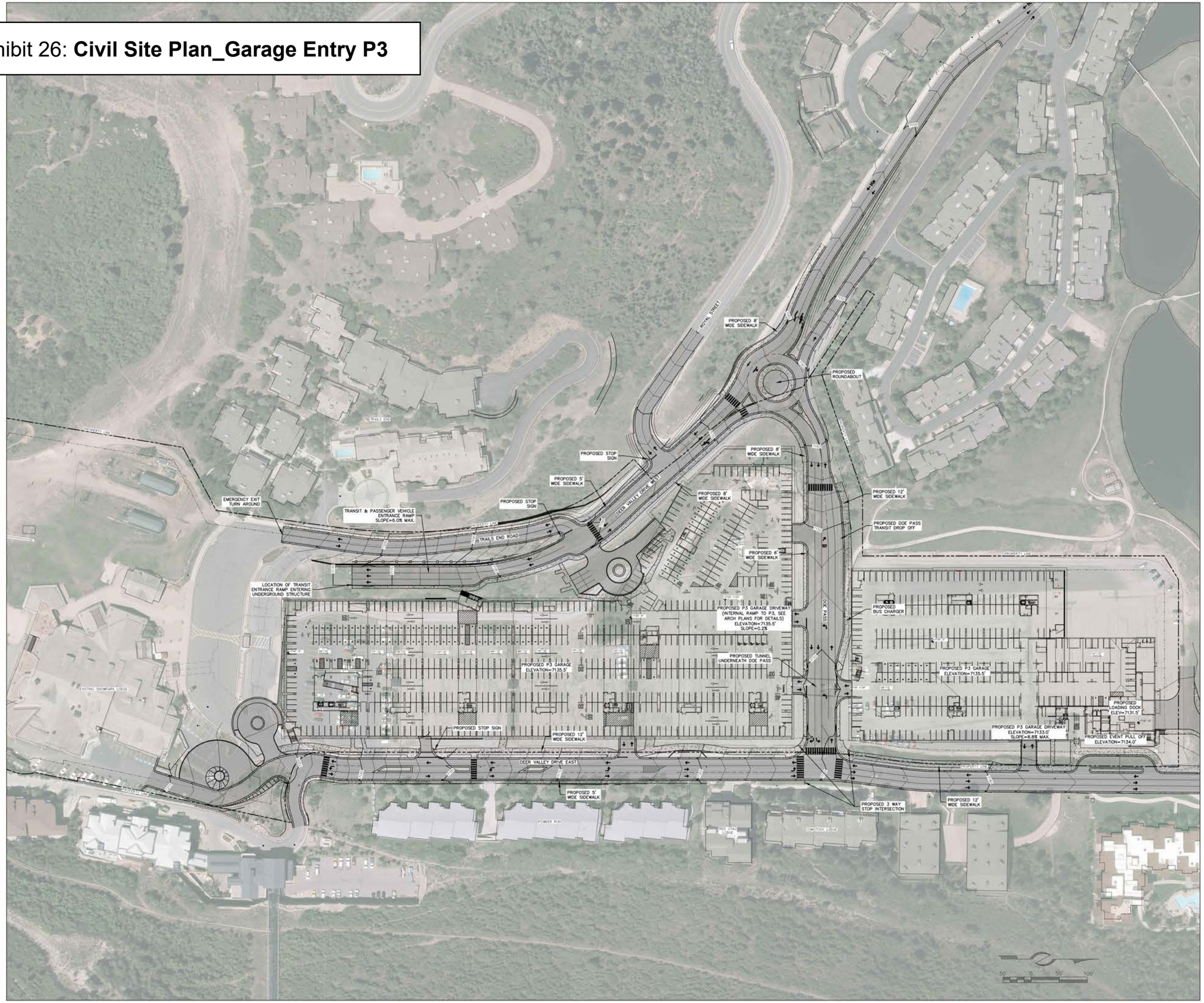
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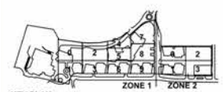
PROFESSIONAL ENGINEER
No. 13152007-5301
MARTIN CONNOR DINSMORE
12/20/24
STATE OF UTAH

**SHEET**
OVERALL SITE PLAN

C201

Exhibit 26: **Civil Site Plan_Garage Entry P3**




KEY PLAN

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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
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**PROJECT #**
23045

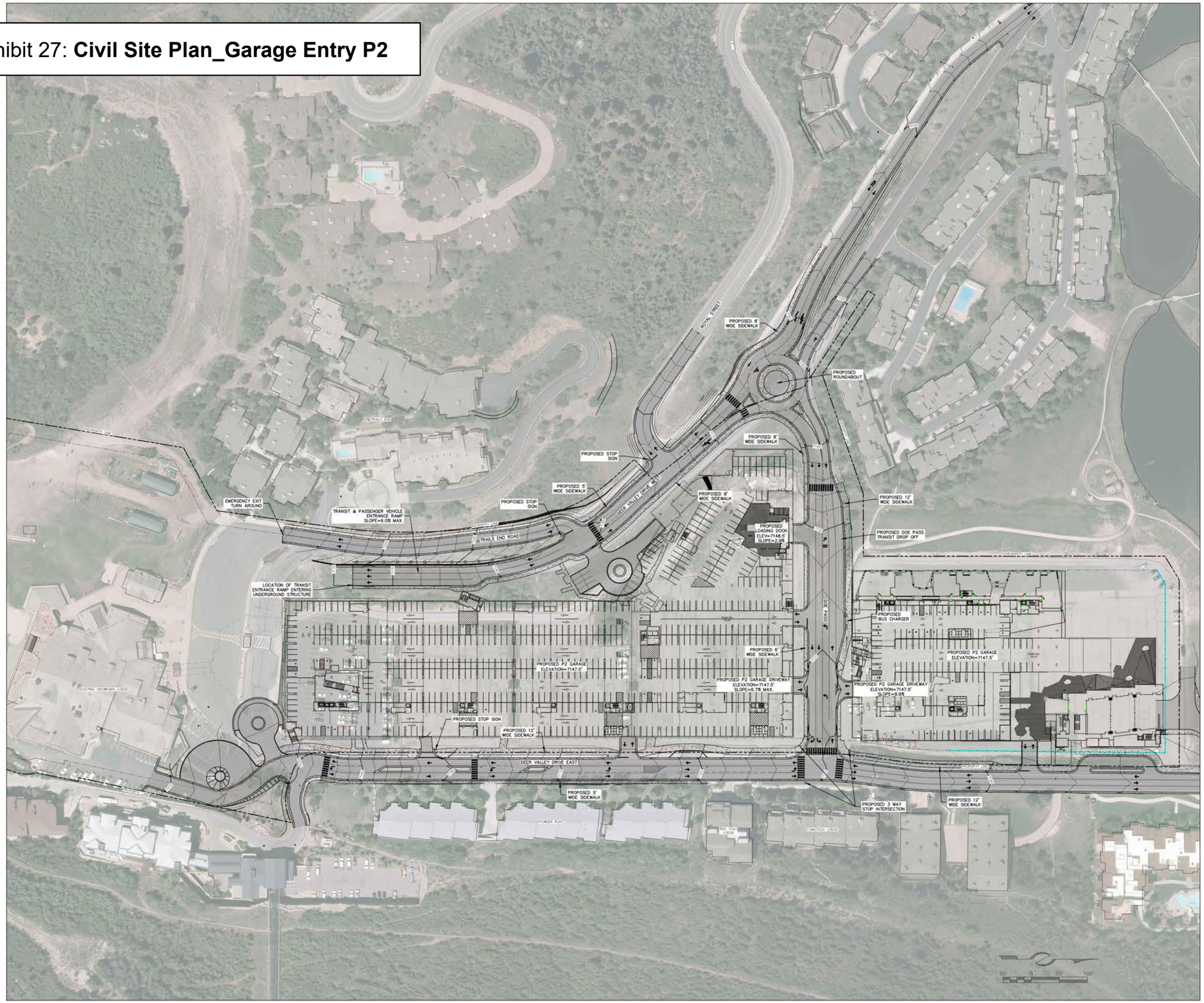
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DECEMBER 20, 2024

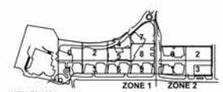
**ISSUANCE**
100% CD - MASS EX/SHORING SET

**REVISION**

**SHEET**
P3 GARAGE LEVEL PLAN

Exhibit 27: **Civil Site Plan_Garage Entry P2**




KEY PLAN

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**PROJECT #**
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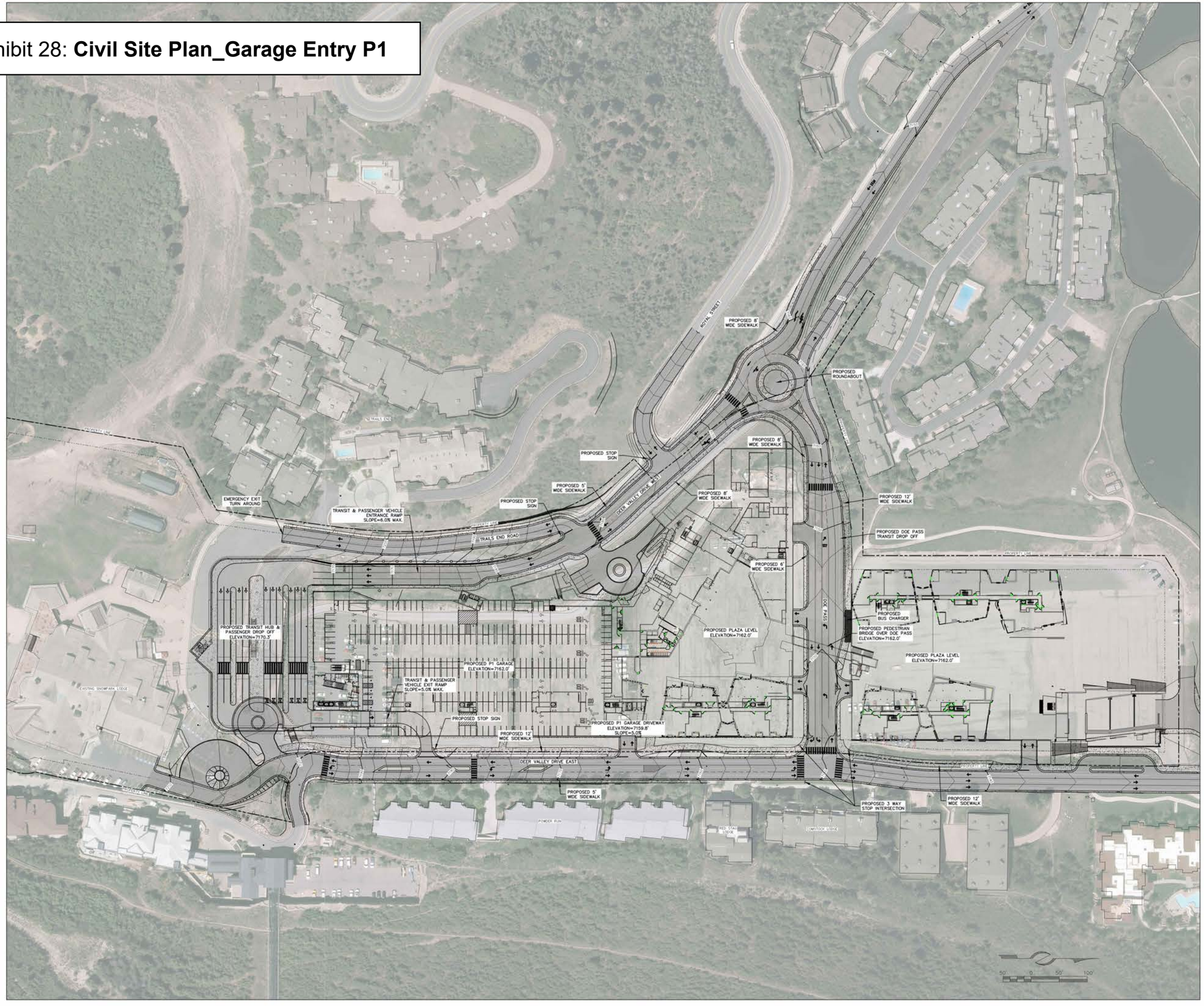
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DECEMBER 20, 2024

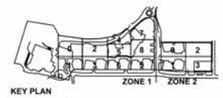
**ISSUANCE**
100% CD - MASS EX/SHORING SET

**REVISION**

**SHEET**
P2 GARAGE LEVEL PLAN

Exhibit 28: **Civil Site Plan_Garage Entry P1**




KEY PLAN

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**PROJECT #**
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**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EXISHORING SET

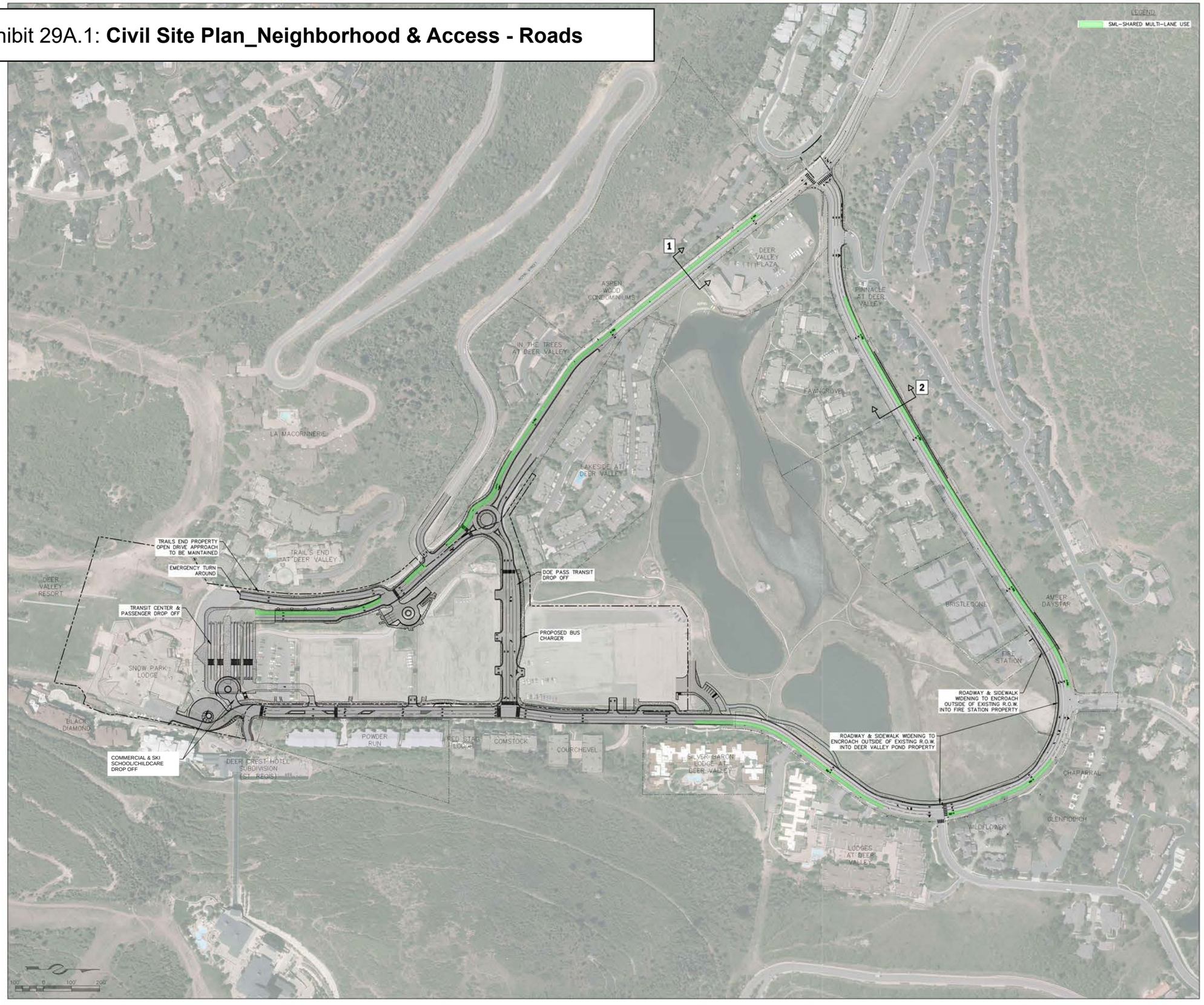
**REVISION**

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REGISTERED PROFESSIONAL ENGINEER
No. 12213001
MARTIN CONNOR DINSMORE
12/20/24
STATE OF UTAH

**SHEET**
P1 GARAGE LEVEL PLAN

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




KEY PLAN

ZONE 1 ZONE 2

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**DATE**
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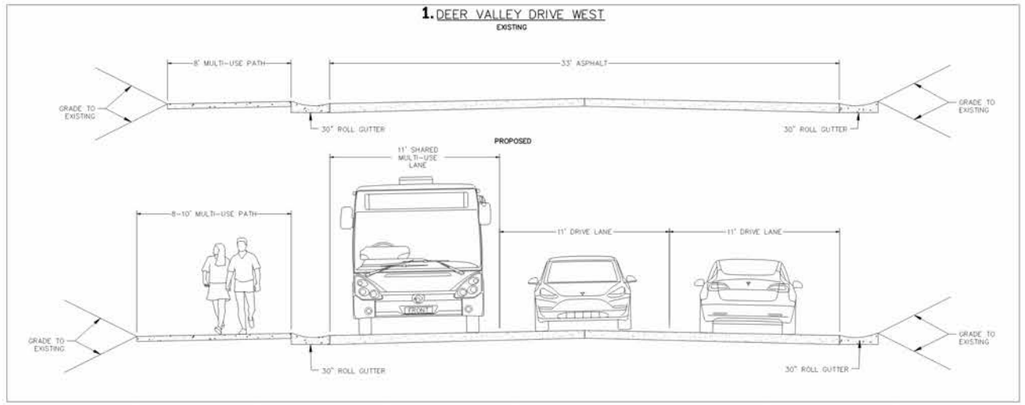
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CUP SUBMISSION

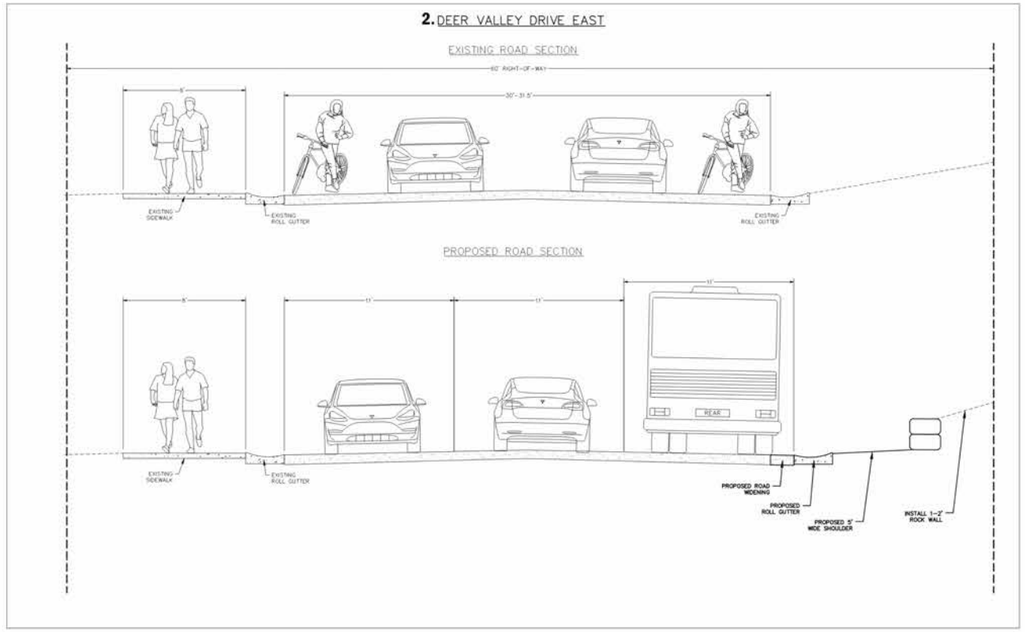
**REVISION**

NOT FOR CONSTRUCTION

**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

Exhibit 29A.2: **Civil Site Plan_Neighborhood & Access - Roads Street Sections**




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**PROJECT #**
23040

**DATE**
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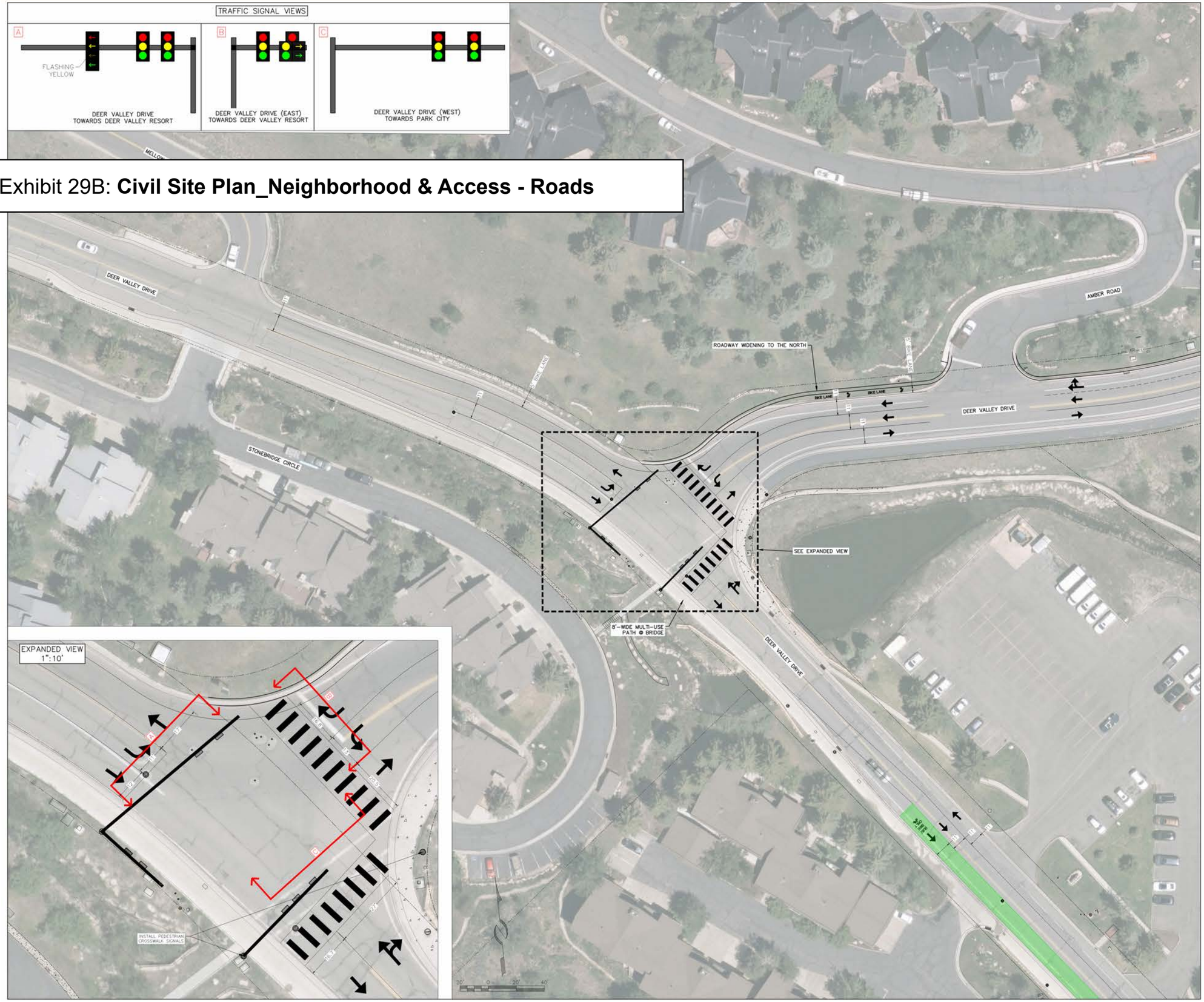
**ISSUANCE**
CUP SUBMISSION

**REVISION**

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**SHEET**
SNOW PARK DEER VALLEY CROSS SECTIONS

Exhibit 29B: **Civil Site Plan_Neighborhood & Access - Roads**




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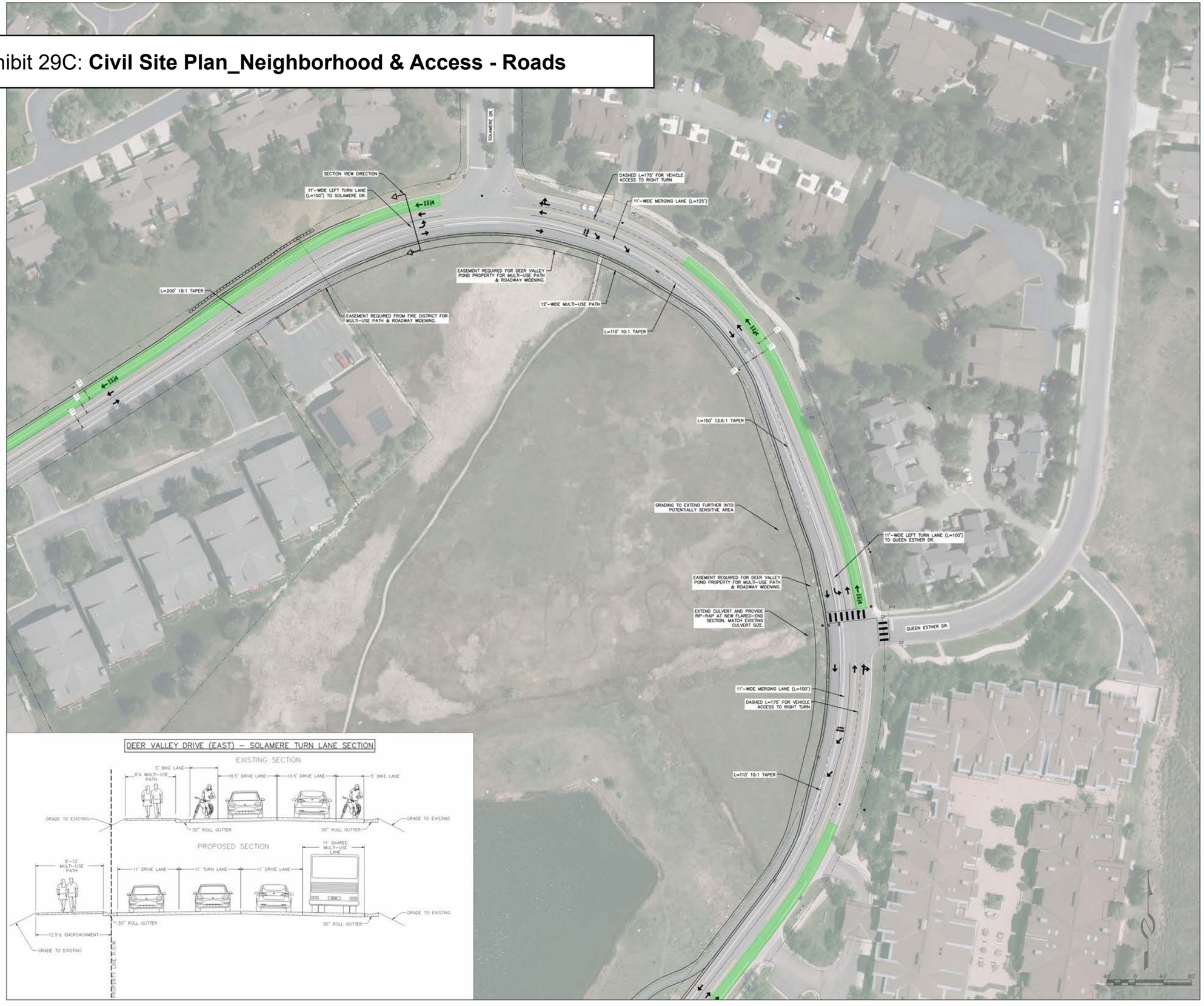
ISSUANCE
CUP SUBMISSION

REVISION

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SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

Exhibit 29C: **Civil Site Plan_Neighborhood & Access - Roads**







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**PROJECT #**
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**DATE**
DECEMBER 20, 2024

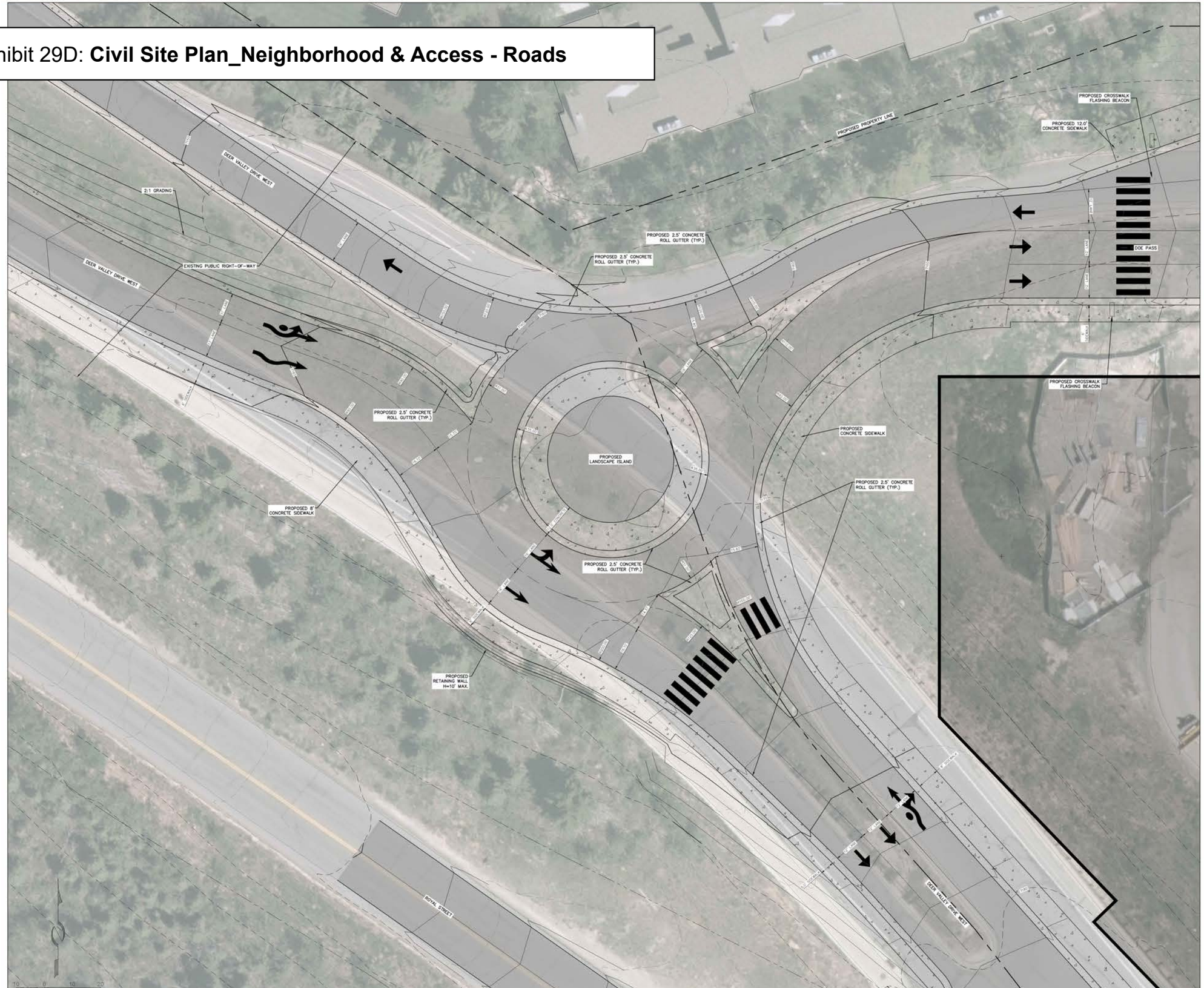
**ISSUANCE**
CUP SUBMISSION

**REVISION**

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**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

Exhibit 29D: **Civil Site Plan_Neighborhood & Access - Roads**




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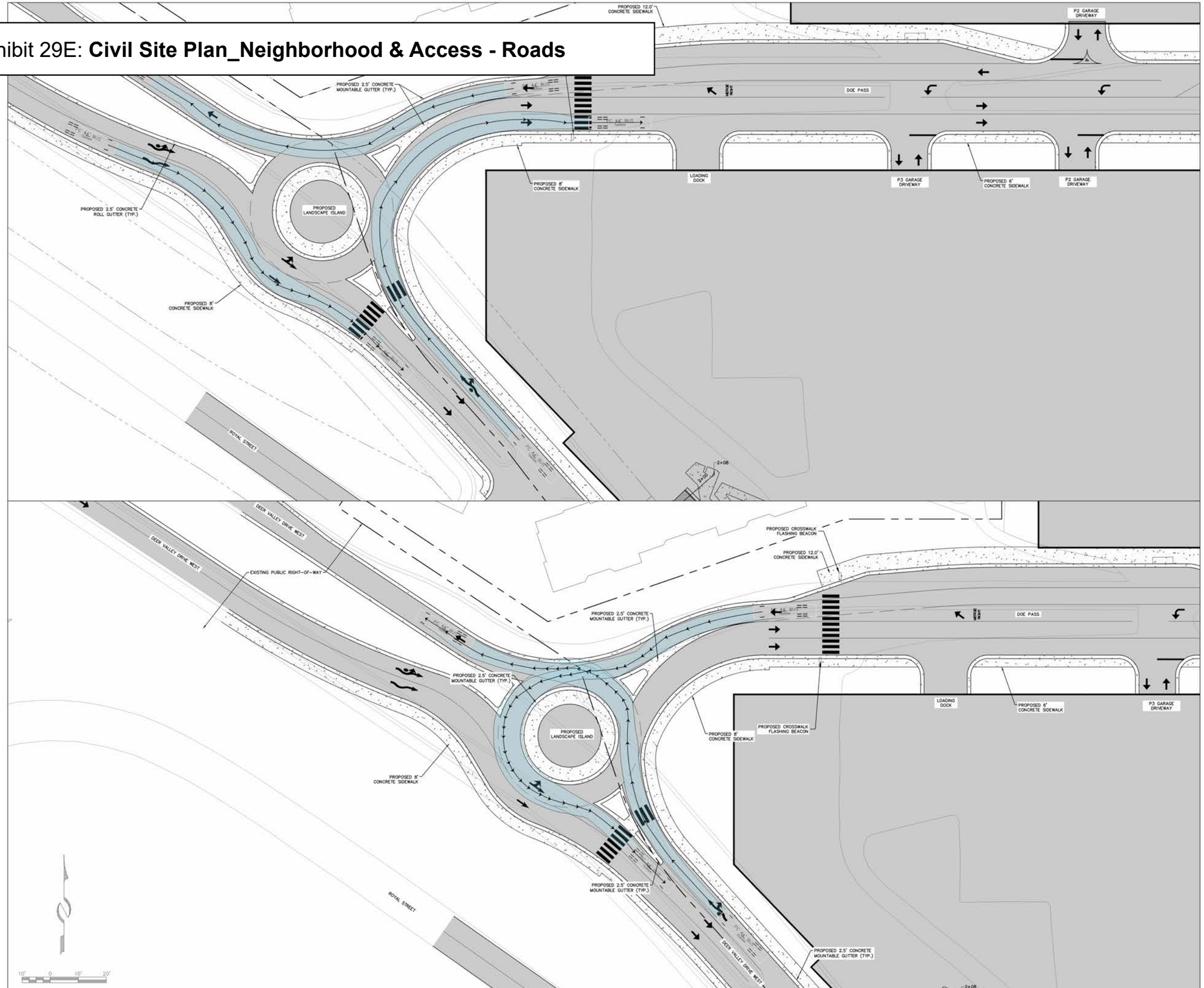
**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MARS EX/SHORING SET

**REVISION**

**SHEET**
ROUNDABOUT DETAILS

Exhibit 29E: **Civil Site Plan_Neighborhood & Access - Roads**




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**PROJECT #**
23045

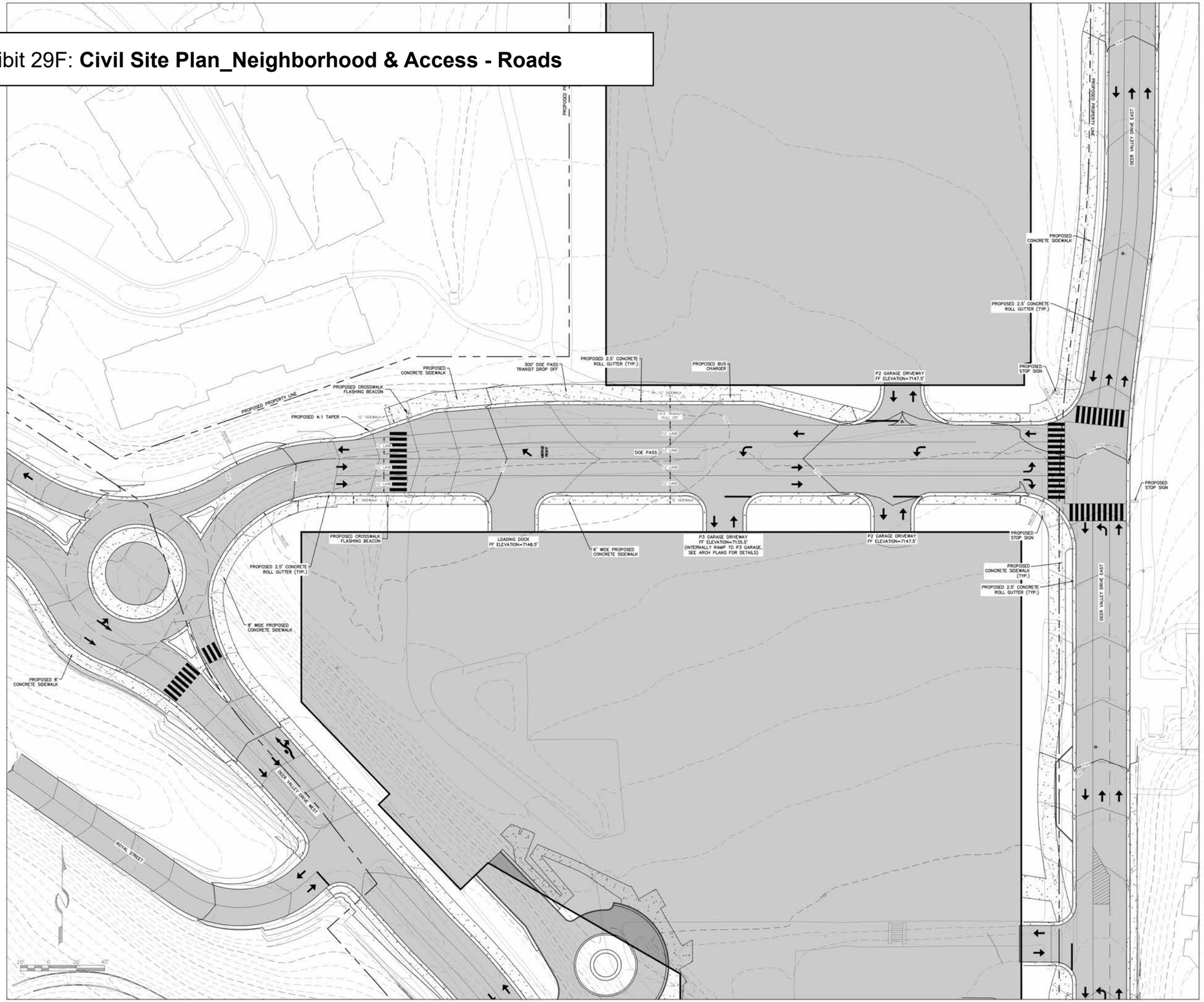
**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EX/SHORING SET

**REVISION**

**SHEET**
ROUNDABOUT AUTO TURN EXHIBIT

Exhibit 29F: **Civil Site Plan_Neighborhood & Access - Roads**





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**DEER VALLEY SNOW PARK VILLAGE**

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**PROJECT #**
23065

**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EXSHORING SET

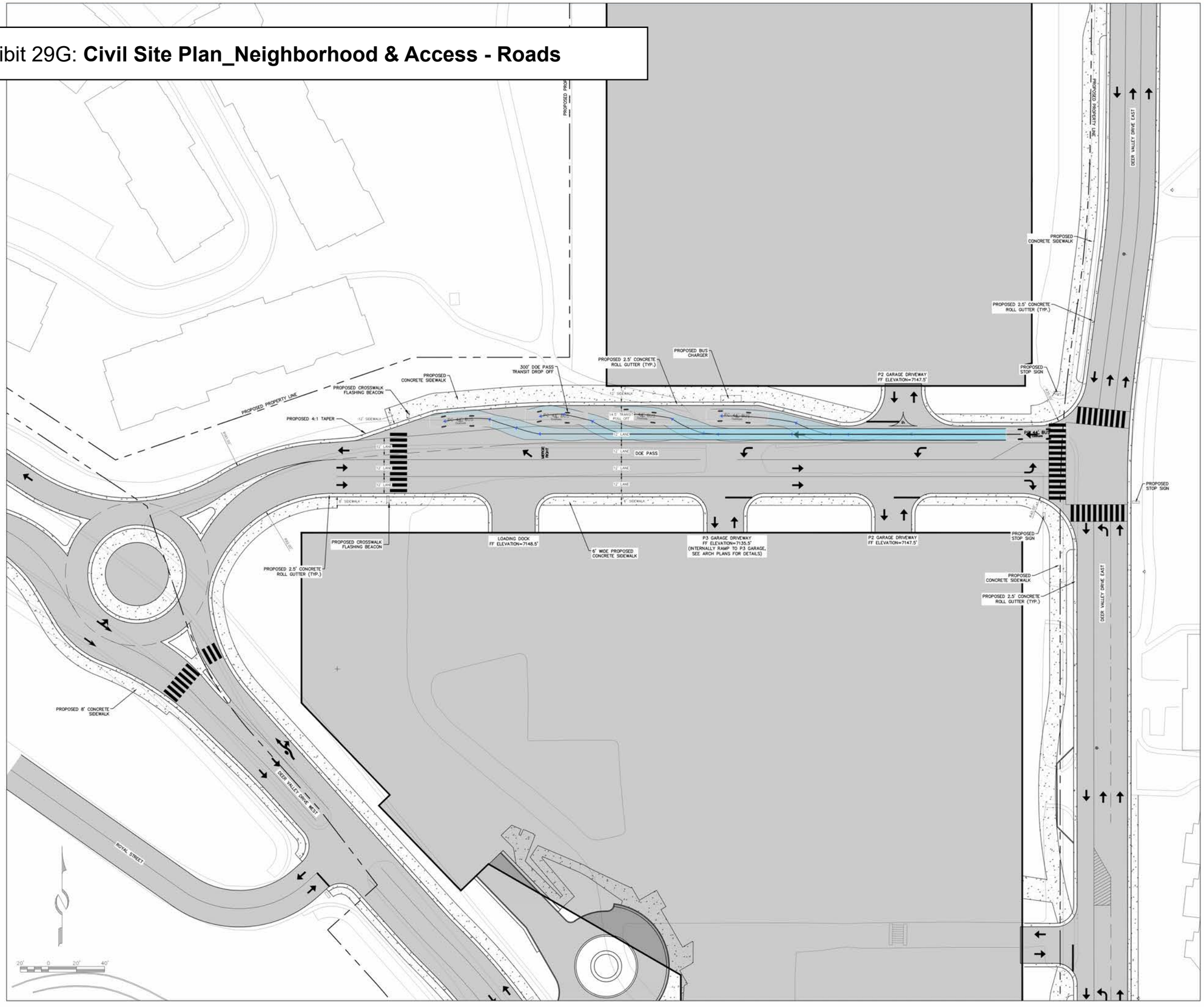
**REVISION**

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**SHEET**
DOE PASS DETAIL

C410

Exhibit 29G: **Civil Site Plan_Neighborhood & Access - Roads**




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**DATE**
DECEMBER 20, 2024

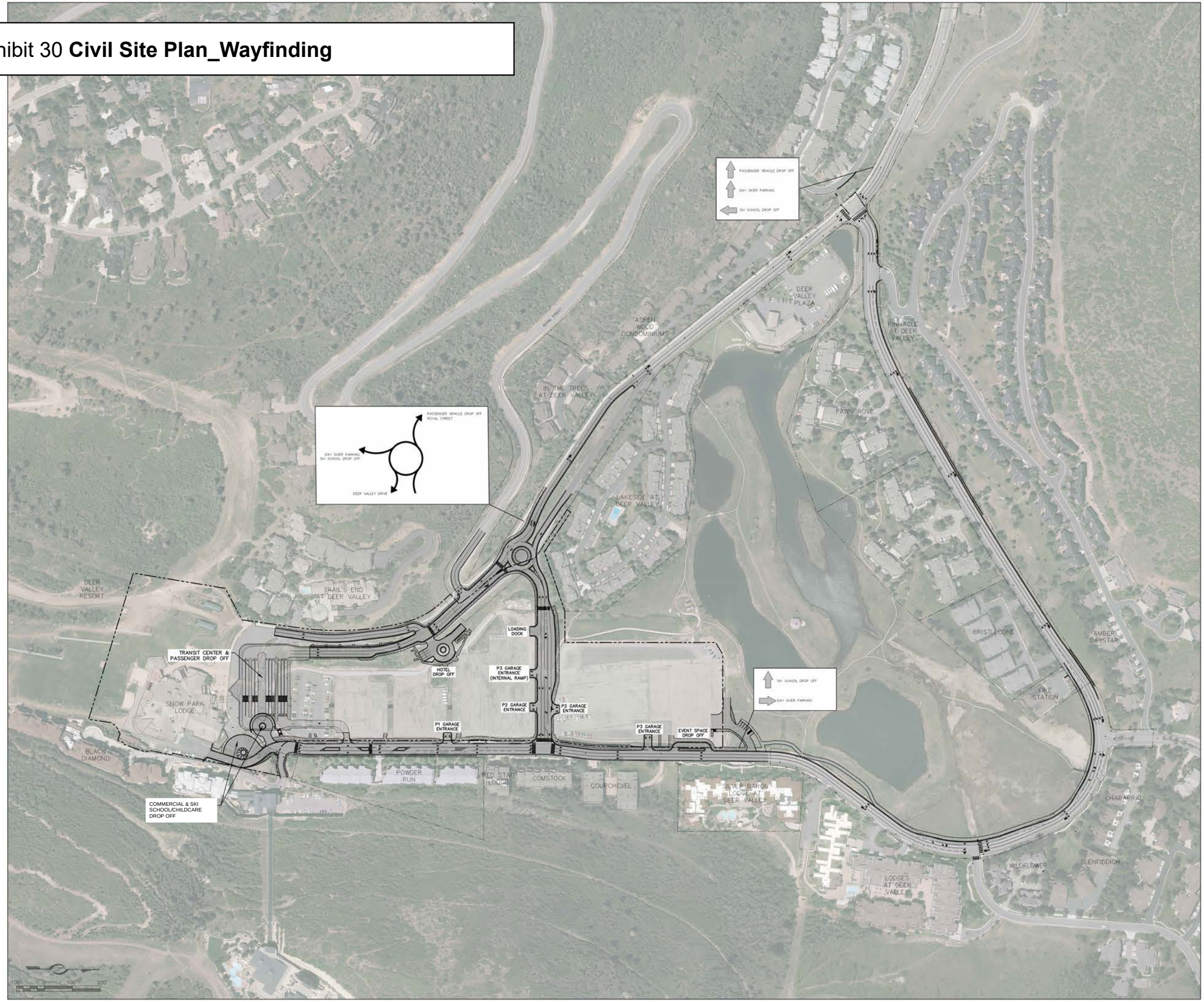
**ISSUANCE**
100% CD - MASS EXISHORING SET

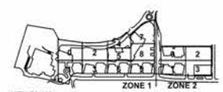
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**SHEET**
DOE PASS AUTO TURN EXHIBIT

Exhibit 30 **Civil Site Plan_Wayfinding**




KEY PLAN

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Tel: (503) 224-9656
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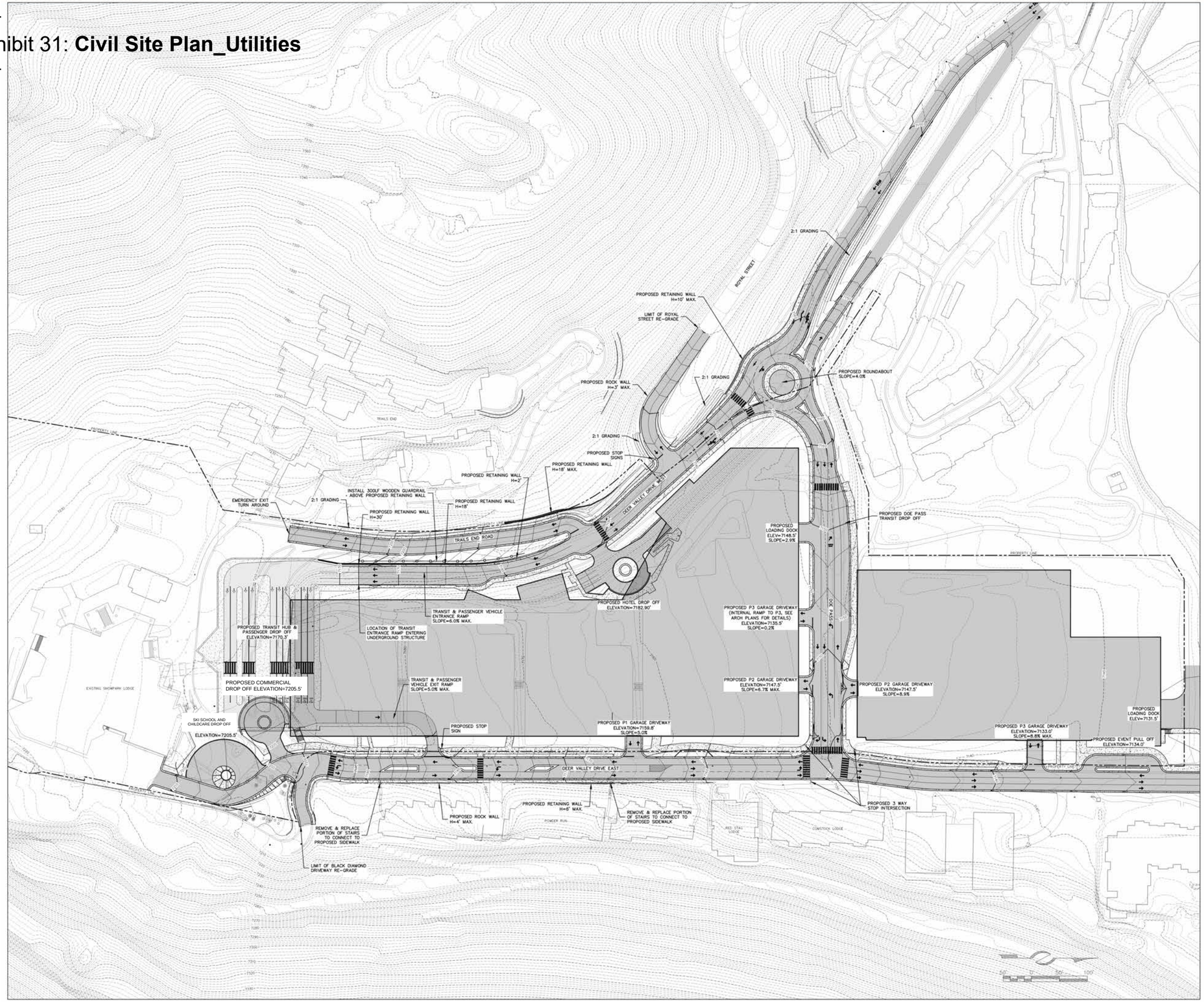
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CUP SUBMISSION

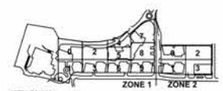
**REVISION**

NOT FOR CONSTRUCTION

**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

Exhibit 31: **Civil Site Plan_Utilities**




KEY PLAN

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**REVISION**

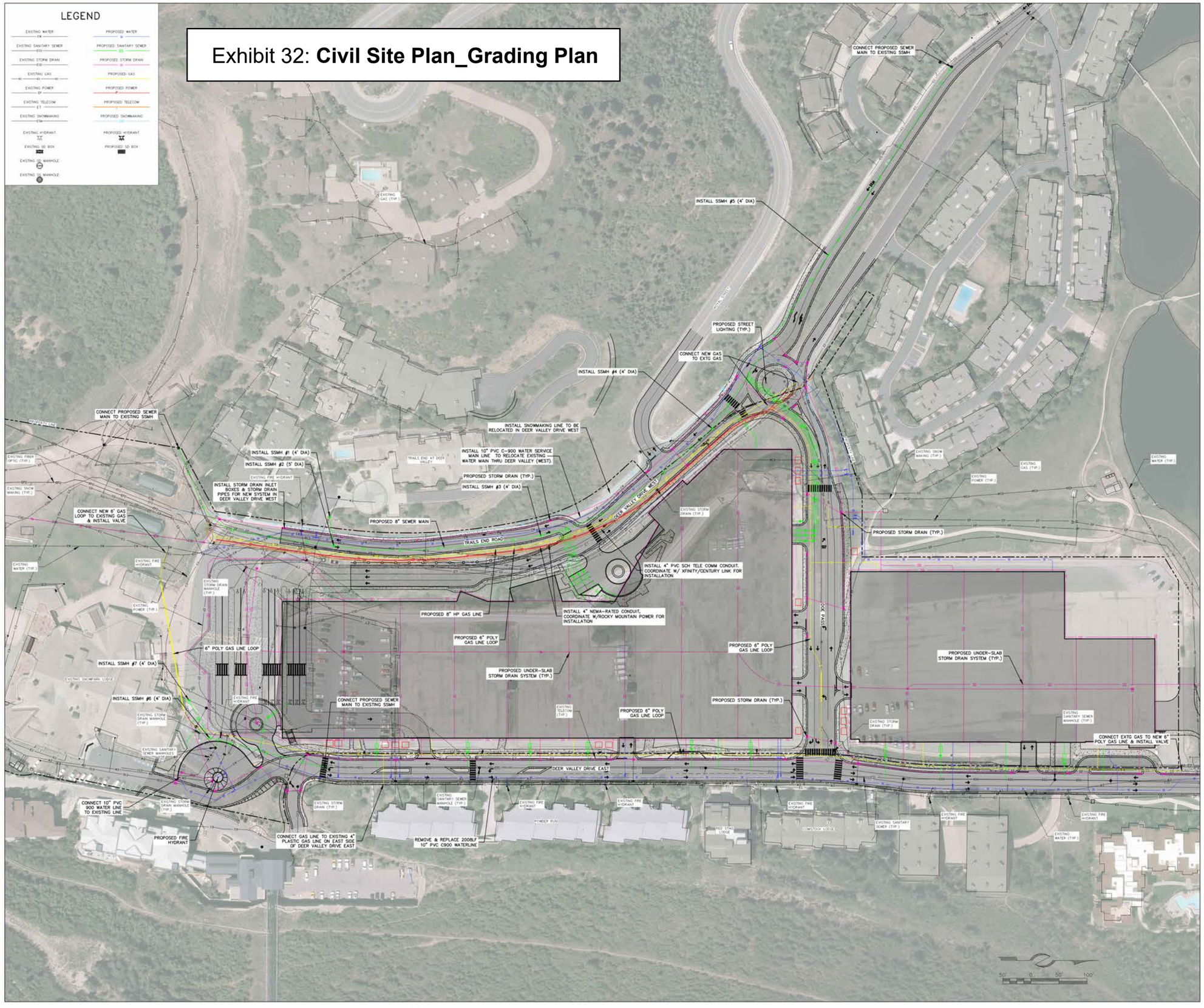
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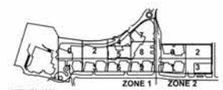
**SHEET**
OVERALL GRADING PLAN

REGISTERED PROFESSIONAL ENGINEER
No. 12213305
MARTIN CONNOR DINSMORE
12/20/24
STATE OF UTAH

C205

# Exhibit 32: **Civil Site Plan_Grading Plan**




KEY PLAN


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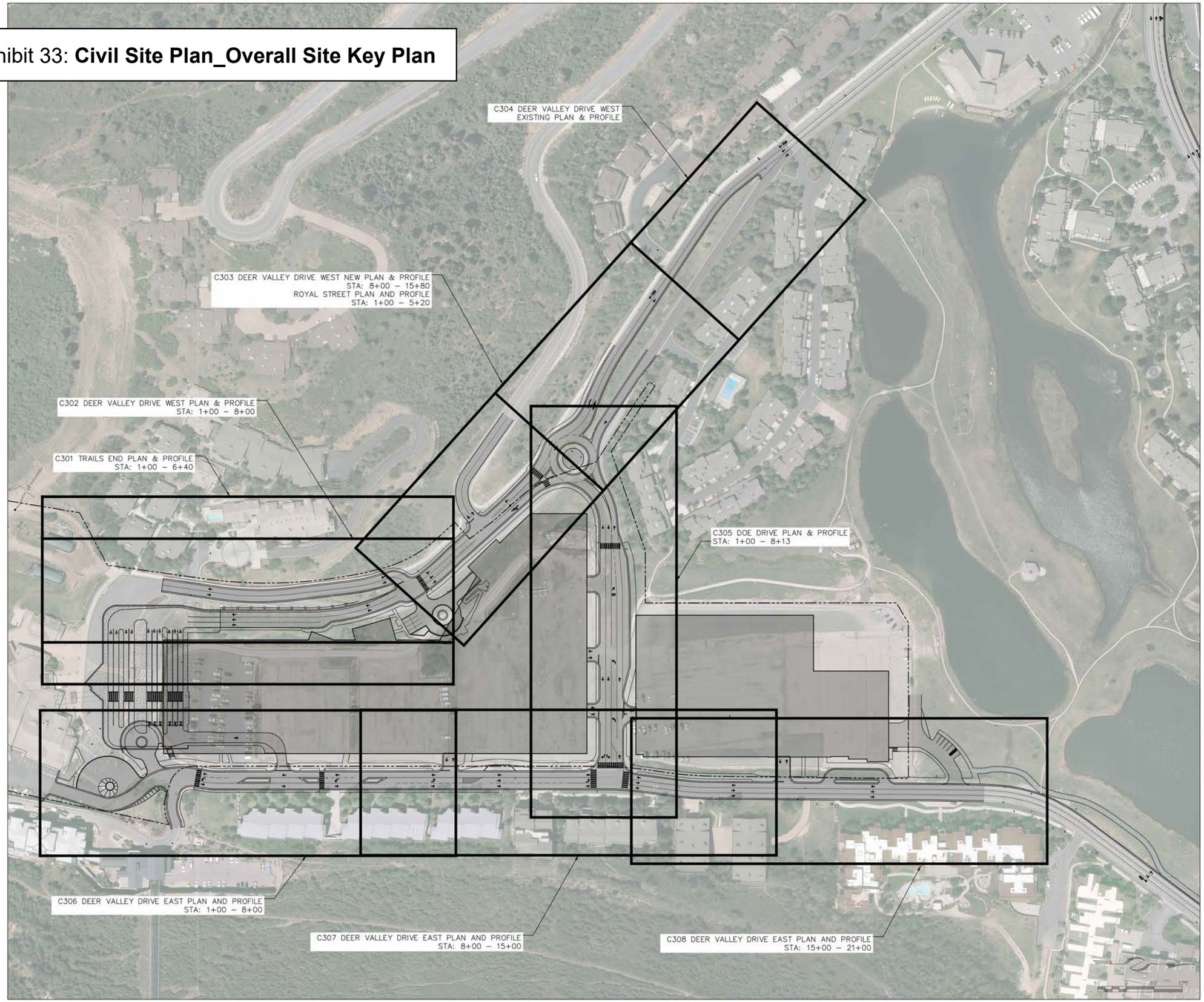
**REVISION**

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PROFESSIONAL ENGINEER No. 12213305 MARTIN CONNOR DINSMORE 12/20/24 STATE OF UTAH

**SHEET**
OVERALL UTILITY PLAN

Exhibit 33: **Civil Site Plan_Overall Site Key Plan**




KEY PLAN

ZONE 1 ZONE 2

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**DATE**
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**ISSUANCE**
100% CD - MASS EX/SHORING SET

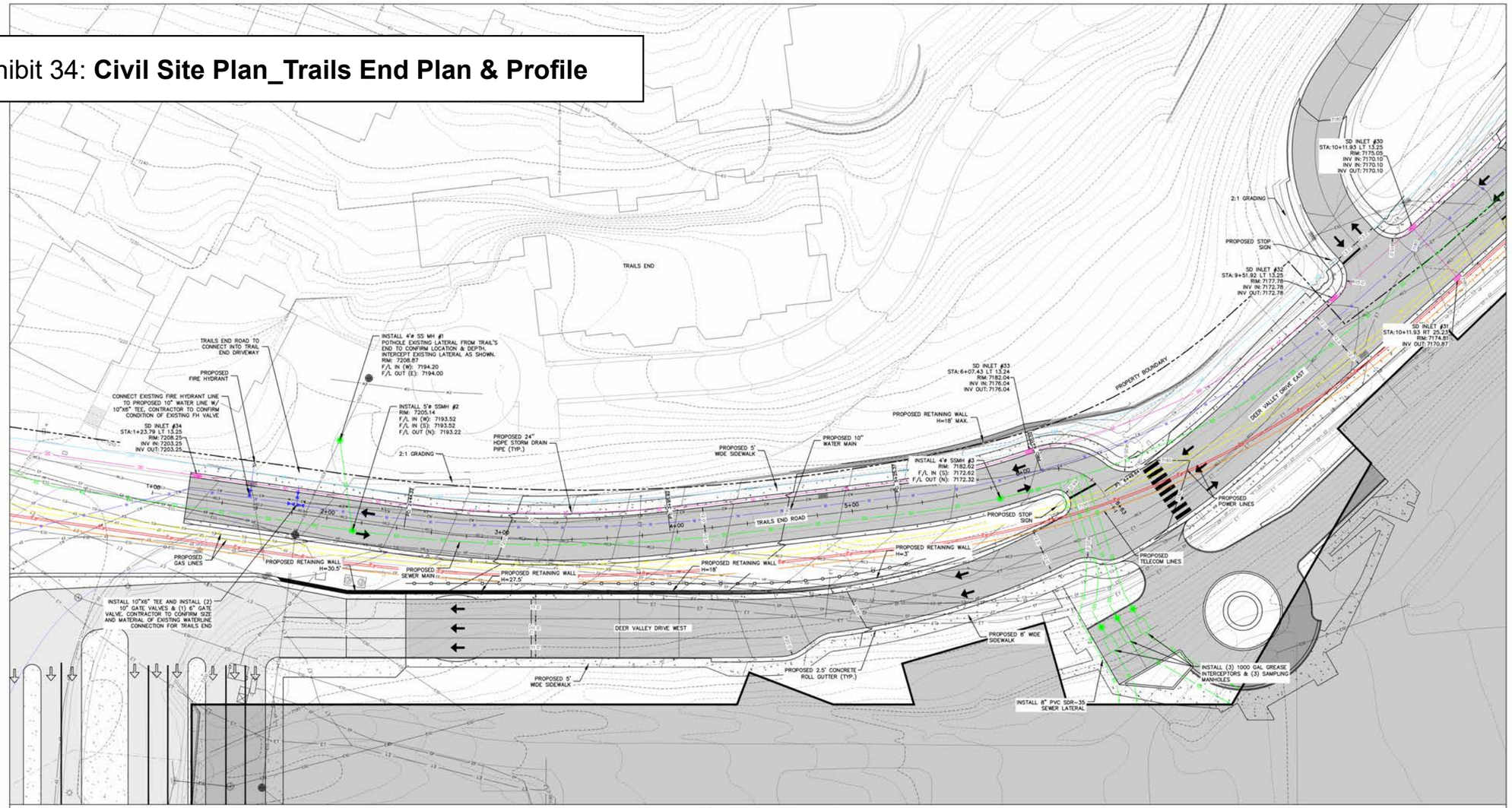
**REVISION**

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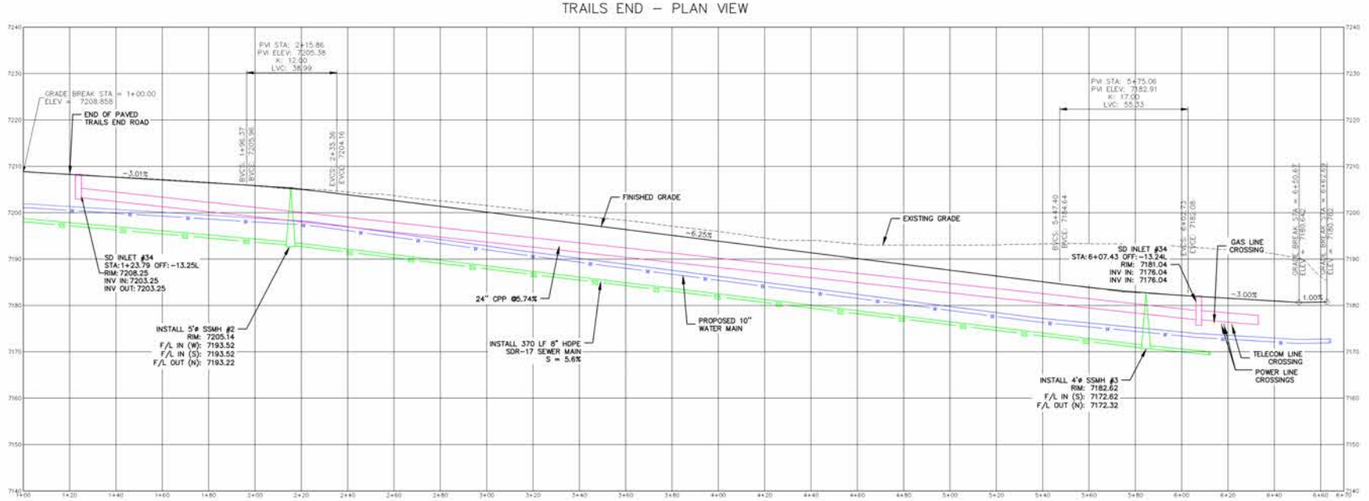
REGISTERED PROFESSIONAL ENGINEER
No. 12470205
MARTIN CONNOR DINSMORE
STATE OF UTAH

**SHEET**
SITE OVERVIEW PLAN

Exhibit 34: **Civil Site Plan_Trails End Plan & Profile**

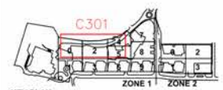



TRAILS END – PLAN VIEW




TRAILS END – PROFILE VIEW




KEY PLAN

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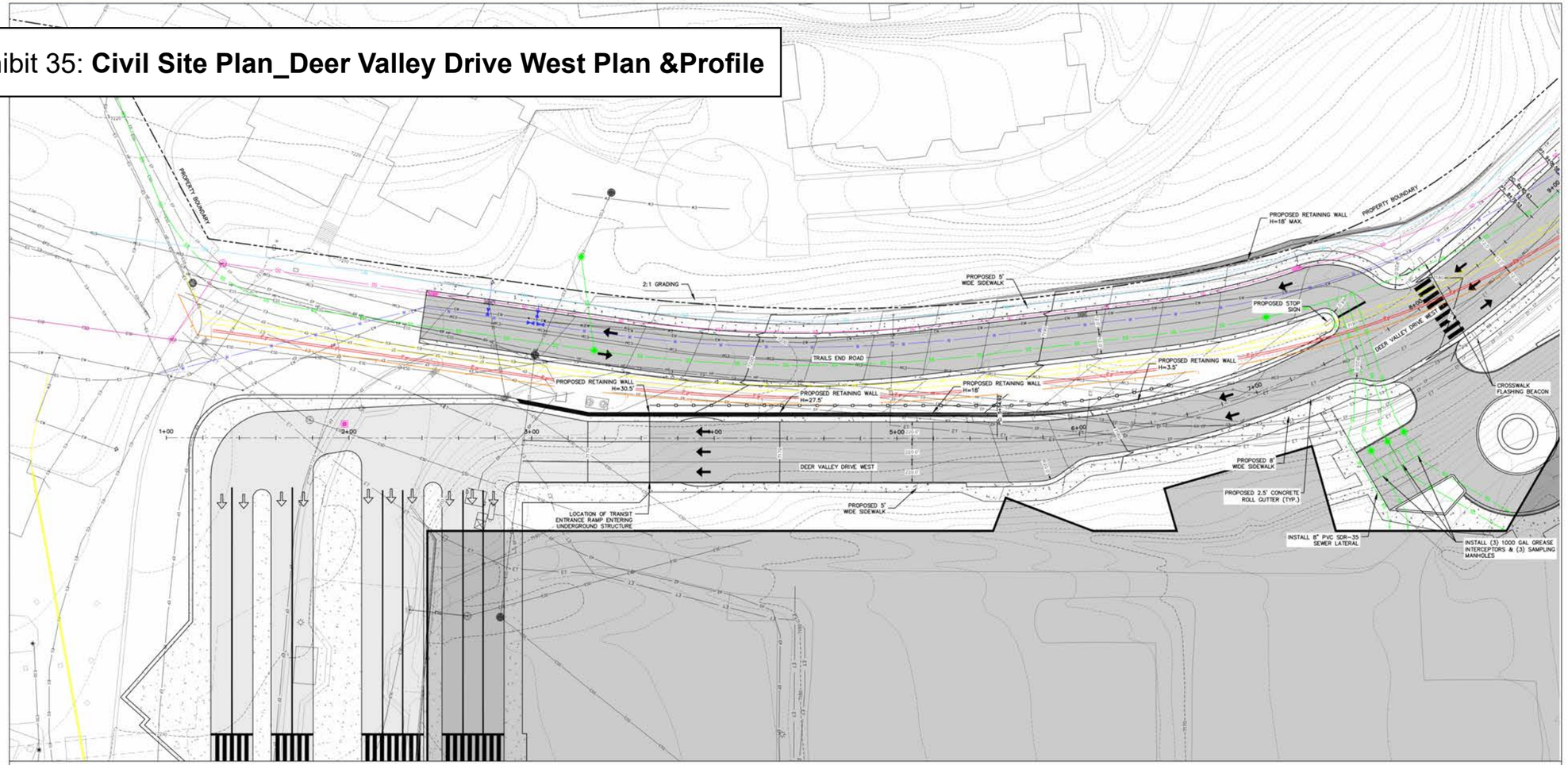
**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EX/SHORING SET

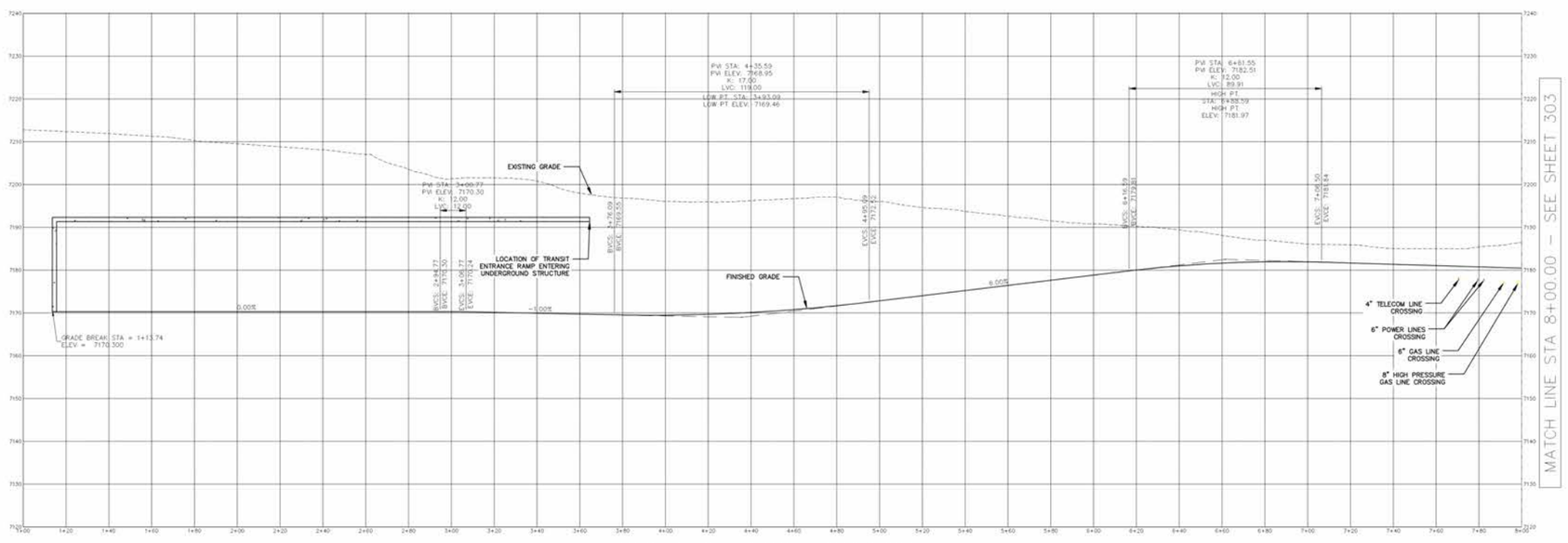
**REVISION**

**SHEET**
TRAILS END ROAD P&P

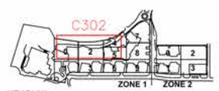
Exhibit 35: **Civil Site Plan_Deer Valley Drive West Plan &Profile**




DEER VALLEY DRIVE WEST – PLAN VIEW




DEER VALLEY DRIVE WEST – PROFILE VIEW




KEY PLAN

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**ISSUANCE**
100% CD - MASS EX/SHORING SET

**REVISION**

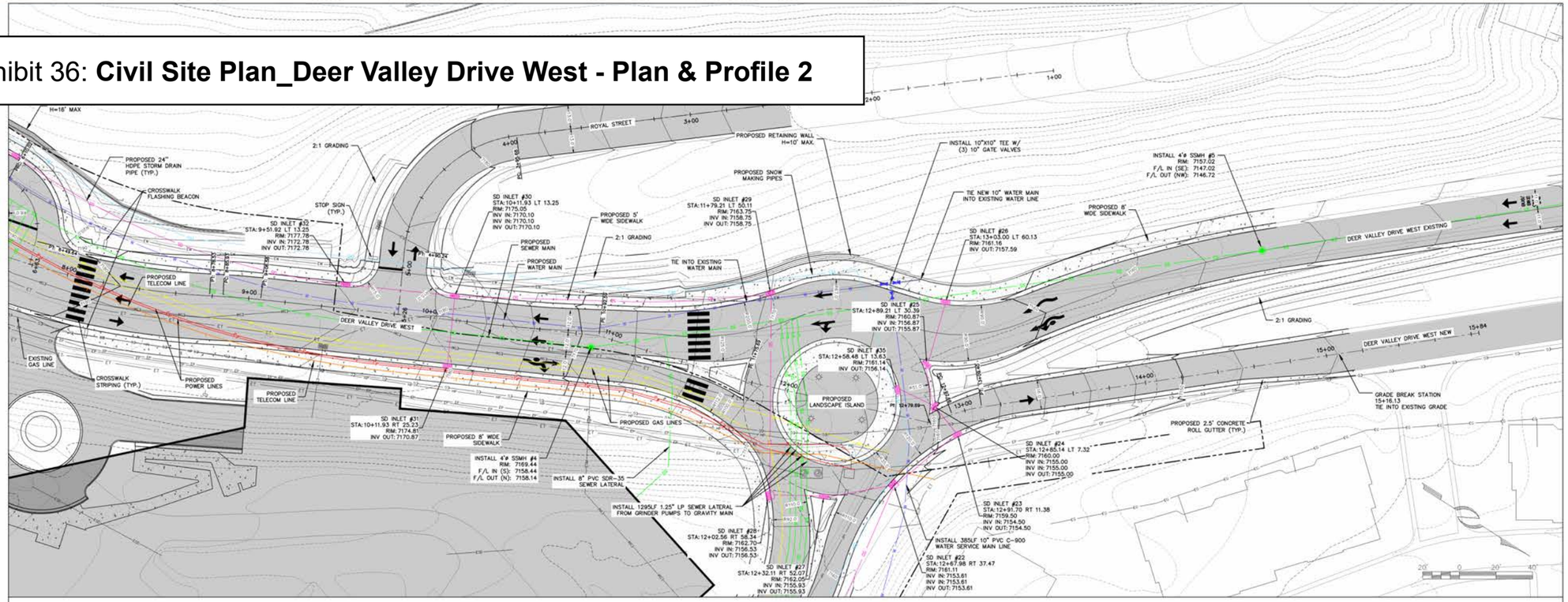
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**SHEET**
DEER VALLEY DRIVE WEST P&P

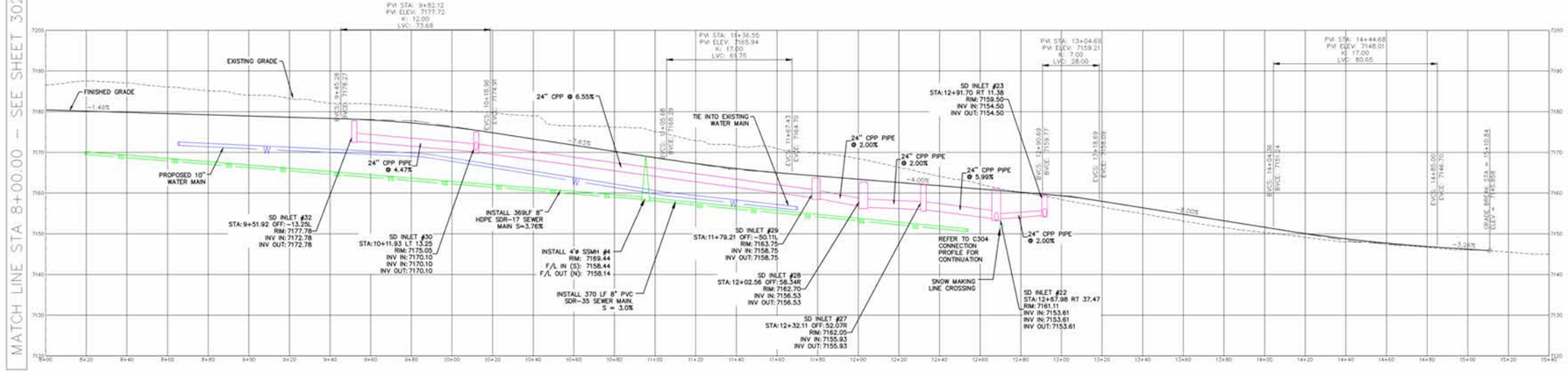


C302

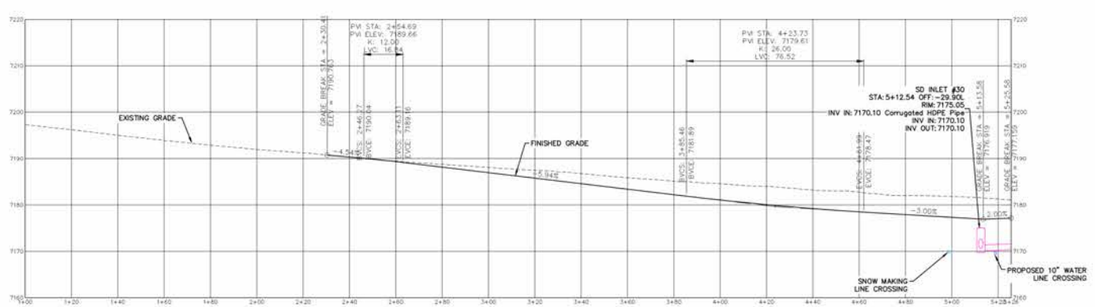
Exhibit 36: **Civil Site Plan_Deer Valley Drive West - Plan & Profile 2**



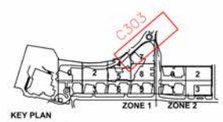

DEER VALLEY DRIVE WEST – PLAN VIEW




DEER VALLEY DRIVE WEST – PROFILE VIEW




ROYAL STREET – PROFILE VIEW




KEY PLAN

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**ISSUANCE**
100% CD - MASS EX/SHORING SET

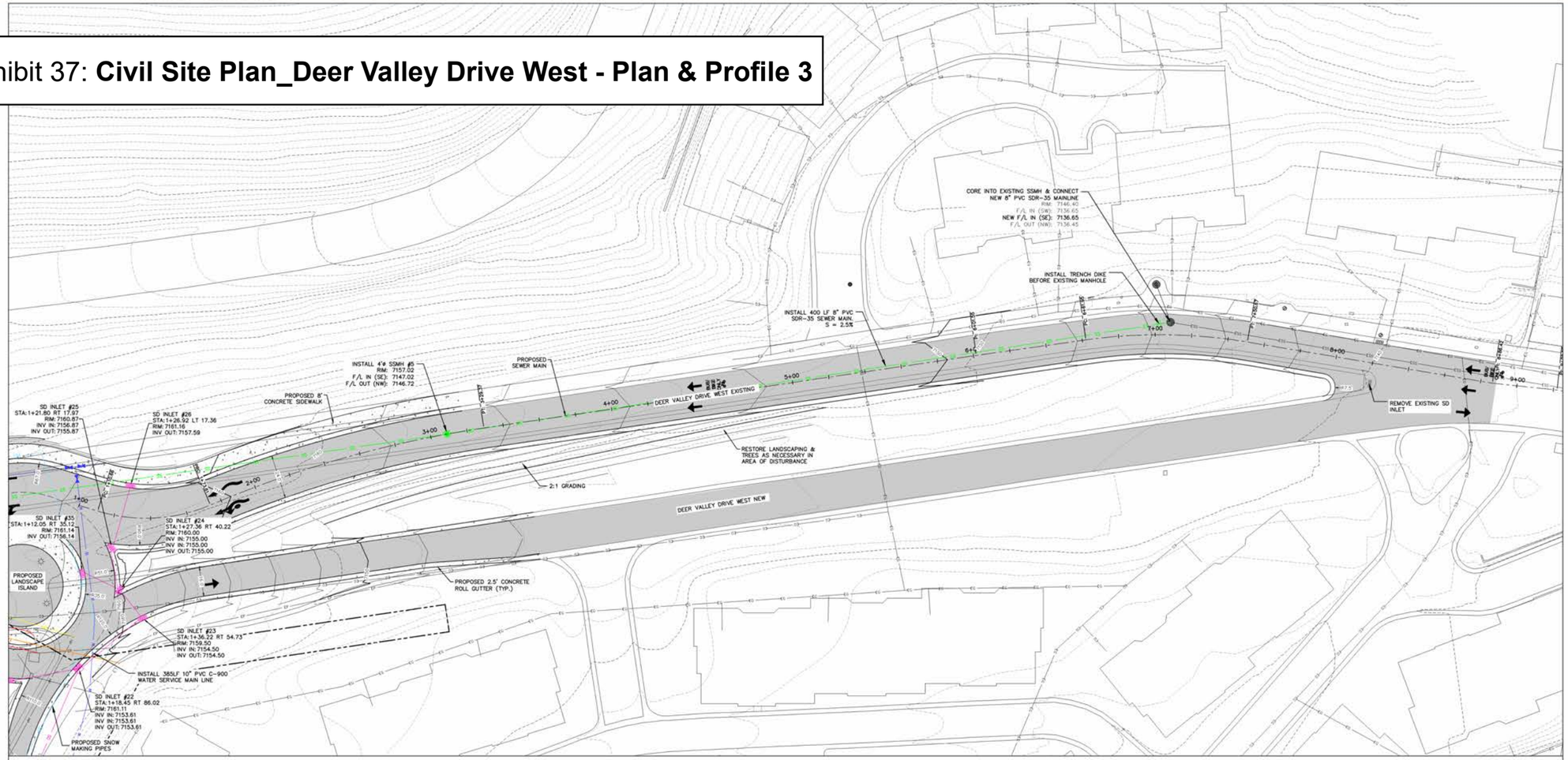
**REVISION**

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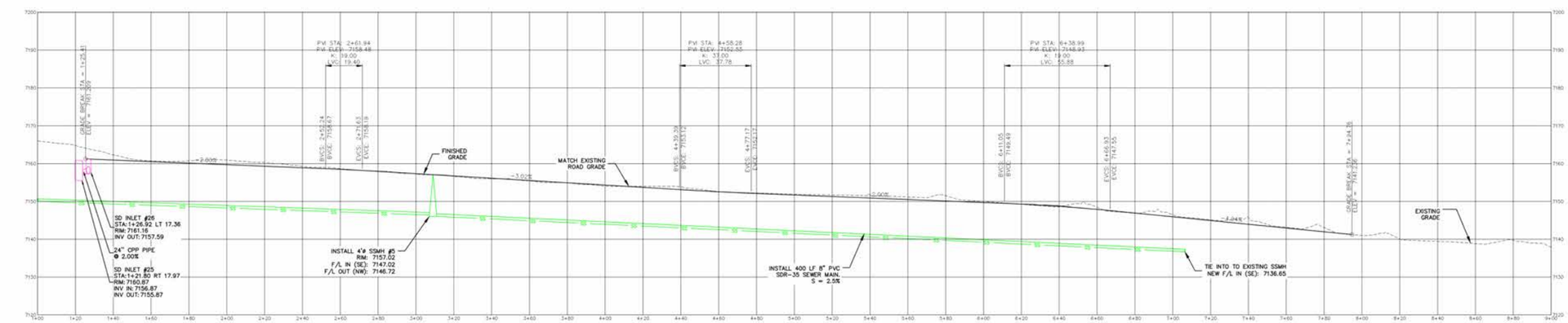
PROFESSIONAL ENGINEER MARTIN CONNOR DINSMORE 12206357 STATE OF UTAH

**SHEET**
DV DRIVE WEST & ROYAL STREET P&P

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

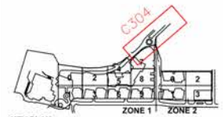



DEER VALLEY DRIVE WEST EXISTING – PLAN VIEW




DEER VALLEY DRIVE WEST EXISTING – PROFILE VIEW




KEY PLAN


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**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EXCAVATION SET

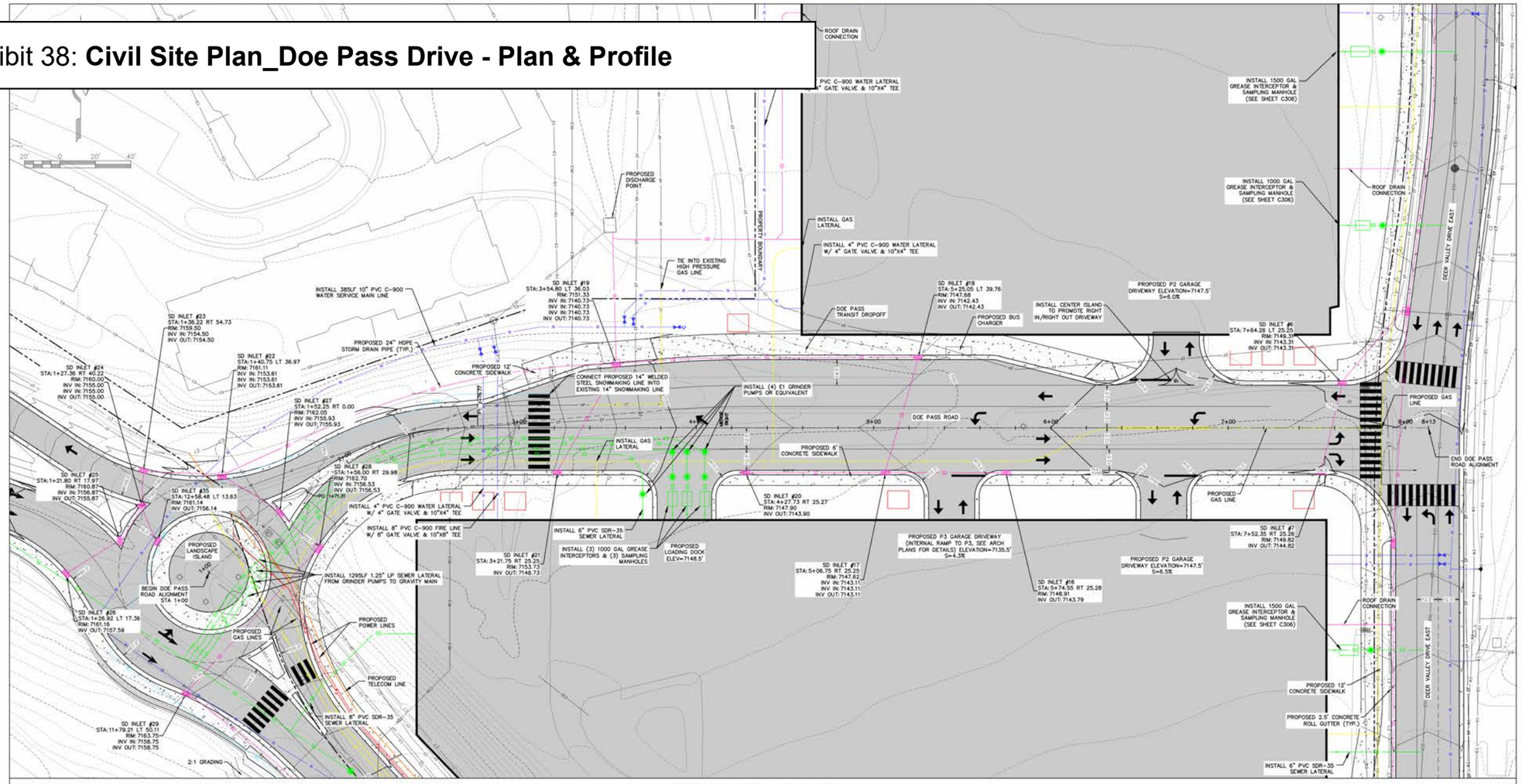
**REVISION**

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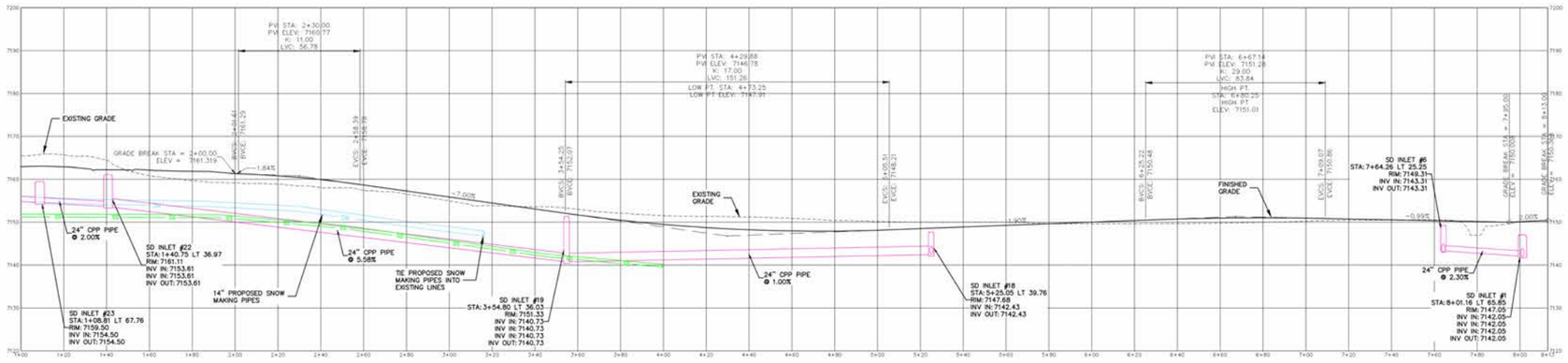
REGISTERED PROFESSIONAL ENGINEER — No. 12412005 — MARTIN CONNOR DINSMORE — 12/20/24 — STATE OF UTAH

**SHEET**
DEER VALLEY DRIVE WEST P&P

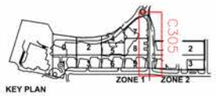
Exhibit 38: **Civil Site Plan_Doe Pass Drive - Plan & Profile**




DOE PASS DRIVE – PLAN VIEW




DOE PASS DRIVE – PROFILE VIEW




KEY PLAN

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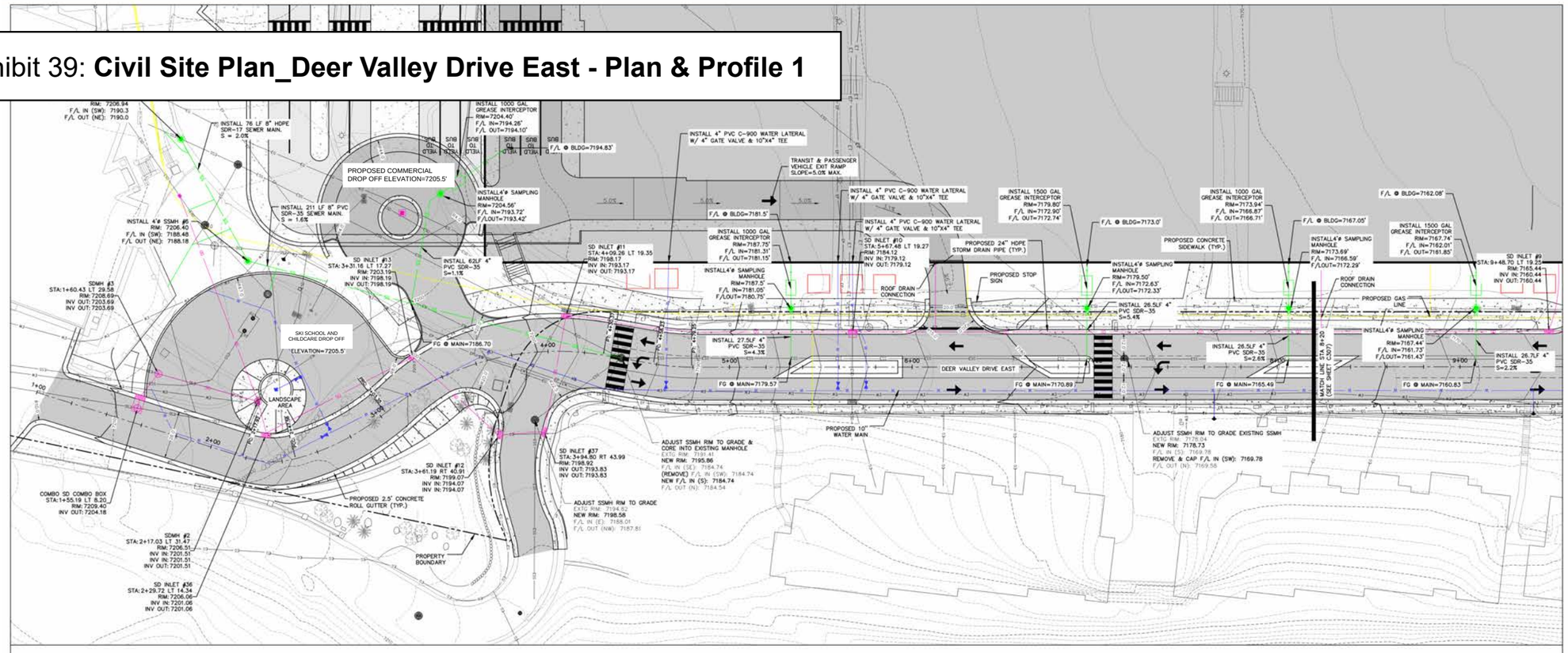
**ISSUANCE**
100% CD - MASS EX/SHORING SET

**REVISION**

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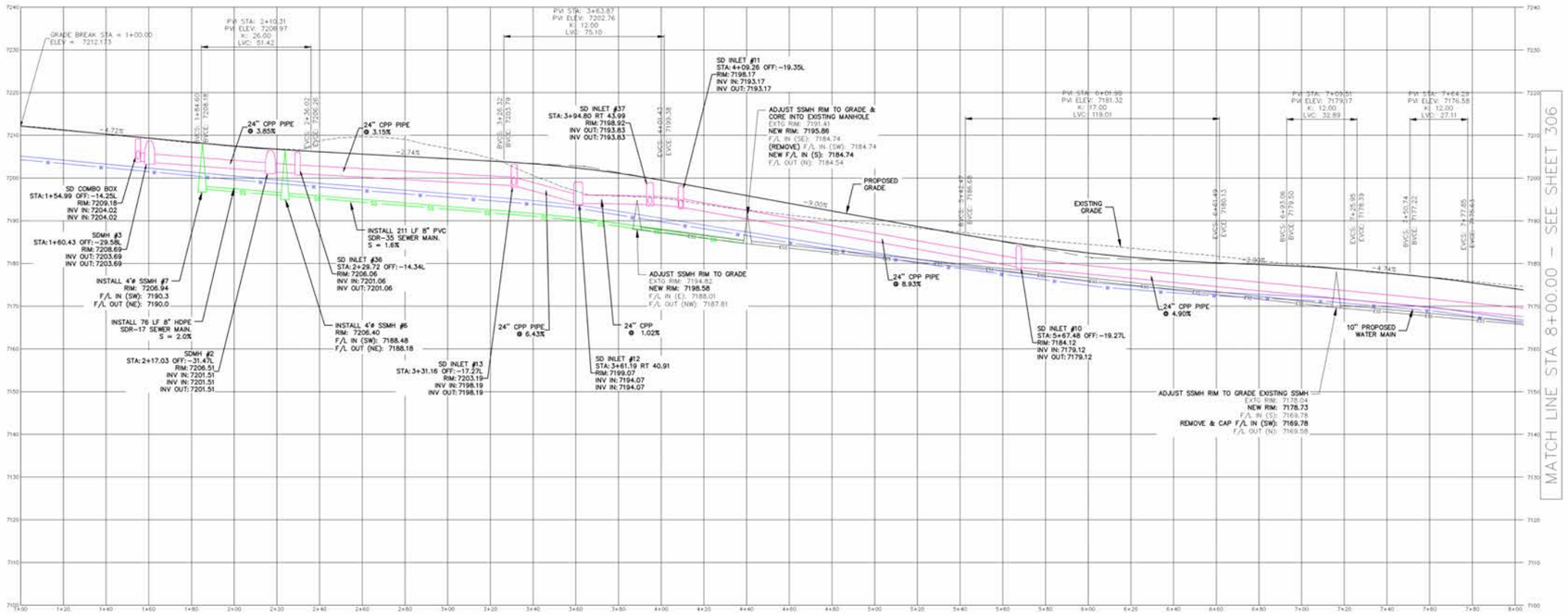
**SHEET**
DOE PASS DRIVE P&P

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

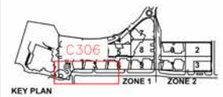



DEER VALLEY DRIVE EAST – PLAN VIEW

20' 0 20' 40'




DEER VALLEY DRIVE EAST – PROFILE VIEW




KEY PLAN

ALLIANCE ENGINEERING
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GBD Architects, Incorporated 1120 NW Couch St. Ste. 300 Portland, OR 97209
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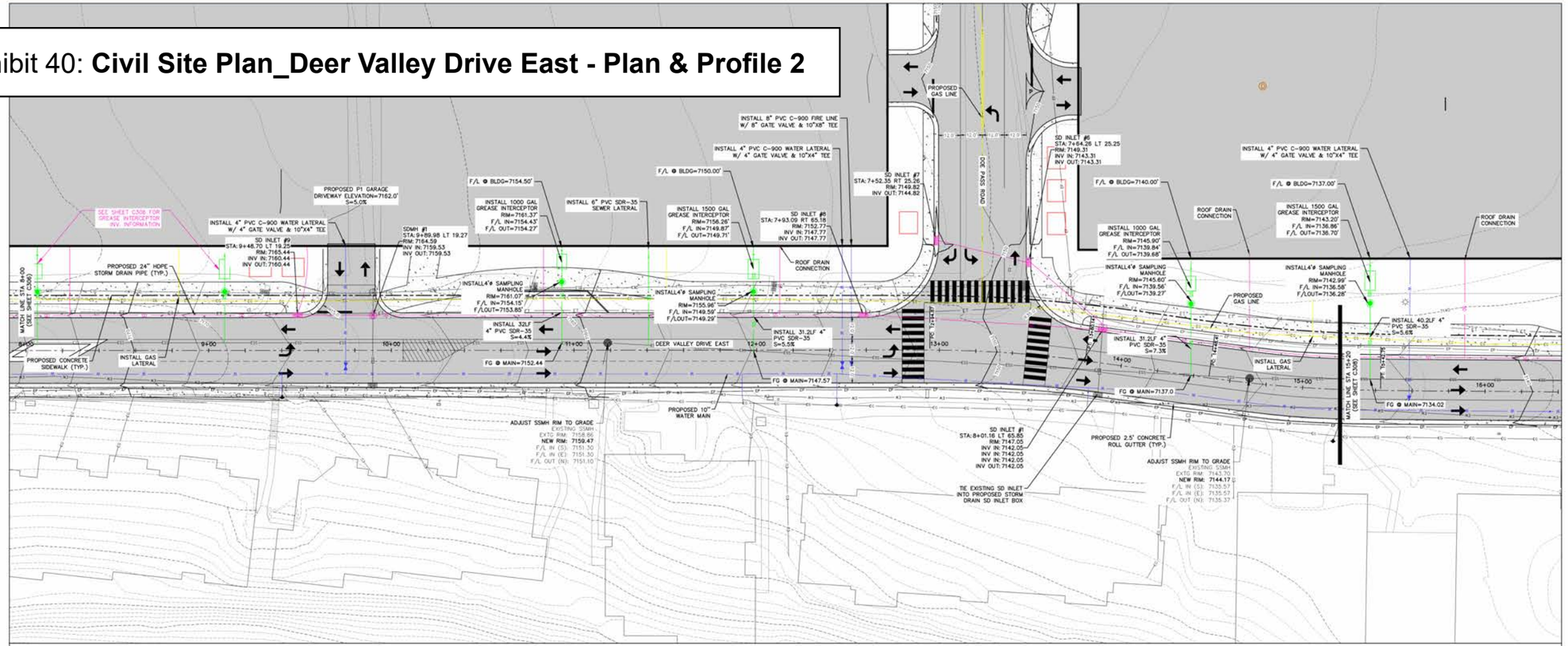
**ISSUANCE**
100% CD - MASS EXISHORING SET

**REVISION**

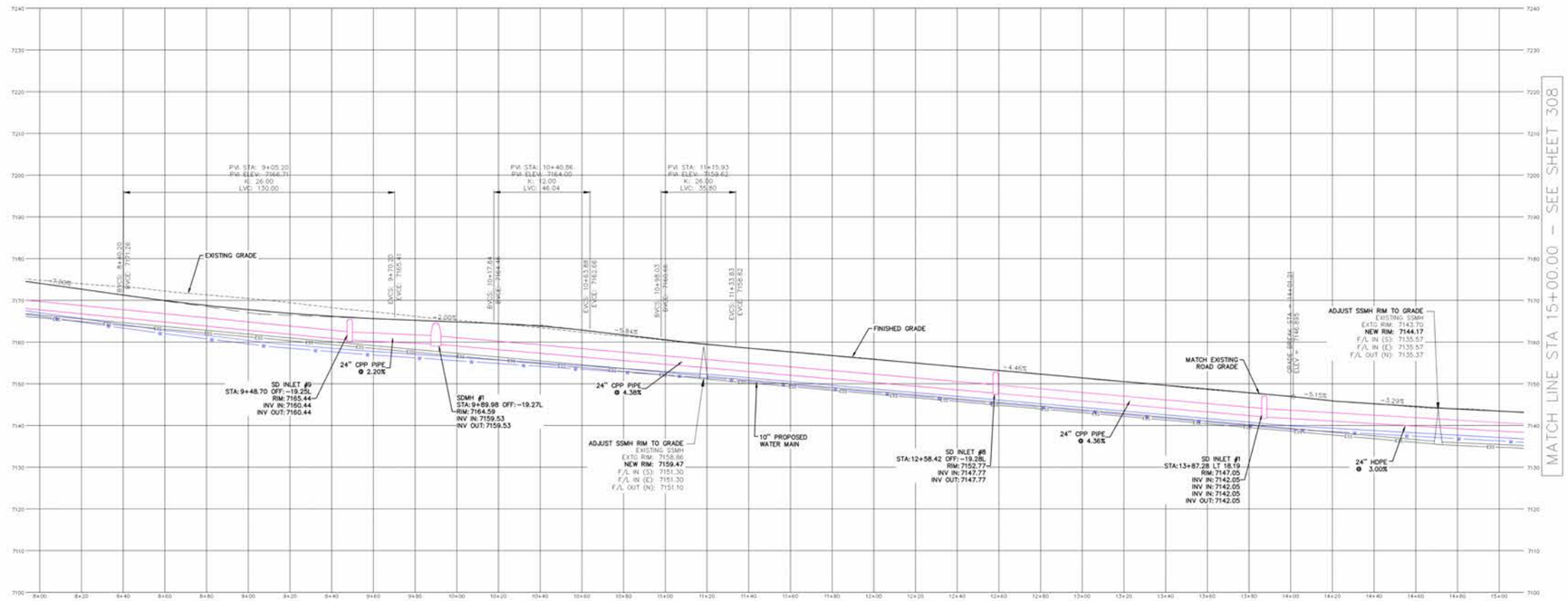
**SHEET**
DEER VALLEY DRIVE EAST P&P

C306

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

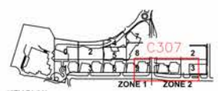



DEER VALLEY DRIVE EAST – PLAN VIEW




DEER VALLEY DRIVE EAST – PROFILE VIEW






KEY PLAN

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INTERIOR DESIGN
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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
DECEMBER 20, 2024

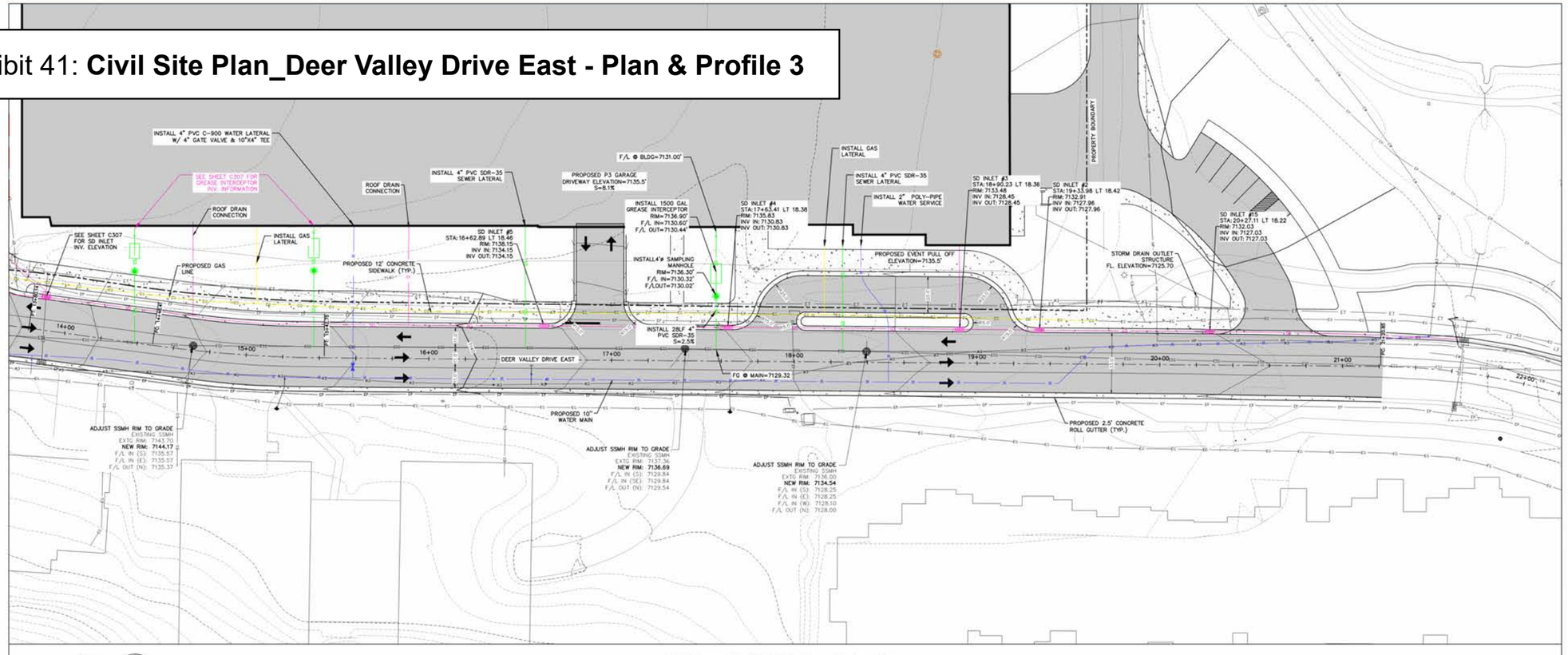
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**REVISION**

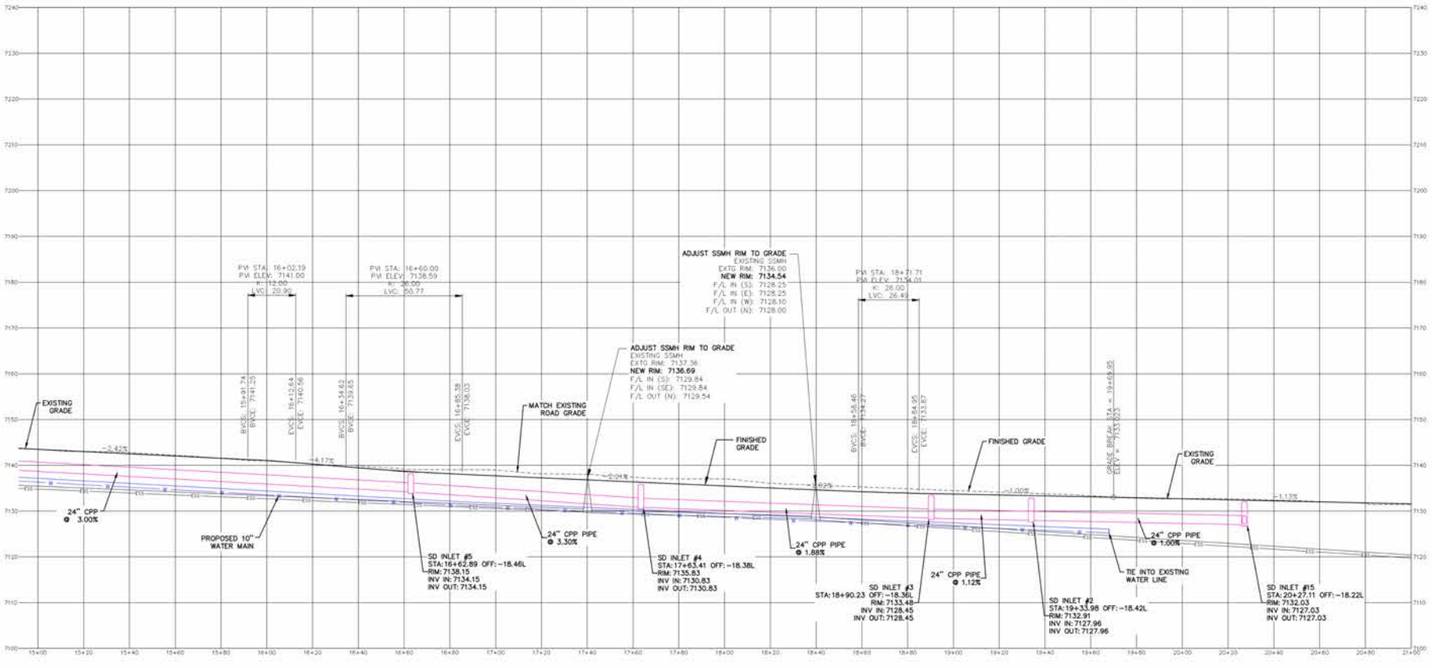
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**SHEET**
DEER VALLEY DRIVE EAST P&P

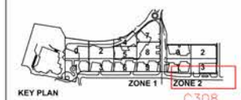
Exhibit 41: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 3**




DEER VALLEY DRIVE EAST – PLAN VIEW




DEER VALLEY DRIVE EAST – PROFILE VIEW




KEY PLAN


ALLIANCE ENGINEERING

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

skylab GBD

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**REVISION**

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**SHEET**
DEER VALLEY DRIVE EAST P&P

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DEER VALLEY

EXPANDED EXCELLENCE

# Snow Park Village: *An Evolved Plan*

Master Planned Development (MPD) Amendment
Conditional Use Permit (CUP)
Plat Amendment
Condominium Plat

*Revised Submittal January 31, 2025*

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# 1. EXECUTIVE SUMMARY

Deer Valley Resort is proposing an evolved plan from what was previously contemplated for the Snow Park Village parking lots and base area. The Snow Park Lodge at Deer Valley has been an iconic destination for skiers since 1980. The surrounding base area has served its primary function of conveniently providing access to a world-class skiing experience. Many things have changed over the years and an evolved plan for the Snow Park base area parking lots is emerging to further enhance the guest experience, respond to the evolving community and user needs, and invest in the next 40 years of the resort.

Deer Valley Resort is introducing a comprehensive and evolved overall site plan, with an arrival experience at the base of the mountain, new Parking Structure, and a Transit and Mobility Hub - this is referred to as Phase 1. Deer Valley Resort is in the process of engaging the community for feedback on the remaining elements of a future base area redevelopment, which would include an extended ski beach, a plaza area, and residential, lodging, and commercial uses (Phases 2).

The purpose of bifurcating the redevelopment into multiple phases is to allow for the construction of the Parking Structure to begin while additional feedback from the community is gathered for Phase 2. Below is an overview of the conceptual phases of the Snow Park Village redevelopment:

- Phase 1: Overall Site Plan and Parking Structure, and Transit and Mobility Hub (submitted)
- Phase 2: Snow Park Lodge and Vertical Development (future application)

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

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

- Transit and Mobility Hub
- Integrated multi-modal drop-off and pick-up zones
- Reimagined arrival and departure experience for transit and guests
- Paid Parking Structure
- Extended ski beach
- Hotel and residential lodging options
- Expansion of retail, dining, and entertainment options
- Plaza promenade
- Event center
- Renovation of Snow Park Lodge
- Community gathering areas
- Future Pedestrian bridge

We understand it is integral for the City and the community to have the opportunity to visualize the entire development when contemplating the overall site design and parking operations. With that said, the future residential, hotel, and commercial development will be processed as a separate Conditional Use Permit at a later date. Deer Valley Resort and the City will collaborate to ensure that the future Conditional Use Permit and construction phasing will be carefully integrated into the existing operations, entitlements, and agreed upon construction phasing plans.

## 1.1 Project Description

| | |
|---|---|
| Applicant: | Deer Valley Resort |
| Project Address: | 2250 Deer Valley Drive S. |
| Parcel(s): | PC-745-11, PC-745, PC-900-4, PC-900-3 |
| Application Types(s) | Master Planned Development (MPD) Amendment |
| | Conditional Use Permit (CUP) |
| | Plat Amendment |
| | Condominium Plat |
| Zoning: | Residential Development-Master Planned Development (RD-MPD) |
| MPD: | Deer Valley Resort Master Planned Development |
| Governing Documents: | 12th (& 13th) Amended and Restated Deer Valley Resort MPD |
| | Land Management Code |
| | General Plan |




*Figure 1: Project Location Map*

# 2. BACKGROUND

## 2.1 Deer Valley Resort History

Deer Valley Resort opened on December 26, 1981, with five chairlifts, 35 ski runs on Bald Eagle and Bald Mountain, and two-day lodges, Snow Park and Silver Lake.

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

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

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

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

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

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

On August 24, 2023, Deer Valley announced Expanded Excellence, a collection of projects that will evolve the Deer Valley experience for future generations. From the adventures that await you in our expanded terrain anchored by Deer Valley East Village to the bustling energy of a Snow Park base transformation to the revitalization of existing facilities, join us as we expand on our legacy of excellence. Deer Valley's Expanded Terrain is a long-awaited evolution that will add an additional 3,700 acres of skiable terrain, more than doubling the size of and making Deer Valley one of the largest ski resorts in North America. Upon completion, Deer Valley will offer over 5,726 acres of skiable terrain accessed by 37 chairlifts serving 238 ski runs and the Deer Valley East Village to create a seamless mountain experience from beginning to end.

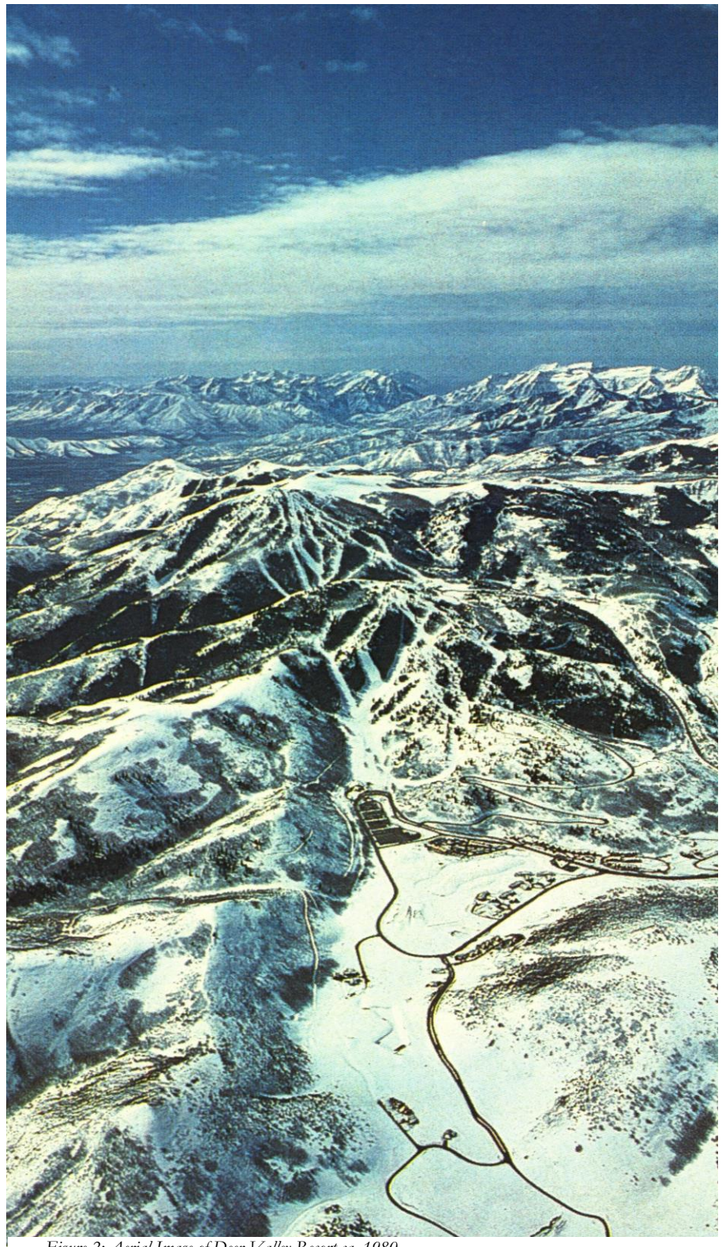


*Figure 2: Aerial Image of Deer Valley Resort ca. 1980*



*Figure 3: Snow Park Lodge ca. 1981 (south facade)*



*Figure 4: 2002 Winter Olympic Games Mogul Event facing north*



*Figure 5: (left to right) Bob Wheaton, Edgar Stern, Polly Stern, and Stein Eriksen*

## 2.2 Land Use Decision History

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

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

On December 14, 2023, the Park City Council approved the Right-of-Way (ROW) Vacation of Deer Valley Drive.



*Figure 6: Existing Snow Park Village Development (outlined in red) looking south.*

# 3. DEVELOPMENT AND DESIGN CONTEXT

## 3.1 Development Context

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

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

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

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

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

### Hotel and Nightly Rentals

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

### Recreation Commercial Development

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

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

### Open Space

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

## 3.2 Guiding Principles and Design Drivers

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

### Guiding Principles

*A Leading Destination*
WITH NEW SHOPS, RESTAURANTS, AND APRÈS VENUES
Whether you're looking for curated food & beverage or elevated retail experiences, the new Snow Park Base Village will be a walkable, pedestrian-friendly destination with new experiences around every corner.

*Expansive Slope-side Access*
WITH A NEW EXPRESS GONDOLA AND SKI BEACH
Featuring a seamless transition from the mountains to the new village, experience skiing like no other an expansive ski beach, stunning mountain views, and an addition to our gondola network that connects Snow Park Village to the Deer Valley East Village base area.

*Your New Local Spot*
WITH EVENTS AND ACTIVITIES FOR ALL SEASONS
From our iconic concert series to world-class mountain biking, there's something for everyone in our community to enjoy. Designed with our community in mind, our plans include year-round events, improvements to our amphitheater, and better connectivity to the mountain.

*Fostering Community*
WITH YEAR-ROUND EXPERIENCES
With easy access for guests and community residents, the Snow Park Base Village Project will include unique events, fun activities, and spaces for bringing locals together.

# 4. PROJECT OVERVIEW

## 4.1 Site Planning: Arrival Sequence and Development Programming

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

### Deer Valley Drive East and West Reconfiguration

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

Deer Valley Drive West will serve as the primary transit vehicle route to the underground Transit and Mobility Hub and will also provide general traffic access to Royal Street and the Trail's End development. The access to the Trail's End development will be secured to discourage ski traffic from accessing the area. Ski traffic will have the option of accessing the Parking Structure from Doe Pass Road or by continuing on the loop to the Day-Skier Drop-Off which will be located on the southern end of the development in a newly created underground drop-off. This will be clearly messaged to traffic at the Deer Valley East and West intersection (aka the "Y" intersection). Deer Valley Drive East will serve as the primary vehicular access for Ski School, Day Care, and the Residential Parking.

At the origin of the East and West Deer Valley Drive separation, we are proposing a new intersection design in order to safely reorganize traffic access to the area. Our transportation and civil engineering team has prepared specific site plans outlining the proposed road and intersection geometry for the new intersection (Attachment 1 - Exhibit 29F).

### Parking Structure Access and Departure

The Parking Structure access has been organized on Doe Pass Road for maximum efficiency and minimized conflict. These further separates guest traffic from that of the City transit vehicles and other transportation network traffic. The arrival sequencing will allow guests to self-park. We will be integrating a paid parking system that will likely be tied to ski pass and license plate technology to eliminate any delays for entry and exit. The automation of the garage entrance will further streamline the entire arrival sequence.

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

### Transit and Mobility Hub

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

### Transit First and Multi-Modal Features

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

- Transit Hub on the south end of the development bringing transit riders to the front-door of the Resort.
- Day-skier drop-off/pick up zones on the south end of the development right below the Ski Beach
- Ski School and Day Care drop-off/pick-up zone in front of the Snow Park Lodge
- Hotel shuttle drop-off zones within the Transit and Mobility Hub
- Elevators and escalators connecting to the parking garage to the plaza
- Pedestrian routes throughout the site connecting roadways to the plaza
- Multi-use pathway network connecting the development to the overall community's pathway networks

### Pedestrian and Bicycle Mobility

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

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

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.

## 4.2 Community Engagement

Deer Valley Resort prides ourselves on the relationships and partnerships we have built in the community. To honor the integral community relationships we have built, our team has engaged our neighbors and the community. We hosted a series of meetings with stakeholders since our December 2023 ROW Approval to reengage the community and unveil our evolved plan. We have hosted community meetings on the following dates:

- January 10, 2024 – 200+ attendees
- March 26, 2024 – 300+ attendees
- June 3, 2024 – 300+ attendees
- September 12, 2024 – 300+ attendees
- November 14, 2024 – 300+ attendees

## 4.3 Density

The following matrix identifies the conceptual square footage allocations and density for the South Parcel and North Parcel vertical development (Phase 2). The proposed conceptual Snow Park Village redevelopment complies with all entitlements - there are no variances requested.

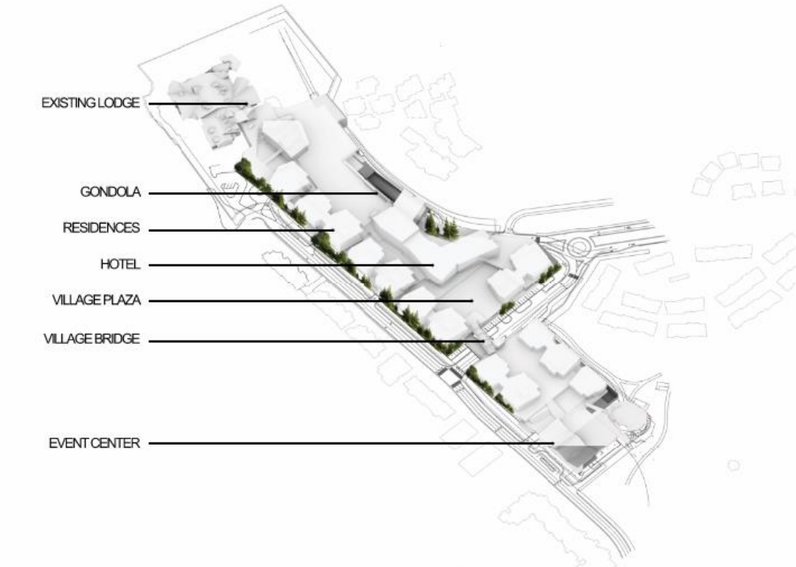
Density is governed by Section A and H of the Development Agreement. This is also discussed in the "Governing Documents" section of this document, but a brief written summary has been included below to accompany the density and square footage matrix.

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

- All three of these Development Agreement drivers determine the overall density of the project. The matrix outlines the overall square footage calculations by applicable Use and how they tie back into the allotted density and support Use allowances for Phase 1.

| | | 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 |




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

# 5. Governing Documents

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

## 5.1 Required Land Use Applications

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

- Conditional Use Permits (CUPs):
  - Phase 1: Overall Site Plan and Parking Structure, and Transit and Mobility Hub (submitted)
  - Phase 2: Vertical Development (future application)
- Plat Amendment (submitted)
- Condominium Plat(s) (future application)

## 5.2 Development Agreement

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

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

### A. Density

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

| DEVELOPMENT AGREEMENT REQUIREMENT | RESPONSE |
|---|---|
| Maximum 209.75 Unit Equivalents | The entire Snow Park Village Development will not exceed 209.75 Unit Equivalents.<br>The Phase 2 development will include a Unit Equivalent analysis as a part of the future submission. |

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

| LAND MANAGEMENT CODE 15-6-8 REQUIREMENT | RESPONSE |
|---|---|
| One (1) Unit Equivalent equates to one (1) single family Lot, 2,000 square feet of Multi-Family Dwelling floor area, or 1,000 square feet of commercial or office floor area. | Total Unit Equivalents were calculated using this Unit Equivalent Formula for Residential (2,000 SF) and Commercial (1,000 SF) units. |

### B. Unit Size

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

### C. Development Parcel Designations

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

### D. Subdivision of Development Parcels

| DEVELOPMENT AGREEMENT REQUIREMENT | RESPONSE |
|---|---|
| Submit a Subdivision application to the Community Development Department. | Plat Amendment Application submitted. |
| Submit a Condominium Plat Amendment Application to the Community Development Department prior to the individual sale of units. | A Condominium Plat Amendment Application will be submitted at a later date for the vertical development. |

### E. Applicability of Sensitive Area Overlay Zone

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

### F. Relationship to National Standards

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

### G. Off-Street Parking

| DEVELOPMENT AGREEMENT REQUIREMENT | RESPONSE |
|---|---|
| Compliance with LMC 15-3 Off-Street Parking. | Per the Letter of Intent executed by Deer Valley and the Park City Mayor, the proposed Snow Park Development shall have 1,971 parking spaces, of which 1,360 are to be dedicated to day-skier parking. 197 bicycle parking spaces will be incorporated strategically throughout the development. |

The following chart and axonometric study identifies the proposed parking by level of the parking garage structure.

## PARKING NUMBERS

| Program | Day Skier | Residential | Event | Hotel | Commercial | TOTAL | Notes |
|---|---|---|---|---|---|---|---|
| Gross Level P1 | | | | | 284 | 284 | |
| Gross Level P2 | 439 | 181 | 13 | 120 | | 753 | |
| Gross Level P3 | 922 | | 12 | | | 934 | |
| Gross Overall | 1,361 | 181 | 25 | 120 | 284 | 1,971 | |

| Requiremetns by PROGRAM by LEVEL | | | | | | | |
|---|---|---|---|---|---|---|---|
| ADA Required | | | | | | | per IBC table 1106.1 |
| ADA Required P1 | | | | | 7 | 7 | |
| ADA Required P2 | 9 | 6 | 1 | 5 | | 21 | |
| ADA Required P3 | 19 | | 1 | | | 20 | |
| | | | | | | 48 | dispersed |

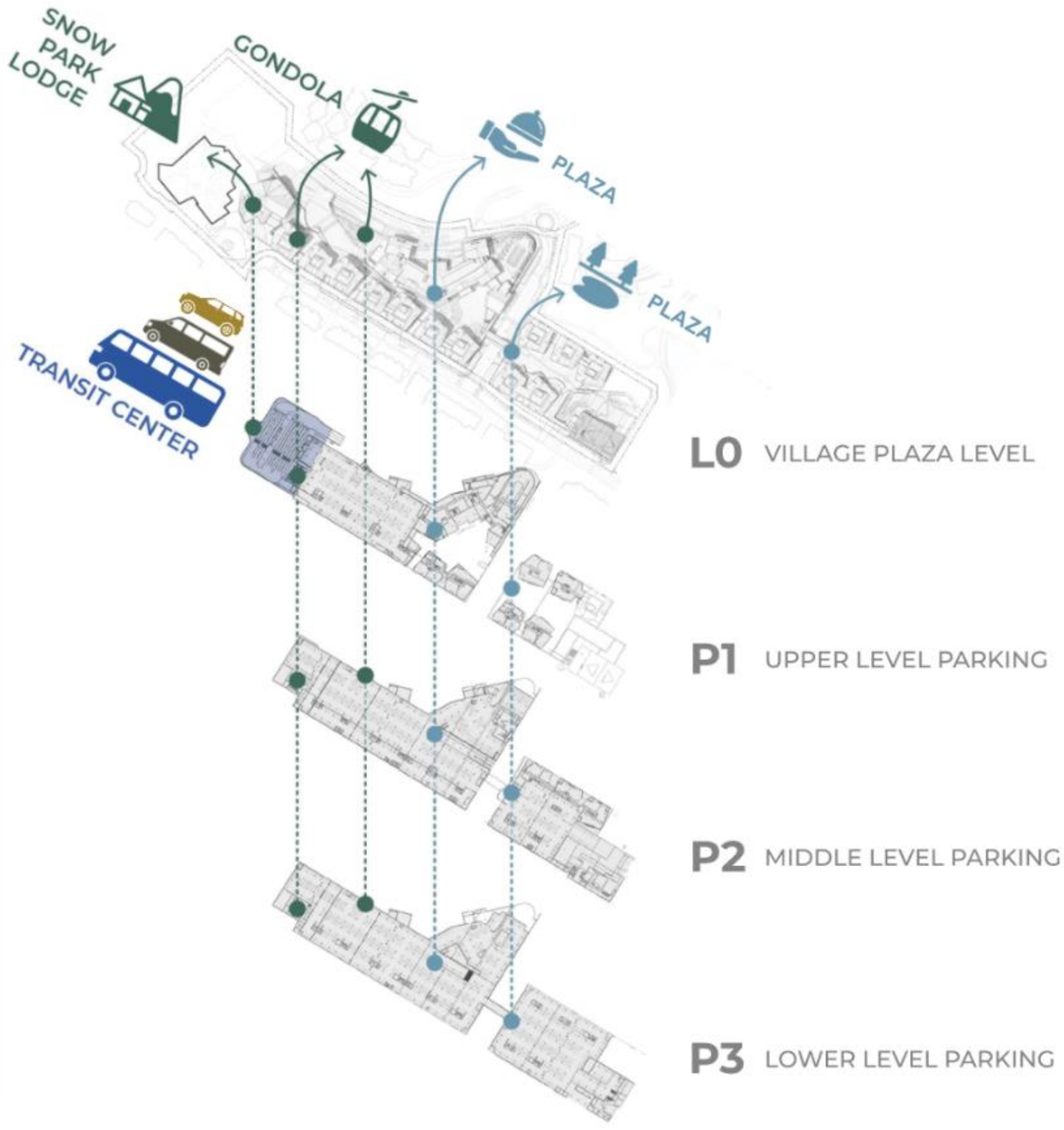
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| EV Ready Required | | | | | | | 50% first 100, 5% remaining |
| EV Charger Required | | | | | | | 5% of total |
| EV Required P1 | | | | | 75 | 75 | |
| EV Required P2 | 89 | 65 | 8 | 57 | | 219 | |
| EV Required P3 | 139 | | 7 | | | 146 | |
| | | | | | | 440 | total = EV ready + EV Charger |

| Requirements by GROSS by LEVEL | | | | | | | |
|---|---|---|---|---|---|---|---|
| ADA Required | n/a | n/a | n/a | n/a | n/a | | per IBC table 1106.1 |
| ADA Required P1 | | | | | | 7 | |
| ADA Required P2 | | | | | | 16 | |
| ADA Required P3 | | | | | | 19 | |
| | | | | | | 42 | centralized per level |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| EV Ready Required | | | | | | | 50% first 100, 5% remaining |
| EV Charger Required | | | | | | | 5% of total |
| EV Required P1 | | | | | | 75 | number shown counts both requirements |
| EV Required P2 | | | | | | 121 | |
| EV Required P3 | | | | | | 139 | |
| | | | | | | 335 | total = EV ready + EV Charger |

| Requirements by GROSS OVERALL | | | | | | | |
|---|---|---|---|---|---|---|---|
| ADA Required | n/a | n/a | n/a | n/a | n/a | | per IBC table 1106.1 |
| ADA Required P1 | | | | | | | |
| ADA Required P2 | | | | | | | |
| ADA Required P3 | | | | | | | |
| | | | | | | 30 | centralized on P2, north & south |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| EV Ready Required | | | | | | | 50% first 100, 5% remaining |
| EV Charger Required | | | | | | | 5% of total |
| EV Required P1 | | | | | | | |
| EV Required P2 | | | | | | | |
| EV Required P3 | | | | | | | |
| | | | | | | 243 | total = EV ready + EV Charger |



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

**GENERAL NOTE**

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

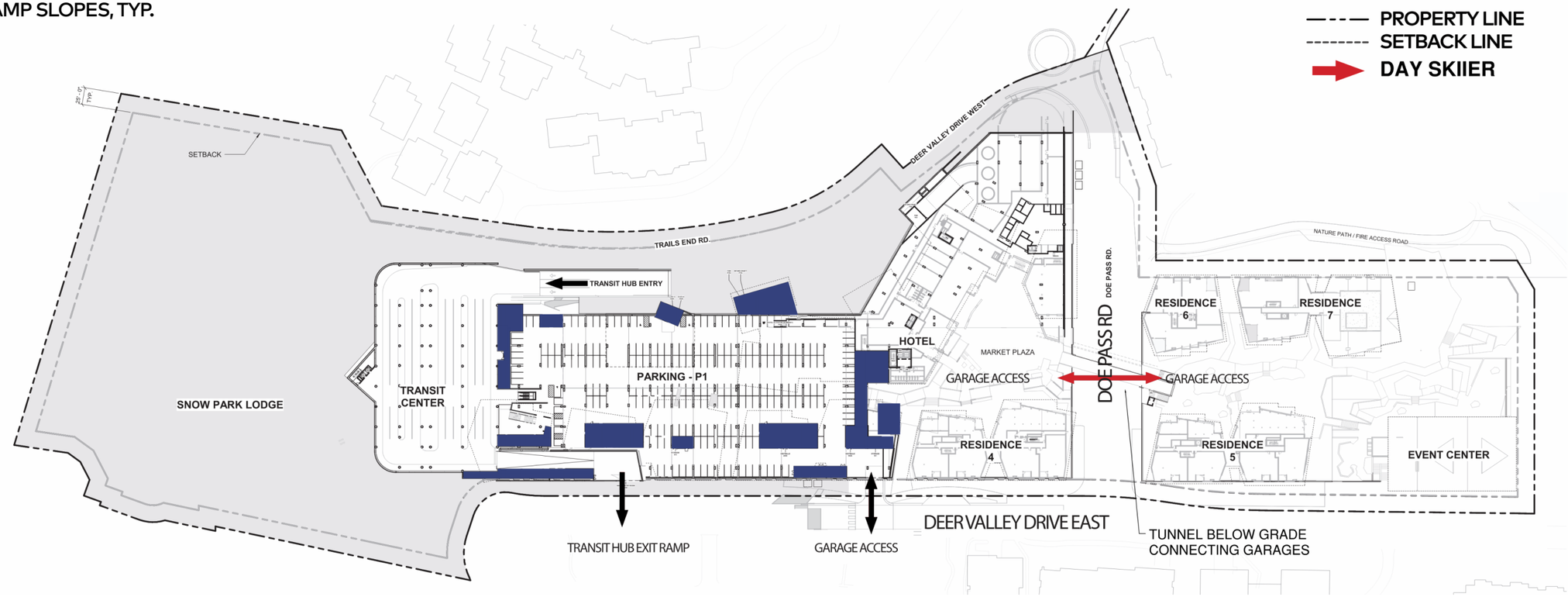
**LEGEND**

RESIDENTIAL/ RESORT ACCESSORY

PROPERTY LINE

SETBACK LINE

DAY SKIIER



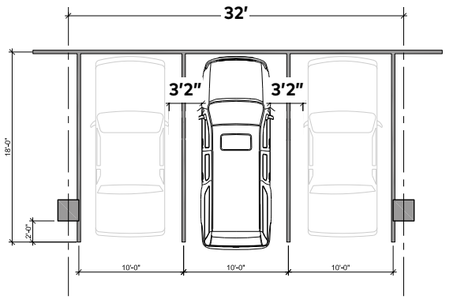

**TRANSIT HUB**

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

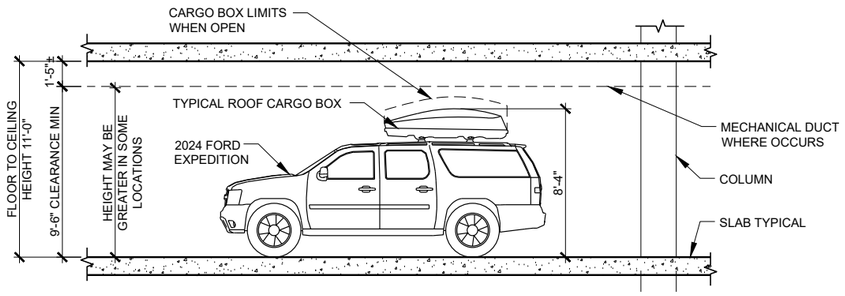
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0 20 40 100 200

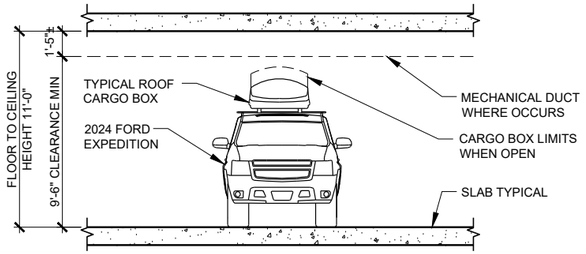
**PARKING GARAGE**




PARKING STALL PLAN TYP




PARKING STALL SECTION TYP

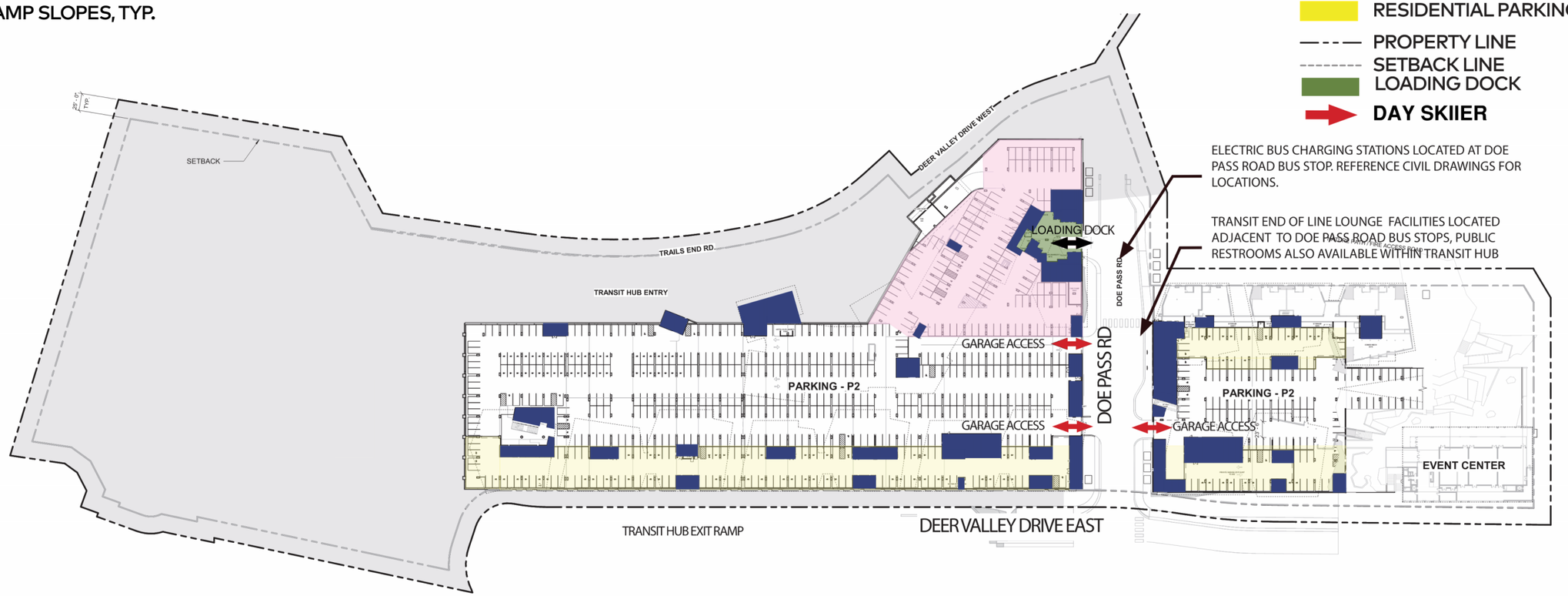



PARKING STALL SECTION TYP

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

## GENERAL NOTE

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



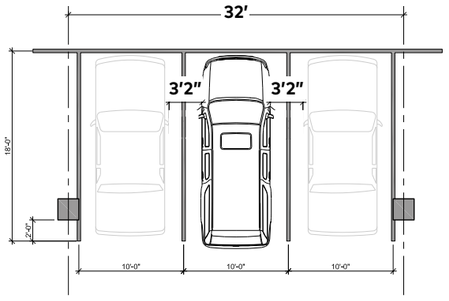

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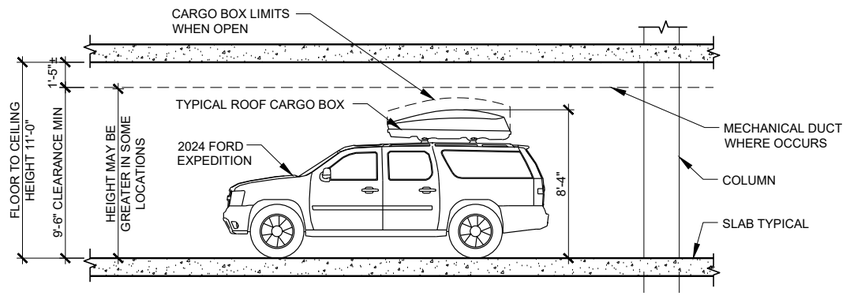
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0 20 40 100 200

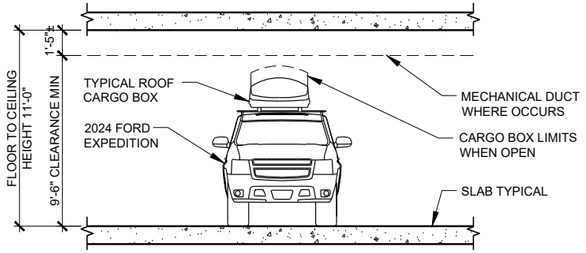
## PARKING GARAGE




PARKING STALL PLAN TYP




PARKING STALL SECTION TYP




PARKING STALL SECTION TYP

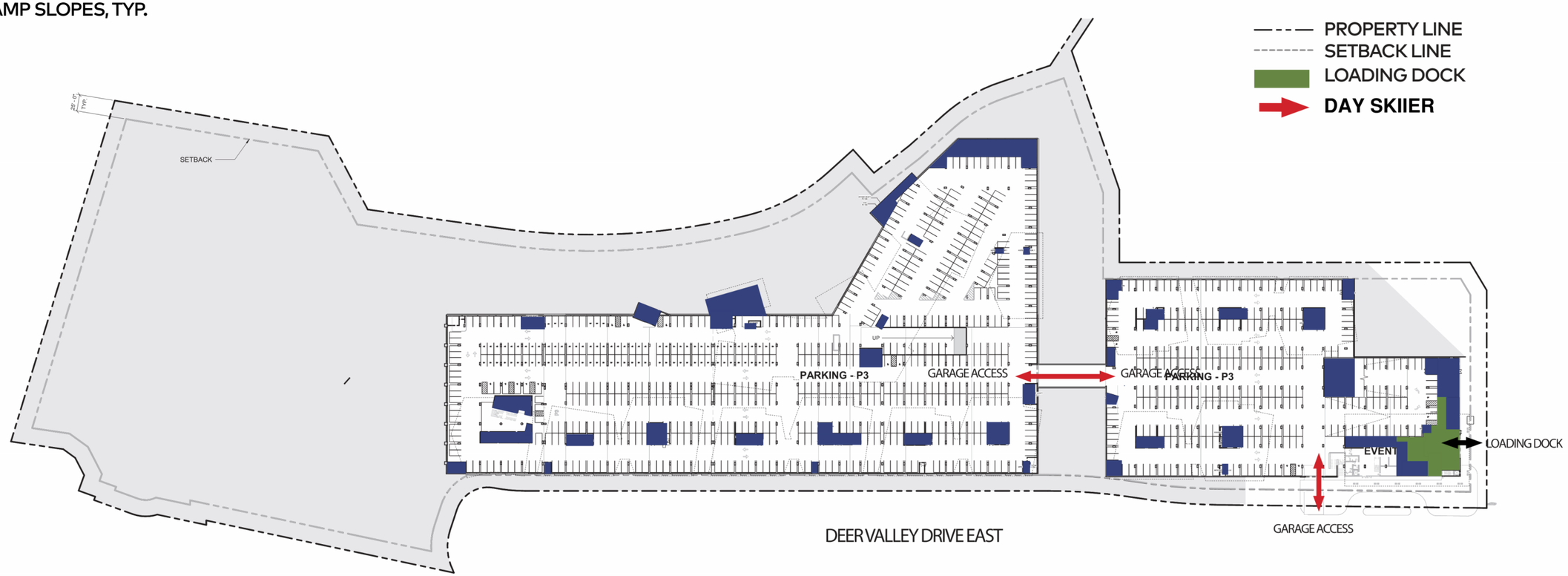
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

**GENERAL NOTE**

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

**LEGEND**

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



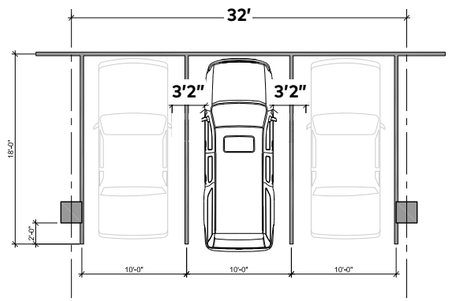

**TRANSIT HUB**

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

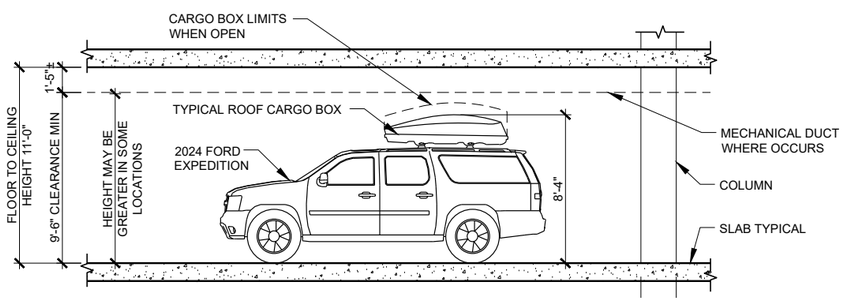
**PARKING GARAGE**

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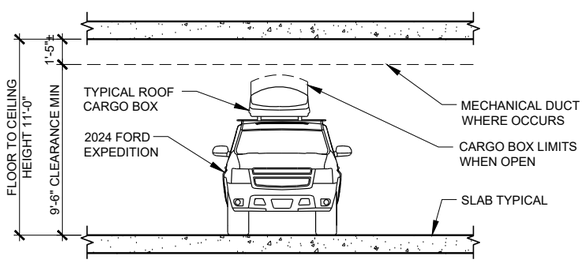
0 20 40 100 200




PARKING STALL PLAN TYP




PARKING STALL SECTION TYP




PARKING STALL SECTION TYP

## H. Commercial Space, Support Commercial, and Meeting Space

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

| LAND MANAGEMENT CODE 15-6-8 REQUIREMENT | RESPONSE |
|---|---|
| Support Uses and accessory meeting space use Unit Equivalents as outlined in Section 15-6-8(C) and (D) below. | |
| A. CALCULATING RESIDENTIAL UNIT SQUARE FOOTAGE. Unit square footage shall be measured from the interior of the exterior unit walls. All bathrooms, halls, closets, storage and utility rooms within a unit will be included in the calculation for square footage. Exterior hallways, common circulation and hotel use areas, such as lobbies, elevators, storage, and other similar Areas, will not be included. Common outdoor facilities, such as pools, spas, recreation facilities, ice-skating rinks, decks, porches, etc. do not require the Use of Unit Equivalents. | Residential Unit Equivalents calculated in compliance with A as shown in Exhibit 12: Development Data Summary. |
| B. LOCKOUTS. For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit. | Not applicable. |
| C. SUPPORT COMMERCIAL WITHIN RESIDENTIAL MASTER PLANNED DEVELOPMENTS. Within a Hotel or Nightly Rental condominium project, the Floor Area of Support Commercial uses may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents. Any unused support commercial floor area may be utilized for meeting space Uses. | Support Commercial will be calculated in compliance with C. |
| D. MEETING SPACE. Within a Hotel or Condominium project, Floor Area of meeting space may not exceed five percent (5%) of the total Floor Area of the approved residential unit equivalents. Any unused meeting space floor area may be utilized for support commercial uses within a Hotel or Nightly Rental Condominium project. | Meeting Space will be calculated in compliance with D. |
| E. COMMERCIAL UNIT EQUIVALENTS. Commercial spaces, approved as a part of a Master Planned Development, shall be calculated on the basis of one (1) Unit Equivalent per 1000 square feet of Net Leasable Floor Area, exclusive of common corridors, for each part of a 1,000 square foot interval. For example: 2,460 square feet of commercial Area shall count as 2.46 Unit Equivalents. | Commercial Unit Equivalents will be calculated in compliance with E. |
| F. RESIDENTIAL ACCESSORY USES. Residential Accessory Uses include typical back of house uses and administration facilities that are for the benefit of the residents of a commercial Residential Use, such as a Hotel or Nightly Rental Condominium project and that are common to the residential project and are not located within any individual Residential unit. Residential Accessory Uses do not require the use of Unit Equivalents and include, but are not limited to, such Uses as:<br>- Ski/Equipment lockers - Lobbies - Registration<br>- Bell stand/luggage storage. - Maintenance Areas. - Mechanical rooms and shafts<br>- Laundry facilities and storage. - Concierge - Elevators and stairways<br>- Employee facilities - Administrative offices - Hallways and circulation<br>- Telephone Areas - Guest business centers. - Public restrooms.<br>- Common pools, saunas and hot tubs, and exercise areas not open to the public | Residential Accessory Uses were not calculated towards the Unit Equivalent count. |
| G. RESORT ACCESSORY USES. The following Uses are considered accessory for the operation of a resort for winter and summer operations. These Uses are considered typical back of house uses and are incidental to and customarily found in connection with the principal Use or Building and are operated for the convenience of the Owners, occupants, employees, customers, or visitors to the principal resort Use. Accessory Uses associated with an approved summer or winter resort do not require the Use of a Unit Equivalent. These Uses include, but are not limited to, such Uses as:<br>- Information - Lost and found - First Aid Mountain patrol<br>- Administration - Public lockers - Maintenance and storage facilities<br>- Emergency medical facilities - Public restrooms - Ski school/day care facilities<br>- Instruction facilities - Ticket sales - Equipment/ski check<br>- Employee restrooms, employee locker rooms, employee break rooms, and employee dining areas<br>- Circulation and hallways for these Resort Accessory Uses | Resort Accessory Uses were not calculated towards the total Unit Equivalent count. |

## I. Employee Housing

Deer Valley has submitted an Affordable Master Planned Development (AMPD) and Conditional Use Permit for a 100% employee housing project located on Bonanza Drive, called Ski Rail. In concept, this project will have over 200 employee housing beds and

exceed the Affordable Housing obligation of the Snow Park Development. Deer Valley is incredibly excited to provide high quality employee housing beds within Park City limits with direct transit access to the Resort. The proposed Phase 1 development does not trigger an Affordable Housing requirement (Site Plan, Parking Structure, and Transit and Mobility Hub); however, Ski Rail will be completed prior to any Certificates of Occupancy are triggered for Phase 2. As indicated in the Deer Valley Resort 12th Amended and Restated Large Scale Master Planned Development Permit, Deer Valley Resort satisfied all required Affordable Housing obligations for all of the Resort's prior development.

## J. Technical Reports

| DEVELOPMENT AGREEMENT REQUIREMENT | RESPONSE |
|---|---|
| The permittee shall submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by the Commission as significant changes occur in those systems and as needed for specific project review as required by the Community Development Director and Public Works Director prior to density approval. | We have provided the following supplemental technical reports:<br>• Traffic Impact Study<br>• Utility Plan (Attachment 1 - Exhibit 31)<br>• Construction Mitigation Plan<br><br>Our architect and engineering team has already engaged with the local utility companies to discuss the proposed utility plan. Further technical report analysis can be found in the Supplemental Analysis Section of this document. |

## K. Public Use of Ski Facilities

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

## L. Trails

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

## M. Open Space

| DEVELOPMENT AGREEMENT REQUIREMENT | RESPONSE |
|---|---|
| Open Space Required per Master Planned Development Standards: 60% | A total of 14.92 acres (649,915 square feet) or 61.3% of Open Space is proposed. |
| Adequate Snow Storage Required (no specific requirement identified) | A total of .64 acres (27,878 square feet) of Snow Storage is proposed. |




*Conceptual Open Space and Snow Storage Plan*

## N. Fire Considerations

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

## O. Water Improvements

| DEVELOPMENT AGREEMENT REQUIREMENT | RESPONSE |
|---|---|
| Permitee shall construct and convey to City storage facilities, pumping facilities, and transmission lines, as agreed upon and approved by the Public Works Director and City Engineer at time of issuance of said building permit. | The redevelopment will result in new water improvements. The Utility Plan outlined in Exhibit 31 of Attachment 1 has been discussed in detail with the Public Works Department. All public water improvements will be constructed and conveyed to the City as approved by the Public Works Director and City Engineer at time of issuance of building permit. |

## I. Sewer Considerations

| DEVELOPMENT AGREEMENT REQUIREMENT | RESPONSE |
|---|---|
| Snyderville Basin Sewer Improvement District will review and approve all sewer improvements. | The redevelopment will result in new sewer system improvements. The Utility Plan has been discussed with Snyderville Basin Sewer Improvement District. All new sewer improvements will be reviewed and approved by Snyderville Basin Sewer Improvement District prior to issuance of a building permit. The Utility Plan outlined in Exhibit 19 of Attachment 1 has been discussed in detail with the Public Works Department. |

## 5.3 Conditional Use Permit Criteria

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

| LAND MANAGEMENT CODE 15-1-10(E) CUP CRITERIA | RESPONSE |
|---|---|
| 1. size and location of the Site; | The total development parcel is 24.3 acres and is located within the Snow Park Community as defined by the Development Agreement. The Development Agreement has established the proposed project area as a developable parcel. |
| 2. traffic considerations including capacity of the existing Streets in the Area; | A Traffic Impact Study technical report has been submitted and reviewed by the City's third-party consultant. |
| 3. utility capacity, including Storm Water run-off; | Our civil engineers have prepared a detailed Utility Plan that includes upgrades and improvements to existing water, sewer, and other utility infrastructure. Prior to submittal to the City, we met with each utility entity to discuss the proposed Utility Plan and improvements. The improvements include increased capacity for water and sewer which will benefit other existing developments in addition to the base area development. We see these improvements as essential to developing our site and as an important asset to our neighbors. The Utility Plan is included in Attachment 1 as Exhibit 31. |
| 4. emergency vehicle Access; | Emergency vehicle Access will be from Doe Pass Road, Deer Valley Drive East and West, both public streets. The new arrival sequencing will provide greater and more streamlined access for emergency vehicles in the event of an emergency. |
| 5. location and amount of off-Street parking; | The proposed development will provide 1,971 parking spaces per the executed Letter of Intent with Park City Municipal Corporation. |
| 6. internal vehicular and pedestrian circulation system; | The Parking Structure has been designed to comply with the internal vehicular drive aisle and turning radii dimensions established in the Land Management Code and applicable engineering standards. The Parking Structure access has been organized on the north side (Doe Pass Road) of the development for maximum efficiency and minimized conflict. These further separates guest traffic from that of the City transit vehicles and other transportation network traffic. The arrival sequencing will allow guests to self-park. We will be integrating a paid parking system with technology that eliminates any delays for entry and exit. The automation of the garage entrance will further streamline the entire arrival sequence. Pedestrian circulation within the development is central to our guest experience. We have prioritized the pedestrian access points from the Parking Structure and Transit and Mobility Hub to the plaza level and on-mountain amenities. |
| 7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses; | The conceptual development is intended to enhance the streetscape experience for vehicles, pedestrians, and alternative travel modes. Because of this, our architecture complies with all minimum Setbacks and includes vegetation that enhances the pedestrian experience along Deer Valley Drive East and West compared to current site conditions. This separation of landscaping between the vertical construction and that of the roadway is intended to enable the development to be compatible with the existing streetscape development patterns. No fencing is proposed as our intent is for the development to be porous and allow all members of the public to access our future plaza levels, Parking Structure, and Transit and Mobility Hub without having to travel great distances around arbitrary barriers. We believe that the blending of the development into the existing topography and development patterns enables the seamless transition from the public right of way and neighboring properties into the development. |
| 8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots; | The conceptual architecture and signature plaza are inspired by the mountain setting creating a fractured approach to facades and rooflines and allowing the mountain setting to flow through the development from ski slopes to lakeside. The conceptual arrangement of buildings creates a porous effect allowing neighboring properties visual access and connectivity to the central plaza and its activities while optimizing the surrounding mountain views. The conceptual building orientation and siting is tied directly to the mountain access while also optimizing the arrival and departure sequence. The articulation of each building façade helps reduce the overall mass and bulk. The proposed project complies with all applicable lot and site requirements. |
| 9. usable Open Space; | Usable Open Space is a large feature of the proposed conceptual development plan. The intent of the future plaza level of the development is to encourage human interaction. We are proposing unique landscaping features in an effort to draw pedestrians through the development and also provide outdoor leisure amenities. It goes without saying that the future extended ski beach brings the mountain deeper into the plaza area than ever before. We believe that this mountain extension will further connect the development to the landscape around us. |
| 10. signs and lighting; | A Master Sign Plan will be submitted for the development at a later date. A Sign Permit will be submitted for each commercial sign after a Master Sign Plan has been approved by the City. The Master Sign Plan and each individual commercial sign will be in compliance with the Park City Sign Code. All way-finding signage will be consistent with existing way-finding style. An updated wayfinding sign plan will be developed and reviewed with the City prior to installation.<br>All lighting will be downlit and shielded and compliant with all applicable Lighting Standards outlined in the Land Management Code. |

| | |
|---|---|
| 11. physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing; | The conceptual development is intended to enhance the existing streetscape experience by incorporating improvements to the public rights-of-way. The conceptual architecture has contemplated the development context throughout with extensive efforts to arrange the buildings to create a porous effect allowing neighboring properties visual access and connectivity to the central plaza and its activities while optimizing the surrounding mountain views. All buildings within the development comply with the Maximum Building Height as determined by the Planning Director. The proposed articulated facades help to reduce the mass and scale of the structures. Architectural detailing, design, and style are all consistent with the established Deer Valley Design Guidelines and Park City Architectural Guidelines as required by the Development Agreement. |
| 12. noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site; | All mechanical systems will be kept in internal machine and mechanical rooms consistent with all applicable Building and Fire Codes. Any roof-mounted equipment will be shielded consistent with the requirements established in the Land Management Code. No noise, vibration, odors, steam or other mechanical factors will affect people and property Off-site due to the location of the equipment on the interior of the buildings. Roof mounted mechanical units are limited due to extensive efforts by the architect team. Any roof mounted mechanical units will be shielded consistent with the requirements of the Land Management Code and will blend with the architecture of the building. |
| 13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas; | Delivery, service vehicles, loading and unloading zones, and Screening of trash and recycling pickup areas are strategically integrated into the site plans. These will be further refined and right sized as the developer requirements are defined. |
| 14. expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities; | The development will be split between condominium ownership of individual units and Deer Valley Resort facility ownership. |
| 15. within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and | There are no known Environmentally Sensitive Lands or Physical Mine Hazards. The development is located outside of the Park City Soils Ordinance. There are no Steep Slopes. |
| 16. reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding. | As is detailed in the General Plan analysis of the Supplemental Analysis section, the proposed development is consistent with the goals and objectives of the Park City General Plan. |

## 5.4 Lot and Site Requirements

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

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

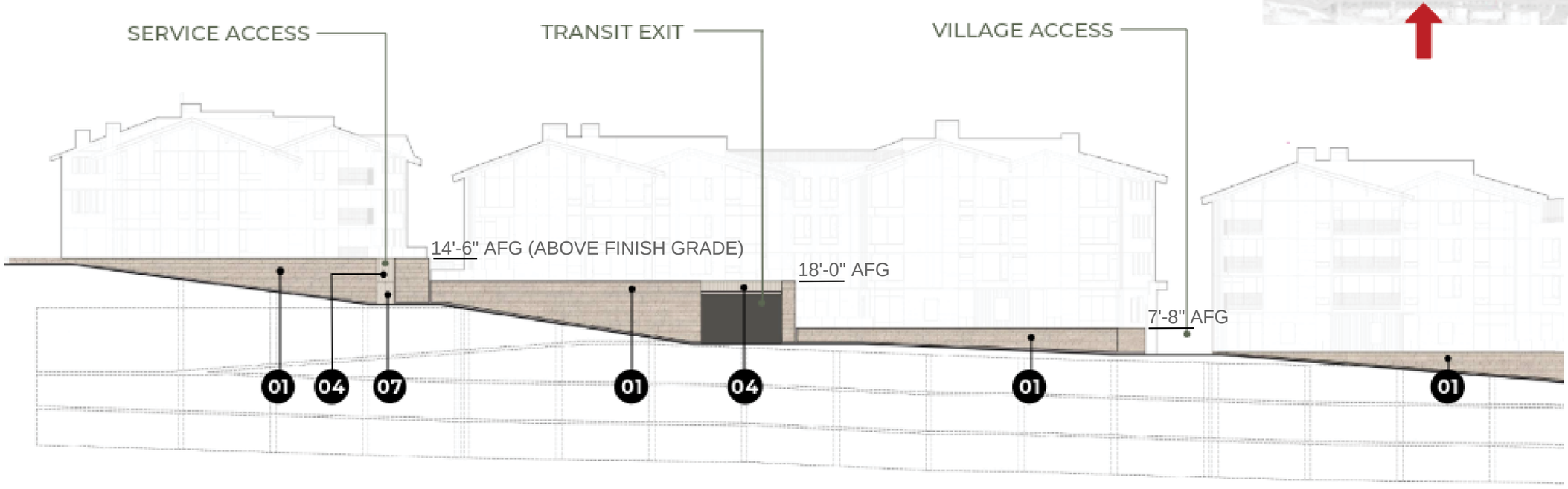


*Approved Interpolated Natural Grade*

# Building Elevation_East (Deer Valley East)

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





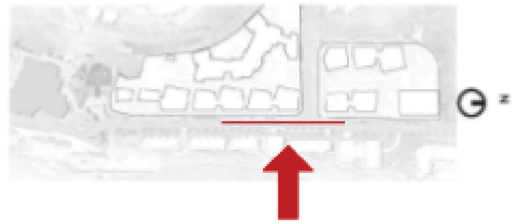

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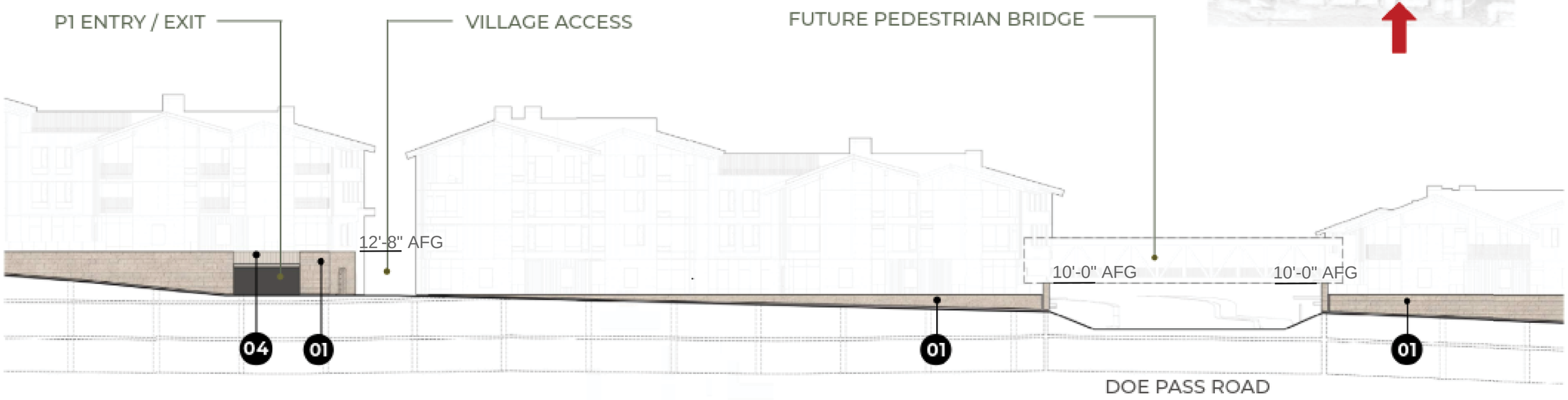
**GENERAL NOTES**

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





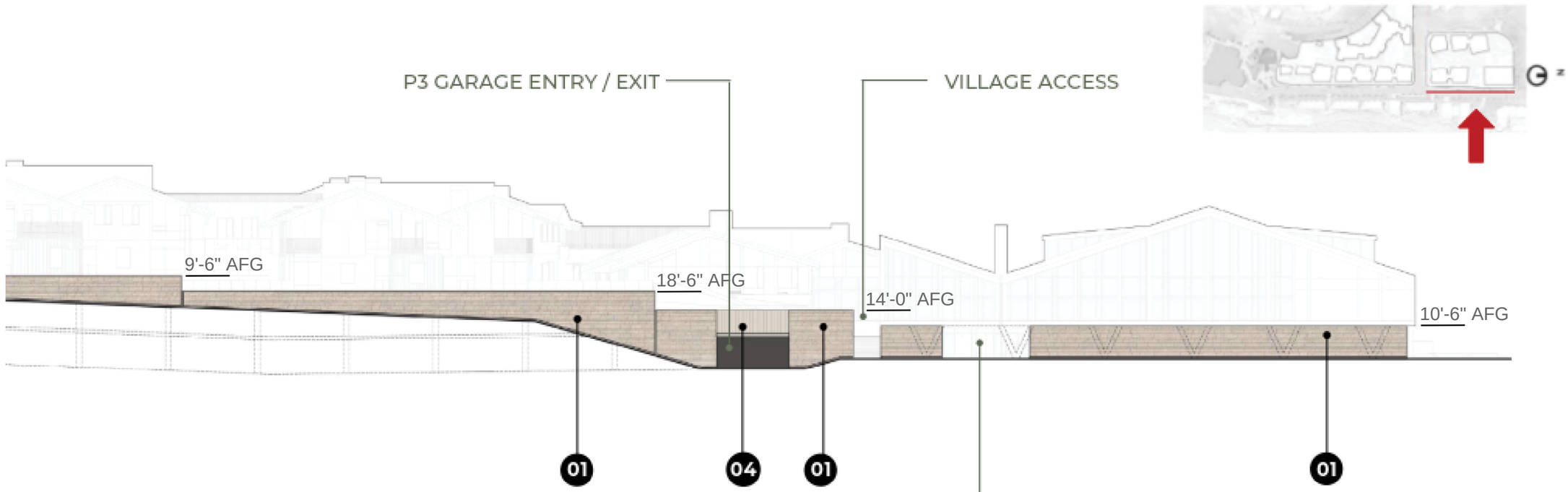

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# Building Elevation_East (Deer Valley East)

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




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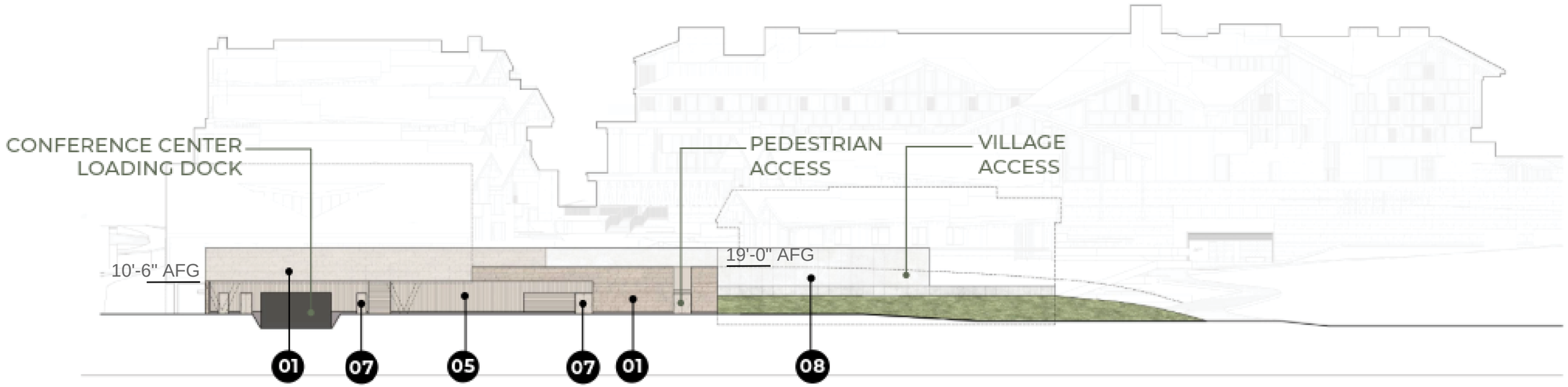
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# Building Elevation_North (Ponds)

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






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| 03_TIMBER STRUCTURE | 07_METAL DOOR |
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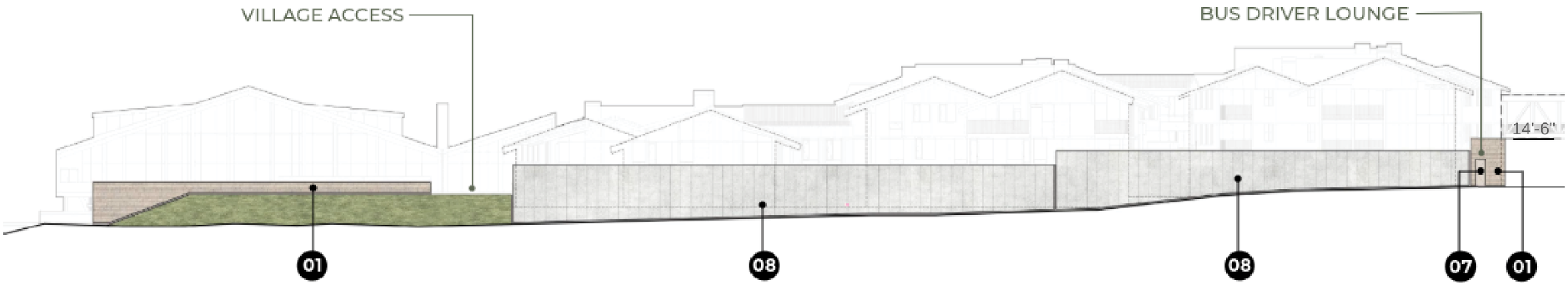
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# Building Elevation_West (Lakeside)

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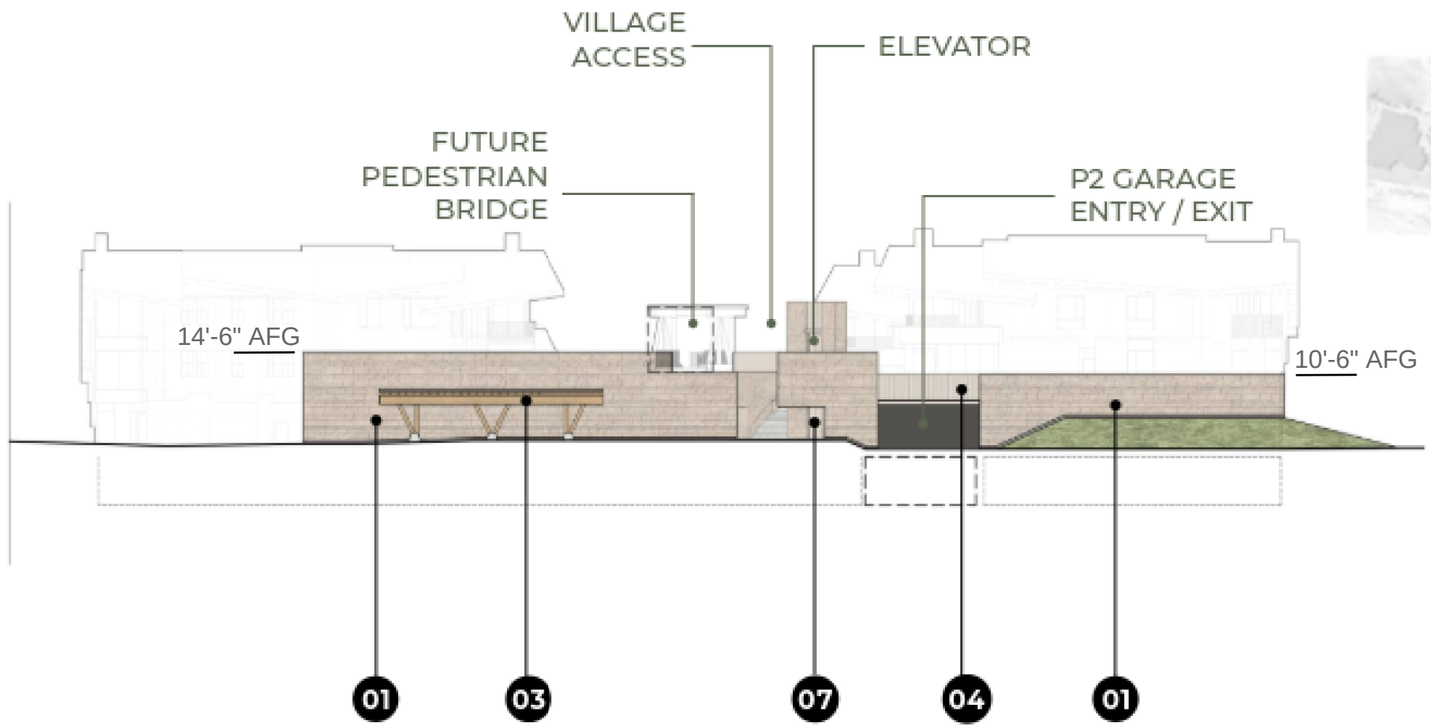

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# Building Elevation_South (Doe Pass Road)

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





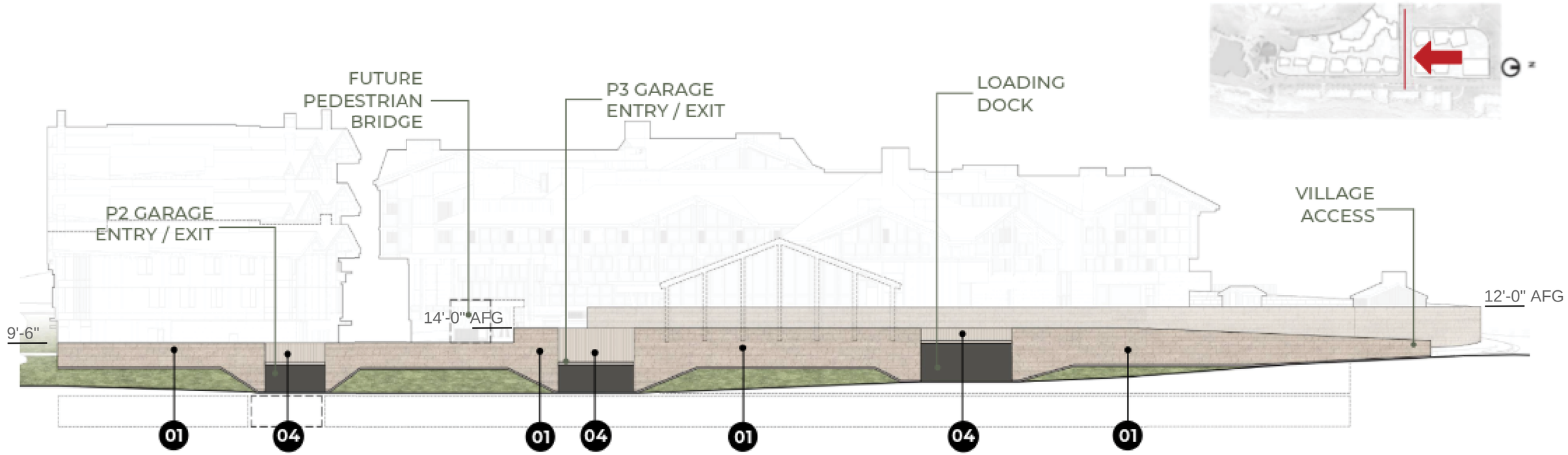

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08_SMOOTH PANEL-FORMED CONCRETE

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# Building Elevation_North (Doe Pass Road)

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



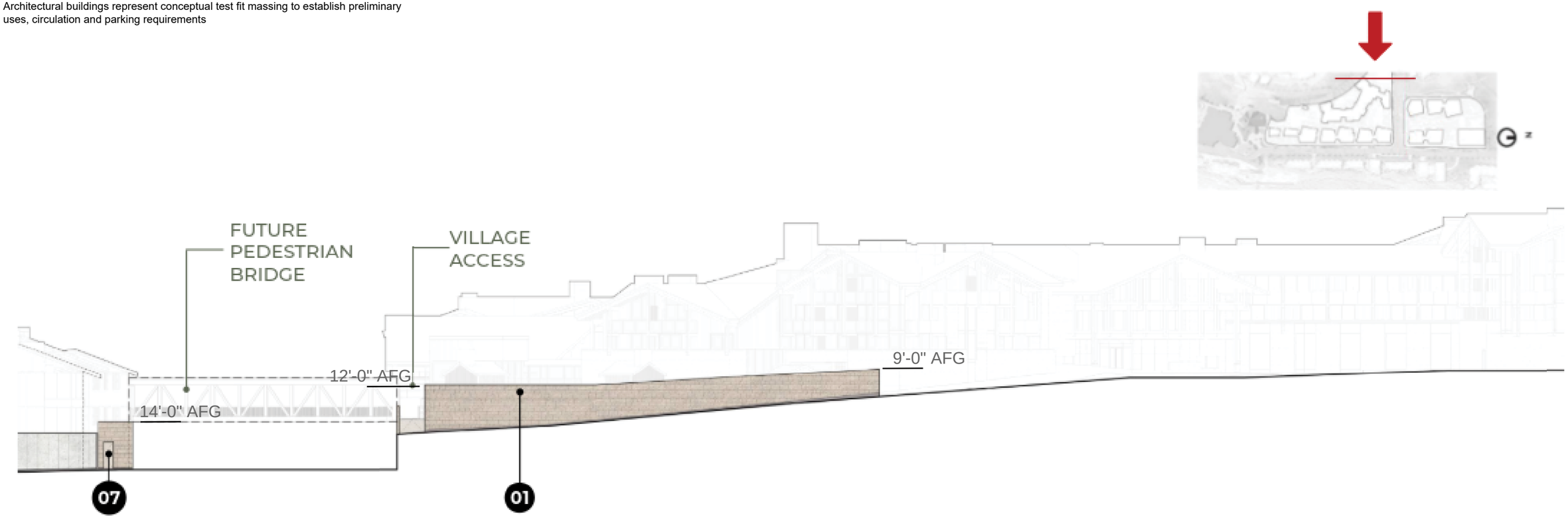

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# Building Elevation_West (Deer Valley West)

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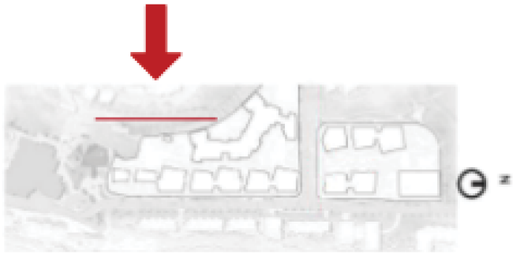

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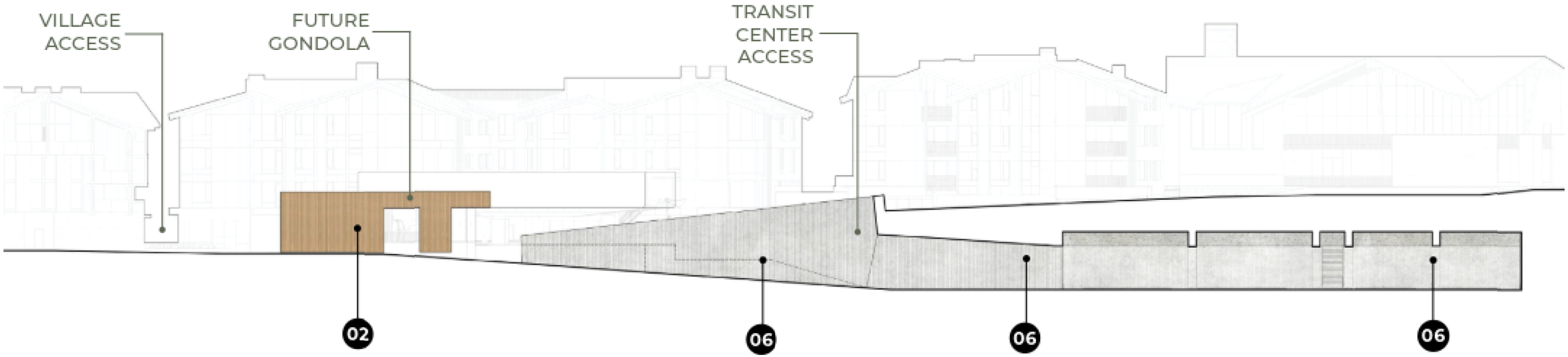
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# Building Elevation_West (Parking Garage Entry)

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






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**GENERAL NOTES**

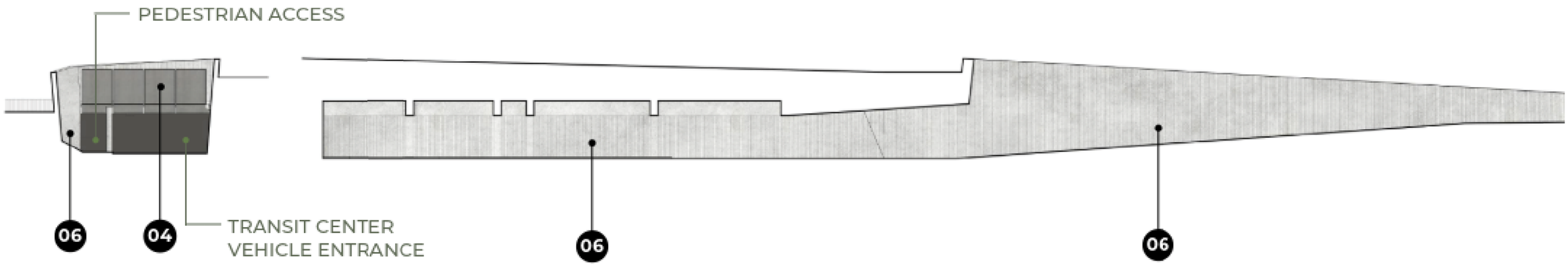
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# Building Elevation_North & East (Parking Garage Entry)

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**

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## 5.5 General Plan

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

| GENERAL PLAN GOALS | RESPONSE |
|---|---|
| Small Town | |
| Goal 1: Park City will protect undeveloped lands, discourage sprawl, and direct growth inward to strengthen existing neighborhoods. | The conceptual Snow Park Village development is a redevelopment of an existing parcel. The project utilizes entitled density and has gone to great lengths to incorporate opportunities to bring the mountain into the development and connect to the open space flanking the north and south. The clustering of the density on the Snow Park Village parcels maintains the expansive open space opportunities offered to the south and north of the development including the mountain terrain and snow making ponds. |
| Goal 2: Park City will emphasize and preserve our sense of place while collaborating with the Wasatch Back and Salt Lake City regions through regional land use and transportation planning. | The proposed development will greatly enhance the sense of place for the Wasatch Back and enhance the destination through improved land use and transportation integration. |
| Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small-town character. | Transit First is at the center of our design. We have prioritized transportation alternatives and new transportation concepts that benefit the entire Snow Park Community and Park City. We have made our Transit and Mobility Hub the focal point of our concept because we realize the importance of prioritizing transportation. We believe that this connection to our local and regional transportation systems will be an integral to the success of our base area. |
| Natural Setting | |
| Goal 4: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting. | Our conceptual plan has brought the mountain further into the base area than ever before. We have also capitalized on opportunities to interact with the northern open space areas near the snow making ponds with interactive play and entertainment areas. |
| Goal 5: Environmental Mitigation: Park City will be a leader in energy efficiency and conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020. | Our conceptual design includes many strategies at increasing energy efficiency and reducing our overall environmental impact. We have incorporated sustainable materials, high efficiency building materials, and maximized solar exposure wherever possible. For additional analysis, see the Sustainability Analysis in the Supplemental Analysis section. |
| Goal 6: Park City will implement climate adaption strategies to enhance the City's resilience to the future impacts of climate change. | Our high efficiency buildings and solar exposure strategies will assist our development in reducing our overall energy demand. For additional analysis, see the Sustainability Analysis in the Supplemental Analysis section. |
| Sense of Community | |
| Goal 7: Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents. | Deer Valley has submitted an application for an affordable housing project, called Ski Rail which will conceptually include over 200 beds adjacent to Bonanza Drive. |
| Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the workforce of Park City. | Our employees are the heart of what makes Deer Valley Resort successful. As such, the future phases will contemplate employee housing in addition to the hundreds of units we currently provide off-site. |
| Goal 9: Parks and Recreation: Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors. | Our conceptual plan includes an extended ski beach, interactive plaza, and northern open space area that provide the community with outdoor recreation opportunities. This is in addition to the unparalleled mountain experience we provide our guests in all seasons of the year including skiing, hiking, horseback riding, and mountain biking. |
| Goal 10: Park City will provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community. | Deer Valley Resort was an official venue for the 2002 Olympic Games, continues to host the FIS World Cup, and we are a proud venue for the 2034 Olympic Games. Our conceptual redevelopment is focused on giving the Park City community and Deer Valley the opportunity to continue to be an important venue for world-class events. In addition to winter operations, we host the Deer Valley Summer Concert Series and our conceptual event center is envisioned to become a community space that will benefit all in our community as a central location for local events. |
| Goal 11: Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience. | Our multi-seasonal events and amenities will be enhanced by the overall development improvements. We foresee the development aiding in diversifying Deer Valley and Park City's economy by providing opportunities for all-season tourism and local activities. |
| Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City. | With the expanded base area operations and more multi-seasonal operations, there will be a multitude of jobs created that currently do not existing within Deer Valley Resort. |
| Goal 13: Arts and Culture: Park City will continue to grow as an art and culture hub encouraging creative expression. | A future plaza will provide ample opportunity for the incorporation of art and creative infrastructure. We have included intentional landscaping features to encourage interactions and opportunities for art to be weaved into the plaza spaces. |
| Goal 14: Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region. | As we set out to envision the new Snow Park Village, sustainability was an important aspect of our design strategies. Sustainability was contemplated both environmentally and operationally. We have carefully designed the development to maximize operations year-round while still maintaining ample opportunity for the local community to enjoy the development. |
| Historic Character | Not Applicable. |

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

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

# 6. Supplemental Analysis

## 6.1 Development Phasing

The scale of the Phase 1 development will require construction phasing in order to minimize disruption to ongoing resort operations and our community. Because it is essential that we minimize disruption to the day skier parking lots, we intend to construct the Parking Structure, Transit and Mobility Hub, and vertical construction in a series of phases. Deer Valley is proposing to phase the development with the initial construction phase consisting of the Parking Garage. Additional details regarding Construction Phasing are included in our Construction Mitigation Plan.

## 6.2 Construction Mitigation Strategies

Deer Valley Resort has challenged our team to identify creative construction mitigation strategies to reduce the impact of the development construction on our neighbors and the local community. Our intentions are to reduce vehicular trips to our project site as much as possible and any other mitigation strategies that can reduce our overall impact. Our mitigation strategies are \ included in our Construction Phasing Plan.

## 5.3Traffic Impact Study Transportation Analysis

The Traffic Impact Study and Transportation Analysis have been submitted and reviewed by the City's third-party transportation consultant.

## 6.4 Civil Infrastructure and Utilities

### Property

Alliance Engineering provided an ALTA survey for the Snow Park Village parcel. The boundary is adjacent to a public road right of way on the East, South and West sides of the parcel. The north boundary and the portion of boundary that surrounds the northern parking lot are adjacent to additional land that is owned by Deer Valley Resort Company. Deer Valley dedicated the public road right of ways on the East, South and West side and would gain ownership when portions of the right way of way is vacated by Park City. The public road right of way along the West side of the Snow Park Village Parcel has a large width to accommodate the separated road and landscape island configuration. A new right of way boundary has been defined and Deer Valley will gain additional land to the west of the ALTA boundary within the area of right of way vacation. The proposed design improvements extend the ski beach and existing chairlift bottom terminals further north. This required the southern portion of Deer Valley Drive right of way to be vacated, which occurred in December of 2023. This portion of right of way is a public Transit and Mobility Hub with bus stops that will to be relocated to the mobility hub within the proposed development. It is ideal to maintain approximately the same distance from public transportation to the base of the chairlifts in the new improvements compared to the current condition.

### Roads

Deer Valley Snow Park is located on the southern end of the Deer Valley Drive loop. There is public road access to Snow Park Lodge from both the East and West sides that join with a public transportation hub on the southern end adjacent to the Snow Park Lodge. The current public road and bus stops just north of the day-skier drop-off are elevated and spans above the skier shuttle drop off area south of the parking lots. A pedestrian tunnel connects the skier shuttle drop off area with the lower level of the Snow Park Lodge. It will be necessary to maintain similar tunnel access for separated day skier drop-off and a new Transit and Mobility Hub. This will also provide a new road connection from Deer Valley Drive east to west through the new development improvements. A new 60ft wide right of way easement will be dedicated to the City known as Doe Pass Road when the southern roadway is removed, and the right of way is vacated.

### Utilities

There are numerous utilities that surround the perimeter of the Snow Park Village parcel. Water, sewer, storm drain, and dry utilities (gas, power, and telecommunication) exist within Deer Valley Drive. It is anticipated to maintain the road and existing utilities in the current location with the new development improvements. The gas lines on the east and west side of Deer Valley Drive East will be connected across the road near the driveway to St. Regis and Black Diamond. A new gas line will be installed in Doe Pass Road from Deer Valley Drive East to West. The southern extents of the underground Parking Structure will require a sewer mainline relocation. The new roadway at the south end of Deer Valley Drive East will require relocation of the existing storm drainpipes and inlet boxes. There is high pressure gas, water and power along the north end of the property between the parking lot and ponds. The southern end of the development site has gas and power that crosses from east to west above the existing pedestrian tunnel from the southern parking lot to the Snow Park Lodge. Both utilities will be relocated and/or removed.

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

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

### Storm Water

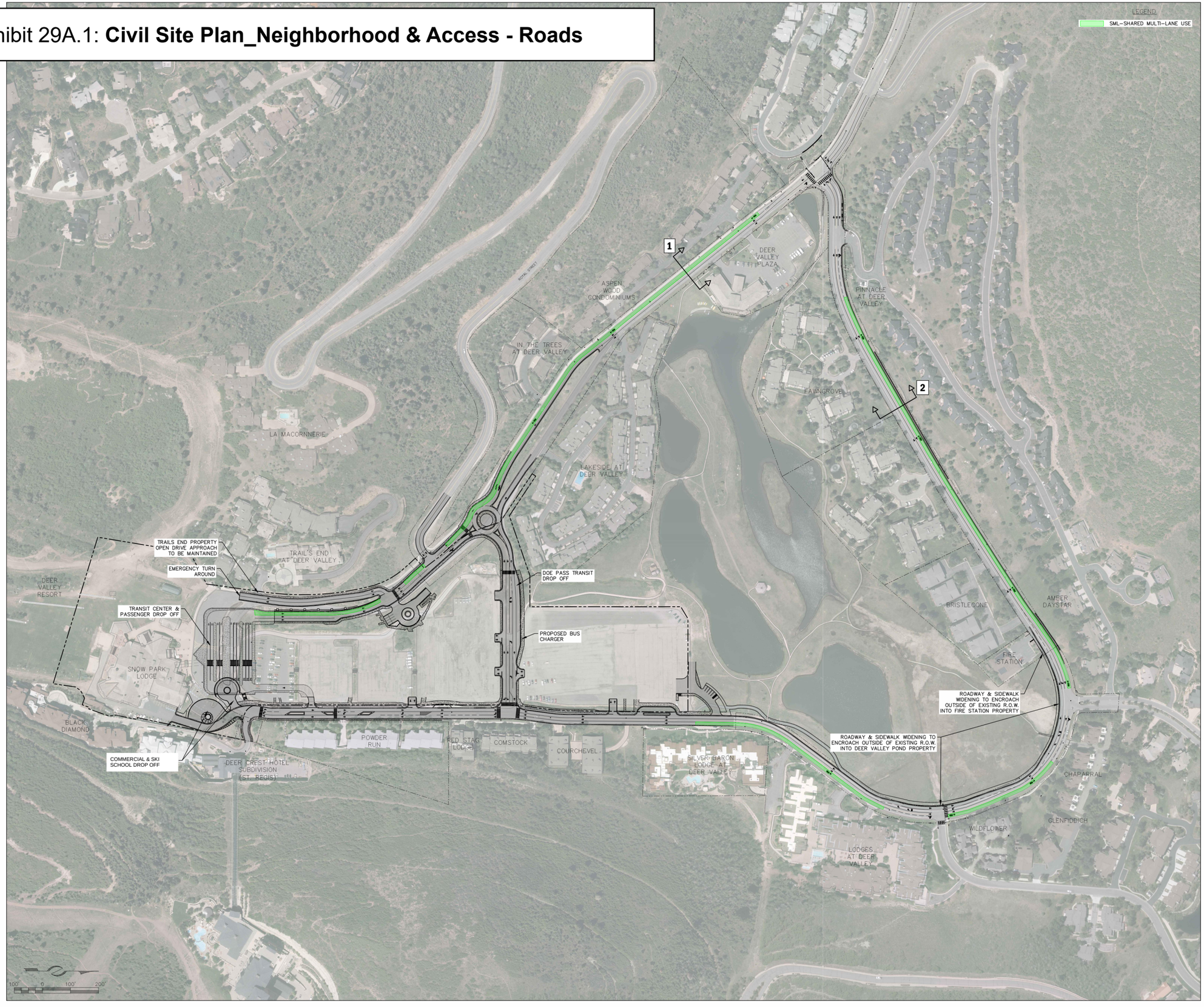
A storm drain system exists for surface water and ski area snow melt drainage at the southern end of the existing parking lots. The storm water drains into an existing channel along the west side of the parking lots and ultimately into the ponds north of the Snow Park Village parcel. The storm drainpipe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

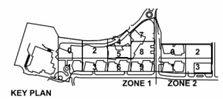
The storm drainpipes will need to be connected further south and at an elevation well above the current parking lots. It will be necessary to provide a significant amount of new storm drainpipe to maintain ski resort snow melt drainage through the new development improvements.

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

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

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




KEY PLAN


ALLIANCE ENGINEERING

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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
DECEMBER 20, 2024

**ISSUANCE**
CUP SUBMISSION

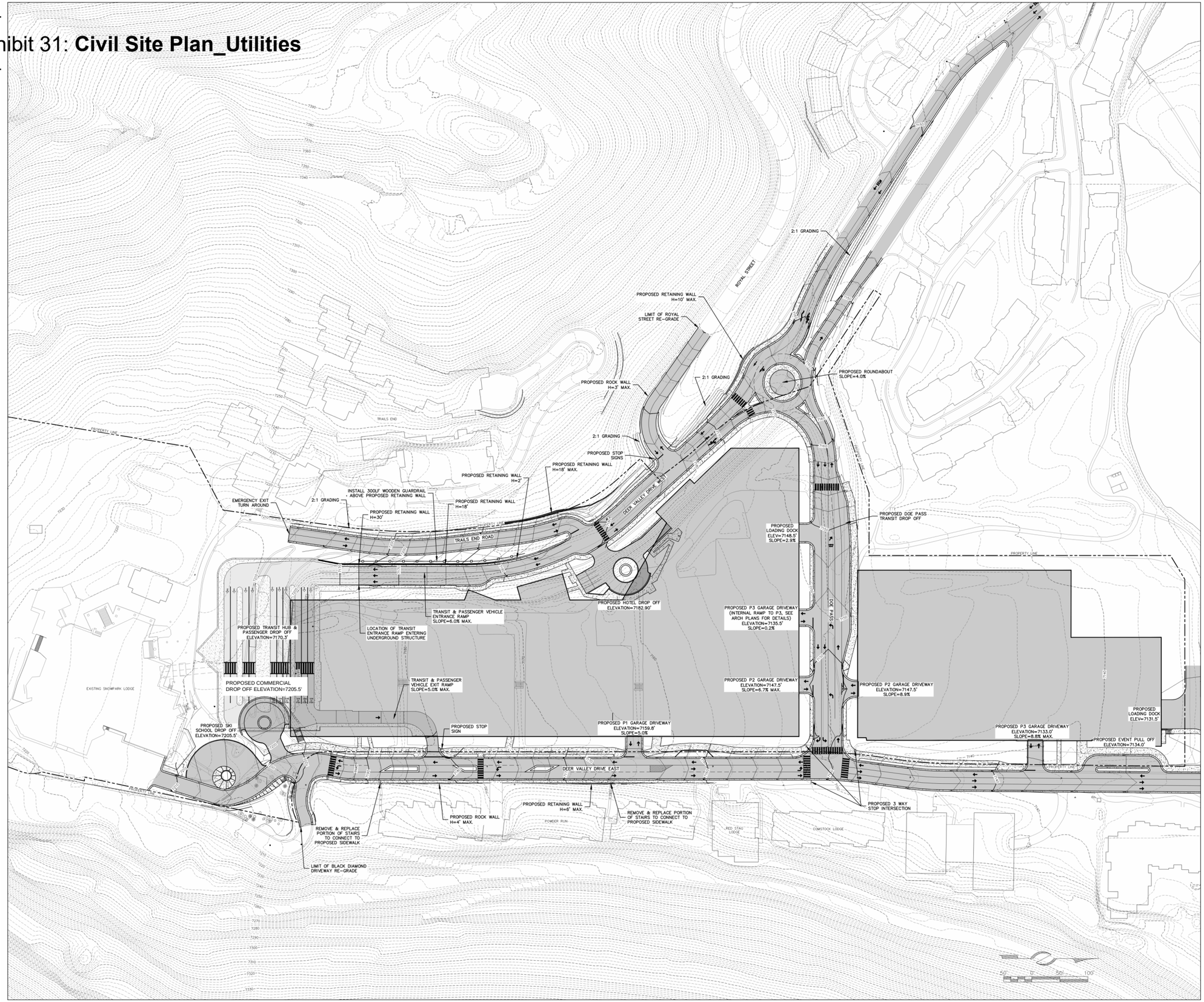
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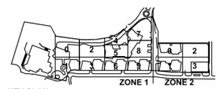
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**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-1

Exhibit 31: **Civil Site Plan_Utilities**




KEY PLAN

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**DEER VALLEY SNOW PARK VILLAGE**

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2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EX/SHORING SET

**REVISION**

| | | |
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**SHEET**
OVERALL GRADING PLAN

# Exhibit 32: **Civil Site Plan_Grading Plan**

## LEGEND

| | |
|---|---|
| EXISTING WATER — W | PROPOSED WATER — W |
| EXISTING SANITARY SEWER — SS | PROPOSED SANITARY SEWER — SS |
| EXISTING STORM DRAIN — SD | PROPOSED STORM DRAIN — SD |
| EXISTING GAS — G | PROPOSED GAS — G |
| EXISTING POWER — EP | PROPOSED POWER — P |
| EXISTING TELECOM — ET | PROPOSED TELECOM — T |
| EXISTING SNOWMAKING — SM | PROPOSED SNOWMAKING — SM |
| EXISTING HYDRANT | PROPOSED HYDRANT |
| EXISTING SD BOX — SDB | PROPOSED SD BOX |
| EXISTING SS MANHOLE | |
| EXISTING SS MANHOLE | |

CONNECT PROPOSED SEWER MAIN TO EXISTING SSMH
INSTALL SSMH #5 (4' DIA)
PROPOSED STREET LIGHTING (TYP.)
CONNECT NEW GAS TO EXTG GAS
INSTALL SSMH #4 (4' DIA)
INSTALL SNOWMAKING LINE TO BE RELOCATED IN DEER VALLEY DRIVE WEST
INSTALL SSMH #1 (4' DIA)
INSTALL SSMH #2 (5' DIA)
INSTALL 10" PVC C-900 WATER SERVICE MAIN LINE TO RELOCATE EXISTING WATER MAIN THRU DEER VALLEY (WEST).
PROPOSED STORM DRAIN (TYP.)
INSTALL SSMH #3 (4' DIA)
INSTALL STORM DRAIN INLET BOXES & STORM DRAIN PIPES FOR NEW SYSTEM IN DEER VALLEY DRIVE WEST
CONNECT NEW 6" GAS LOOP TO EXISTING GAS & INSTALL VALVE
PROPOSED 8" SEWER MAIN
TRAILS END ROAD
INSTALL 4" PVC SCH TELE COMM CONDUIT. COORDINATE W/ XFINITY/CENTURY LINK FOR INSTALLATION
PROPOSED 8" HP GAS LINE
INSTALL 4" NEMA-RATED CONDUIT. COORDINATE W/ROCKY MOUNTAIN POWER FOR INSTALLATION
PROPOSED 6" POLY GAS LINE LOOP
6" POLY GAS LINE LOOP
INSTALL SSMH #7 (4' DIA)
PROPOSED UNDER-SLAB STORM DRAIN SYSTEM (TYP.)
INSTALL SSMH #6 (4' DIA)
CONNECT PROPOSED SEWER MAIN TO EXISTING SSMH
PROPOSED 6" POLY GAS LINE LOOP
PROPOSED STORM DRAIN (TYP.)
PROPOSED UNDER-SLAB STORM DRAIN SYSTEM (TYP.)
CONNECT EXTG GAS TO NEW 6" POLY GAS LINE & INSTALL VALVE
DEER VALLEY DRIVE EAST
CONNECT 10" PVC 900 WATER LINE TO EXISTING LINE
PROPOSED FIRE HYDRANT
CONNECT GAS LINE TO EXISTING 4" PLASTIC GAS LINE ON EAST SIDE OF DEER VALLEY DRIVE EAST
REMOVE & REPLACE 200BLF 10" PVC C900 WATERLINE
DEER VALLEY DRIVE WEST
DOE PASS
POWDER RUN
RED STAG LODGE
COMSTOCK LODGE
PROPERTY LINE
EXISTING GAS (TYP.)
EXISTING FIBER OPTIC (TYP.)
EXISTING SNOW MAKING (TYP.)
EXISTING FIRE HYDRANT
EXISTING WATER (TYP.)
EXISTING STORM DRAIN MANHOLE (TYP.)
EXISTING POWER (TYP.)
EXISTING SNOWPARK LODGE
EXISTING SANITARY SEWER MANHOLES
EXISTING STORM DRAIN (TYP.)
EXISTING SANITARY SEWER MANHOLE (TYP.)
EXISTING TELECOM (TYP.)
EXISTING STORM DRAIN (TYP.)
EXISTING SNOW MAKING (TYP.)
EXISTING POWER (TYP.)
EXISTING GAS (TYP.)
EXISTING WATER (TYP.)
EXISTING SANITARY SEWER MANHOLE (TYP.)
EXISTING SANITARY SEWER (TYP.)
50' 0 50' 100'

ZONE 1 ZONE 2
KEY PLAN


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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
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Park City UT 84060

**PROJECT #**
23045

**DATE**
DECEMBER 20, 2024

**ISSUANCE**
100% CD - MASS EX/SHORING SET

**REVISION**

REGISTERED PROFESSIONAL ENGINEER
No. 12213305
MARTIN CONNOR DINSMORE
12/20/24
STATE OF UTAH

**SHEET**
OVERALL UTILITY PLAN

C206

## 6.5 Sustainability

Embodying the "Deer Valley Difference" extends beyond exceptional service, skiing and mountain experiences. Our vision is to preserve the natural beauty of Deer Valley for generations to come, minimizing our environmental footprint while maximizing our positive impact in the community.

In addition to our engagement and leadership in local sustainability initiatives, Deer Valley Resort is deeply committed to the "Sustainable Slopes" program in the ski resort industry. The Sustainable Slopes Program has been crafted by the National Ski Areas Association (NSAA) and includes our pledge to the nine key pillars of Sustainability as well as the annual "Climate Challenge" commitment to reduce CO2 emissions across all facets of our operations.

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

Deer Valley's current sustainability efforts are outlined at a high level below. The resort is committed to enhancing these efforts to ensure positive impact.

### Waste Diversion

Deer Valley is committed to resort-wide recycling, which has been in place for years. Through our partnership with Wasatch Resource Recovery, we have significantly bolstered our composting initiatives. We prioritize the use of compostable single-use wares, while the majority of wares used in our resort restaurants are reusable, furthering our sustainability efforts.

### Sustainable Sourcing

Deer Valley's Food and Beverage team strives to source ingredients from regional, sustainable, food purveyors.

### Energy Reduction Efforts

Deer Valley Resort, along with other community entities, partnered with Rocky Mountain Power on the Elektron Solar Project in Tooele County, UT. This 80MW solar farm will provide Deer Valley with 80% of its energy.

Looking ahead, Deer Valley is committed to achieving the following sustainability goals by 2030:

- Reducing operational carbon emissions by 50%
- Transitioning to 100% renewable energy sources
- Attaining carbon neutrality
- Diverting 75%-90% of construction and demolition waste from landfills
- Ensuring climate-conscious growth through energy efficient design and construction, the use of sustainable materials and technologies, and the integration of renewable energy
- Be a leading community partner in climate action through responsible land and water management and sustainability-centered programming and marketing.

As such, as we embark on conceptualizing the redevelopment of the Snow Park parking lots in Phase 1, sustainability is at the root of many of our decisions. We are dedicated to ensuring that the proposed Snow Park Village redevelopment incorporates strategic and purposeful sustainable architecture and site planning. Our commitment extends to implementing various improvements aimed at enhancing the sustainability of our current base area operations. Among these efforts, we have identified several opportunities for improved sustainability efforts including, but not limited to:

- Reducing Heat Island Effect: Removing asphalt surface parking lots to minimize heat absorption.
- Electric Vehicle Charging stations: Installing infrastructure to support electric vehicle charging and usage.
- Enhanced Public Transportation: Increasing access to public transportation options to decrease carbon emissions from both guests and employees.
- Pedestrian-Friendly Design: Creating a more walkable and pedestrian-friendly environment in the neighborhood hub.
- Efficient Water Management: Implementing efficient storm water and snow melt collection systems and processing stations to reuse water for the snow making ponds.
- Bike Share Program: Establishing a bike share station to encourage eco-friendly transportation alternatives.
- Improved Water Efficiency: Incorporating improved water efficiency wherever feasible (landscaping, indoor water fixtures, wastewater diversion for snow making, etc.)
- Carbon Sequestration and Sustainable Construction: Implementing strategies for carbon sequestration and incorporating sustainable construction methods.
- Asphalt Recycling: Reusing/recycling existing asphalt pavement for general projects.
- Mobility Hub Integration: Integrating a mobility hub to upgrade and prioritize transit access, improve mobility choices and reduce vehicle miles traveled (VMT).
- Trail Connectivity: Establishing connections to the local and regional trail system.
- Centralized Mechanical Systems: Designing centralized mechanical plant and systems within the buildings to enhance overall efficiency, facilitate energy capture and reuse, optimize heat exchange, and increase solar energy potential.
- Embodied Carbon Goals: Establishing targets to reduce embodied carbon emissions associated with the parking garage construction materials such as concrete, steel, etc.

# 7. Attachments

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- Exhibit 33: Civil Site Plan Overall Site Key Plan
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Attachment 2: 12th Amended and Restated Deer Valley Resort MPD

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

# Snow Park Village Traffic Impact Study

Prepared for:
Deer Valley

October 2024

UT24-2481

FEHR PEERS

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# 1. Executive Summary

This Traffic Impact Study includes the results of a comprehensive traffic operations analysis for the Snow Park Village project at Deer Valley Resort in Park City, Utah. Snow Park Village is a proposed mixed-use development that will serve as an updated base area village for Deer Valley, and includes hotel, residential, commercial, and event center uses. This report consists of the full buildout of the Snow Park base that includes the parking and development both north and south of Doe Pass Road. The project location is shown in **Figure 1**.

## 1.1 Site and Circulation Plan

Snow Park Village is proposed to include an event "barn", ground-floor retail - consisting of different restaurants and shops, a new hotel with food and beverage, meeting/ballroom, and spa space, multi-family condominium units, and a new ski club space. A full breakdown of land uses and relative sizing is in Section 4.2.

The current circulation and roadways will be modified to accommodate the changes to Snow Park Village. While everything north of the Y-intersection will remain the same, there will be changes inside the Deer Valley "loop" to provide better transit access, especially to and from the transit hub, improved active transportation facilities, and improved traffic flow for residents and visitors traveling by all modes.

The proposed conceptual site plan is shown in **Figure 2** and a detailed analysis of such changes is in Section 4.1. Further, the detailed circulation plan is in the appendix.

## 1.2 Data Location and Collection

Data was collected on Friday and Saturday of President's Day weekend 2024 (February 16-17th, 2024) for all nine study intersections, while three of the nine intersections had two additional weekends worth of data (February 9-10 through February 23-24, 2024). All data was collected to capture peak periods in both the morning (8:00 – 10:00 AM) and the evening (3:30 – 5:30 PM).

Traffic operations for these scenarios were analyzed at the following nine study intersections:

1. Deer Valley Dr West / Deer Valley Dr East
2. Amber Rd / Deer Valley Dr East
3. Solamere Dr / Deer Valley Dr East
4. Deer Valley Dr East / Queen Esther Dr
5. Deer Valley Dr East / Doe Pass Rd
6. Deer Valley Dr West / Royal St
7. Deer Valley Dr West / Doe Pass Rd
8. Mellow Mountain Rd / Deer Valley Dr
9. Deer Valley Dr / Marsac Ave

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

## 1.3 Analysis Scenarios

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

1. Existing (2024) Conditions
2. Opening Year (2030) Background Conditions
3. Opening Year (2030) Plus Project Conditions
4. Future (2040) Background Conditions
5. Future (2040) Plus Project Conditions

The key intersections were analyzed under the five scenarios listed above during Saturday AM and PM peak-hour travel periods per Park City Transportation Impact Study (TIS) Guidelines (dated June 2023).

## 1.4 Study Results

In the Plus Project Conditions (2030 and 2040), seven of nine study intersections, with recommended mitigations in place, meet the Park City LOS standards. The two intersections that do not meet Park City LOS standards are Mellow Mountain Rd / Deer Valley Dr and Deer Valley Dr / Marsac Ave, both of which are failing in the PM peak hour. The Mellow Mountain Rd / Deer Valley Dr LOS E and F, under 2030 and 2040 Plus Project Conditions respectively, are a result of high volumes leaving the Resort in the PM peak hour making it hard to turn out from Mellow Mountain Road. The Deer Valley Dr / Marsac Ave roundabout fails currently and under all analyzed scenarios given high traffic volumes exiting various ski resorts and moving in and out of downtown Park City. As a result, potential mitigations at the Deer Valley Drive / Marsac Avenue roundabout were not analyzed as part of this study. However, at the time of this writing, the Utah Department of Transportation (UDOT) is conducting a traffic and safety study at the roundabout.

Furthermore, the intersections that currently operate at an LOS below Park City standards, Y intersection, Amber Rd / Deer Valley Dr East, and Deer Valley Dr East / Doe Pass Rd, achieve a LOS of D or better under 2030 and 2030 Plus Project Conditions by reconfiguring the intersection and adding signalized traffic control, establishing a new access pattern for visitors while providing safety for pedestrians and bicyclists.

## 1.5 Intersection Level of Service Summary

**Table 1** reports LOS at the study intersections. For signalized intersections and roundabouts, average vehicular delay and LOS are reported. For unsignalized intersections, the worst movement delay and LOS are reported. Detailed descriptions of the intersection operations can be found in the subsequent chapters. Due to the land use program proposed for Snow Park Village, the net new total trips generated by the AM peak hour is 13 trips and the PM peak hour is 209 trips.

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

| Intersection | | | Ex BG | 2030 BG | 2030+P | 2040 BG | 2040+P |
|---|---|---|---|---|---|---|---|
| ID | Location | Period | LOS & Sec/Veh[1] | LOS & Sec/Veh[1] | LOS & Sec/Veh[1] | LOS & Sec/Veh[1] | LOS & Sec/Veh[1] |
| 1 | Deer Valley Dr West / Deer Valley Dr East | AM | 19 / C | 15 / C | 10 / B | 20 / C | 10 / B |
| | | PM | **58 / F** | **56 / F** | 35 / D | **56 / F** | 36 / D |
| 2 | Amber Rd / Deer Valley Dr East | AM | 9 / A | 9 / A | 8 / A | 8 / A | 8 / A |
| | | PM | **229 / F** | **205 / F** | 15 / C | **216 / F** | 13 / B |
| 3 | Solamere Dr / Deer Valley Dr East | AM | 11 / B | 11 / B | 8 / A | 10 / B | 8 / A |
| | | PM | 11 / B | 10 / B | 8 / A | 10 / B | 8 / A |
| 4 | Deer Valley Dr East / Queen Esther Dr | AM | 11 / B | 10 / B | 7 / A | 11 / B | 7 / A |
| | | PM | 9 / A | 10 / B | 8 / A | 9 / A | 8 / A |
| 5 | Deer Valley Dr East / Doe Pass Rd | AM | **66 / F** | **72 / F** | 25 / D | **74 / F** | 25 / D |
| | | PM | 14 / B | 14 / B | 14 / B | 15 / B | 12 / B |
| 6 | Deer Valley Dr West / Royal St | AM | 13 / B | 13 / B | 8 / A | 14 / B | 9 / A |
| | | PM | 11 / B | 12 / B | 9 / A | 13 / B | 8 / A |
| 7 | Deer Valley Dr West / Doe Pass Rd | AM | 9 / A | 9 / A | 3 / A | 9 / A | 3 / A |
| | | PM | **72 / F** | **88 / F** | 28 / D | **93 / F** | 31 / D |
| 8 | Mellow Mountain Rd / Deer Valley Dr | AM | 17 / C | 17 / C | 18 / C | 18 / C | 20 / C |
| | | PM | **39 / E** | **68 / F** | **40 / E** | **54 / F** | **78 / F** |
| 9 | Deer Valley Dr / Marsac Ave | AM | 17 / C | 17 / C | 16 / C | 18 / C | 17 / C |
| | | PM | **42 / E** | **61 / F** | **103 / F** | **64 / F** | **108 / F** |
| 10 | Middle Driveway (P3) / Doe Pass Rd | AM | - | - | 10 / B | - | 10 / B |
| | | PM | - | - | **69 / F** | - | **72 / F** |
| 11 | East Driveway (P2) / Doe Pass Rd | AM | - | - | 9 / A | - | 9 / A |
| | | PM | - | - | 10 / B | - | 10 / B |
| 12 | Deer Valley Dr East / North Driveway (P3) | AM | - | - | 17 / C | - | 17 / C |
| | | PM | - | - | 24 / C | - | 23 / C |
| 13 | Deer Valley Dr East / South Driveway (P1) | AM | - | - | 2 / A | - | 2 / A |
| | | PM | - | - | 8 / A | - | 8 / A |
| 14 | Deer Valley Dr East / Exit Ramps | AM | - | - | 17 / C | - | 14 / B |
| | | PM | - | - | 10 / B | - | 11 / B |

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

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

4. Side-street stop control.

Source: Fehr & Peers.

## 1.6 Improvements to Existing Conditions

The proposed multi-modal circulation plan has been developed in collaboration with City staff and their third-party consultants to ensure the site plan is consistent with the City's TIS Guidelines and is also an asset to the community and visitors alike. As a result of on-going circulation plan refinements, there are very few mitigations in the traditional sense since traffic performance concerns have been resolved through the iterative design process. Below is a list of those elements:

1. At the base of Snow Park Village, a fully underground and protected mobility hub will be built. This will allow for easy and safe access to ingress/egress for transit ridership as well as less congestion for the buses themselves.
2. A Shared Managed Lane (SML) will provide a travel time advantage to buses access the new underground mobility hub.
3. The Y Intersection, which is currently side-street stop controlled, will become signalized which will bring LOS within Park City standards.
4. Improvements to the geometric configurations for Queen Esther Dr and Solamere Dr which will increase LOS from a B to an A for traffic flows in and out of neighborhoods in these areas.
5. A full active transportation network will be built out to accommodate non-motor forms of transportation and increase safety, which in turn is expected to increase bike usage.
6. Deer Valley has developed a comprehensive transportation demand management plan that has been implemented and will be refined as part of the Snow Park project.
7. Day skier parking will be reduced by 20%.

Details for all the above improvements are outlined in more detail throughout the report.

# 2. Introduction

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

Per the Park City Transportation Impact Study Guidelines (TIS), the scope of this study analyzes the traffic operations and impacts under the following scenarios:

- Existing (2024) Conditions
- Opening Year (2030) Background Conditions
- Opening Year (2030) Plus Project Conditions
- Future (2040) Background Conditions
- Future (2040) Plus Project Conditions

Traffic operations at key intersections, described below in the Scope section, were analyzed under the five scenarios listed above during Saturday AM and PM peak-hour travel periods. The TIS Guidelines require the design day to be a typical Friday during the peak winter period. However, given the nature of ski areas operating as recreational destinations, Saturdays consistently experience the highest traffic volumes. Therefore, upon agreement with Park City to report the peak conditions within the Deer Valley loop, the Saturday conditions were analyzed for this study. The Plus Project analyses include trips generated by the proposed project.

## 2.1 Scope of Study

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

1. Deer Valley Dr West / Deer Valley Drive East (side-street stop-controlled)
2. Amber Rd / Deer Valley Dr East (side-street stop-controlled)
3. Solamere Dr / Deer Valley Dr East (side-street stop-controlled)
4. Deer Valley Dr East / Queen Esther Dr / (side-street stop-controlled)
5. Deer Valley Dr East / Doe Pass Rd (side-street stop-controlled)
6. Deer Valley Dr West / Royal St (side-street stop-controlled)
7. Deer Valley Dr West / Doe Pass Rd (side-street stop-controlled)
8. Mellow Mountain Rd / Deer Valley Dr (side-street stop-controlled)
9. Deer Valley Dr / Marsac Ave (roundabout)

For the purposes of consistency, this report refers to two key roadways as Deer Valley Drive East (sometimes called Deer Valley Drive North) and Deer Valley Drive West (sometimes called Deer Valley Drive South).

The Park City TIS guidelines list five intersections (Park Avenue / Kearns Boulevard, Bonanza Drive / Kearns Boulevard, Comstock Drive / Kearns Boulevard, Park Avenue / Deer Valley Drive, Bonanza Drive / Deer Valley Drive) to be included in the analysis. In agreement with City staff in scoping for this study, the five intersections were not included in the analysis for this report. Rather, the traffic simulation model output and data will be provided to the City, who will evaluate the impacts of the proposed Snow Park Village on those key Park City intersections.

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




Figure 1
Project Location




Figure 2

Study Intersections

## 2.2 Analysis Methodology

"Level of Service" (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for unsignalized intersections. Traffic operations were modeled in Vissim, an industry-standard microsimulation traffic analysis software. Vissim results were evaluated under the *Highway Capacity Manual 7th Edition* (HCM 7), *2022*, methodology in this study to remain consistent with "state of the practice" professional standards, and with earlier iterations of this report. For signalized intersections and roundabouts, the LOS is provided for the overall intersection (weighted average of all approach delays). Park City's TIS Guidelines has an established threshold of acceptable traffic operations as LOS of D for all intersections under its control.

**Table 2: Level of Service Descriptions**

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

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.
3. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

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

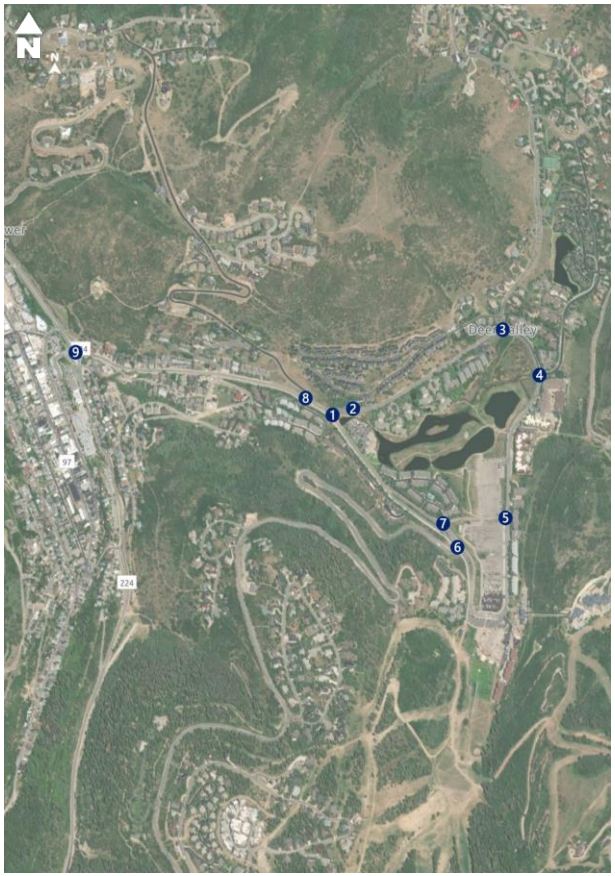
1. Deer Valley Dr West / Deer Valley Dr East
2. Deer Valley Dr West / Royal St
3. Deer Valley Dr East / Doe Pass Rd
4. Amber Rd / Deer Valley Dr East
5. Solamere Dr / Deer Valley Dr East
6. Deer Valley Dr East / Queen Esther Dr
7. Deer Valley Dr West / Doe Pass Rd
8. Mellow Mountain Rd / Deer Valley Dr
9. Deer Valley Dr / Marsac Ave

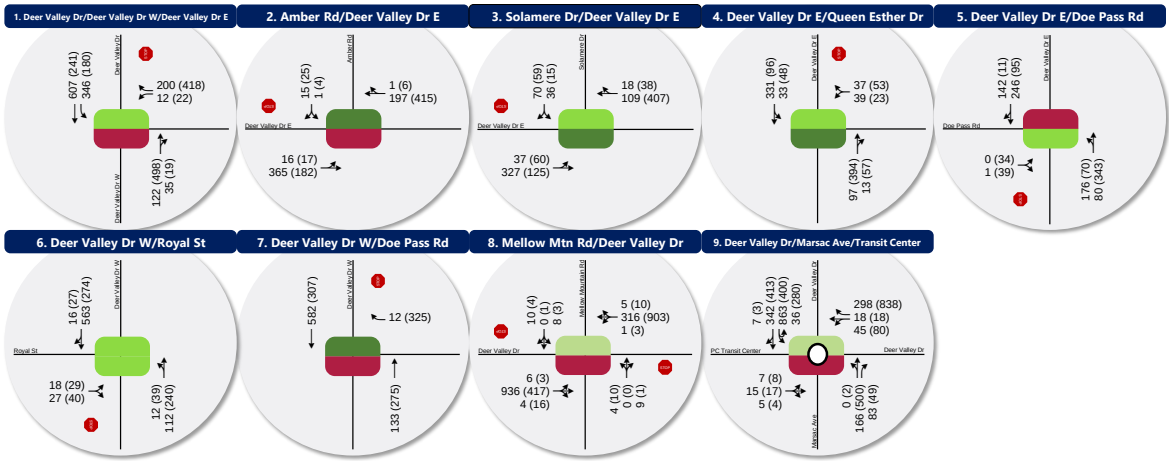
For the first three intersections (Deer Valley Dr West / Deer Valley Dr East, Deer Valley Dr West / Royal St, and Deer Valley Dr East / Doe Pass Rd) turning movement counts were collected for three consecutive Fridays and Saturdays from February 9th - 10th through February 23rd - 24th in 2024. Three 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 17$^{th}$ 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 95$^{th}$ percentile queue lengths at key controlling intersections are shown in **Figure 4**.




LEGEND

Stop Sign  Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 3

Existing 2024 Background Saturday AM & PM Peak Hour Traffic Conditions




*AM Peak Hour*




*PM Peak Hour*

Figure 4

## 3.3 Existing Model Calibration

As mentioned previously, Vissim, a microsimulation traffic analysis software, was used to model traffic conditions and analyze traffic operations. It is important that the microsimulation models be properly calibrated to existing conditions. A calibrated existing conditions model provides analysts with more confidence that projected 'plus project' conditions are valid. For this study, the following metrics were evaluated for calibration:

- Volumes served at the study intersections
- Intersection LOS and delays
- Visual queueing and congestion compared to observed conditions

Detailed calibration metrics are described in the attached *Existing Conditions Model Calibration Memo*.

## 3.4 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, the existing background Saturday AM and PM peak hour LOS were computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hours are reported in **Table 3** (see Appendix for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed Snow Park Village development.

**Table 3: Existing 2024 Background Conditions Saturday AM & PM Peak Hour Level of Service**

| Intersection | | | | Worst Movement[1] | | | Overall Intersection[2] | |
|---|---|---|---|---|---|---|---|---|
| ID | Location | Period | Control | Movement[3] | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | Deer Valley Dr West / Deer Valley Dr East | AM | SSSC[4] | WB Left | 19 | C | - | - |
| | | PM | | NB Thru | **58** | **F** | - | - |
| 2 | Amber Rd / Deer Valley Dr East | AM | SSSC | SB Right | 9 | A | - | - |
| | | PM | | WB Thru | **229** | **F** | - | - |
| 3 | Solamere Dr / Deer Valley Dr East | AM | SSSC | SB Left | 11 | B | - | - |
| | | PM | | SB Left | 11 | B | - | - |
| 4 | Deer Valley Dr East / Queen Esther Dr | AM | SSSC | WB Left | 11 | B | - | - |
| | | PM | | WB Left | 9 | A | - | - |
| 5 | Deer Valley Dr East / Doe Pass Rd | AM | SSSC | NB Left | **66** | **F** | - | - |
| | | PM | | EB Left | 14 | B | - | - |
| 6 | Deer Valley Dr West / Royal St | AM | SSSC | EB Left | 13 | B | - | - |
| | | PM | | EB Left | 11 | B | - | - |
| 7 | Deer Valley Dr West / Doe Pass Rd | AM | SSSC | WB Right | 9 | A | - | - |
| | | PM | | WB Right | **72** | **F** | - | - |
| 8 | Mellow Mountain Rd / Deer Valley Dr | AM | SSSC | NB Left | 17 | C | - | - |
| | | PM | | SB Left | **39** | **E** | - | - |
| 9 | Deer Valley Dr / Marsac Ave | AM | Roundabout | - | - | - | 17 | C |
| | | PM | | - | - | - | **42** | **E** |

Notes:
**Bold text** indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 3**, 6 of the 9 study intersections currently operate worse than the established LOS D threshold. These include:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (498 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for

vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS E, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (415 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (176 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (325 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS E in the PM peak hour (3 southbound left vehicles)
    - This is caused by the queues between the Marsac roundabout and the Y-intersection, making it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS E in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

## 3.5 Queue Analysis

Using Vissim simulation software provided in the Introduction, the existing background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50$^{th}$ and 95$^{th}$ 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 95$^{th}$ percentile queue lengths that exceeded their respective storage:

- Deer Valley Drive West / Deer Valley Drive East: The 95$^{th}$ percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 258 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection (located 175 feet from this intersection) on Deer Valley Drive East. In the northbound direction, through and right turn movements were recorded as 1,690 feet versus 1,600 feet of storage. These queues spill back towards the intersection of Deer Valley Dr West / Doe Pass Rd.



- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 409 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 300 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.

It should also be noted that although the queues did not exceed storage length, the northbound approach on the Deer Valley Drive / Marsac Avenue roundabout experienced significant queues (over 1,300 feet), correlating with the delays experienced at the intersection. Also, although the 95th percentile queues did not exceed storage length, the westbound approach on the Amber Road / Deer Valley Drive East intersection experienced significant queues (over 1,500 feet), and the queues were observed in the model to extend past Solamere Drive occasionally.

## 3.6 Proposed Mitigations

The concept plan for Snow Park Village includes the signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. The technical warrants for the need for this signal exists today, regardless of any changes to the greater Snow Park area. This signalization will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.

## 3.7 Main Arterial Roadway Analysis

To assess the traffic patterns on the main roadways (SR-224 and SR-248) feeding Deer Valley Resort, roadway volumes from the Utah Department of Transportation (UDOT) Continuous Count Stations (CCSs) were analyzed. Bi-directional, daily volumes on SR-224 just north of Canyon Resort Road (CCS #605) and SR-248 just south of Round Valley Drive (CCS #606) were used to observe patterns for three years' worth of data (2021-2024) during the winter months (November through March). The CCS data had several days of both high and low outliers, which were identified using the Interquartile Range methodology and subsequently removed. The collected and statistically valid data shows that both SR-224 and SR-248 experience slight increases in traffic volumes of 1.6% and 0.3%, respectively. These increases in traffic volumes are seen in **Figure 5** and **Figure 6**, respectively. Additionally, when aggregating volumes across the two roadways, the aggregated rate over the last three years during winter months was 0.9%.

*Figure 5: SR-224 Winter Season Daily Vehicular Flow*

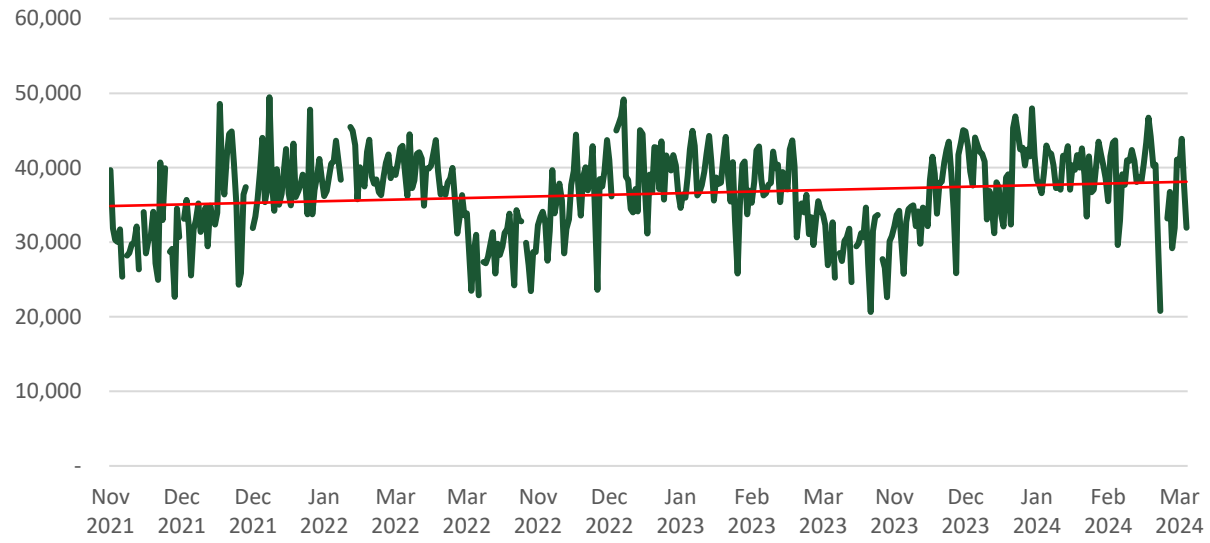
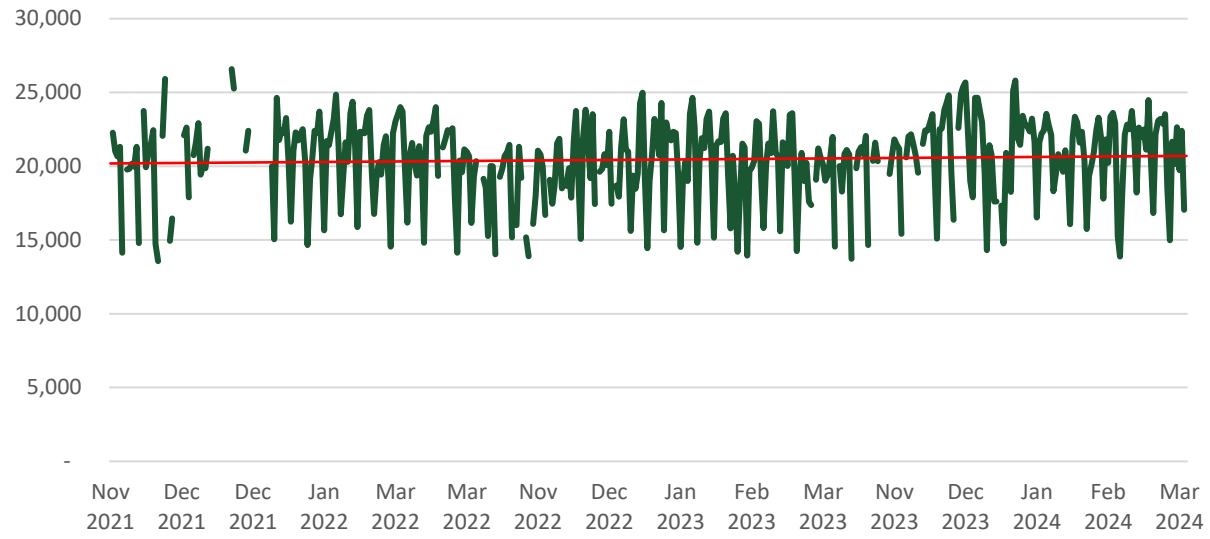


*Figure 6: SR-248 Winter Season Daily Vehicular Flow*



## 3.8 Vehicle Occupancy Data

In addition to traffic counts and CCS Volumes, Fehr & Peers collected vehicle occupancy counts for AM peak-period (inbound) traffic for the Deer Valley Resort. Vehicle occupancy counts were collected for President's Day Weekend (Friday, February 16th, 2024, and Saturday, February 17th, 2024) at both the parking area and the drop-off area.

**Table 4** presents a summary of vehicle occupancy data, calculated from data collected during the two days listed above. As shown, the average vehicle occupancy for Snow Park Village was observed to be 1.6 occupants/vehicle on Friday (weighted average) and 1.9 occupants/vehicle on Saturday (weighted average). The percentage of single-occupancy vehicles was observed to be 58% on Friday and 48% on Saturday. Vehicle occupancy is a useful metric to have available for baseline conditions, as it can be used in evaluating how future implementation of potential transportation demand management (TDM) strategies and broader transit network improvements could impact travel behavior.

**Table 4: Snow Park Vehicle Occupancy Summary**

| Time Period | Total Vehicle Count | Average Occupancy | Single Occupant Vehicles | Percent Single Occupant Vehicles |
|---|---|---|---|---|
| **Friday, February 16, 2024** | | | | |
| **7:45 – 8:00** | 123 | 1.27 | 96 | 78% |
| **8:00 – 8:15** | 127 | 1.68 | 70 | 55% |
| **8:15 – 8:30** | 134 | 1.64 | 72 | 53% |
| **8:30 – 8:45** | 131 | 1.66 | 71 | 54% |
| **8:45 – 9:00** | 101 | 1.69 | 57 | 56% |
| **9:00 – 9:15** | 116 | 1.69 | 67 | 58% |
| **9:15 – 9:30** | 98 | 1.63 | 51 | 52% |
| **9:30 – 9:45** | 80 | 1.75 | 34 | 43% |
| **Sum** | **910** | **-** | **518** | **-** |
| **Weighted Average** | **-** | **1.62** | **-** | **58%** |
| **Saturday, February 17, 2024** | | | | |
| **7:45 – 8:00** | 135 | 1.91 | 64 | 47% |
| **8:00 – 8:15** | 122 | 1.74 | 67 | 55% |
| **8:15 – 8:30** | 125 | 2.00 | 57 | 46% |
| **8:30 – 8:45** | 72 | 1.86 | 38 | 53% |
| **8:45 – 9:00** | 93 | 1.95 | 47 | 51% |
| **9:00 – 9:15** | 54 | 1.81 | 22 | 41% |
| **9:15 – 9:30** | 48 | 2.00 | 19 | 40% |
| **9:30 – 9:45** | 33 | 2.06 | 11 | 33% |
| **Sum** | **682** | **-** | **325** | **-** |
| **Weighted Average** | **-** | **1.90** | **-** | **48%** |

Source: Fehr & Peers.

# 4. Project Conditions

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

## 4.1 Project Description

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

### 4.1.1 Site Access and Circulation

The Snow Park Village proposal includes mitigations at key intersections to provide better transit access, especially at the transit hub, and improve the traffic flow for visitors traveling by all modes. This circulation plan includes a seasonal one-way Shared Mobility Lane (SML), which prioritizes transit. It will function in a counterclockwise manner. During the summer months, the SML will be open exclusively to bicycle traffic. Management and enforcement, year-round, will be a City responsibility. A conceptual site plan, showing driveway locations and conceptual roadway configurations is shown in **Figure 7** and the full circulation plan is in Appendix A.

***Deer Valley Drive West*** will be reconfigured to include a roundabout at the intersection of Doe Pass Rd and Deer Valley Dr West to ease traffic flows either to parking garages located on Doe Pass Rd, skier drop-off and transit operations at the south end of the loop (below grade), or out of the Resort. To improve pedestrian and bicycle connections, a continuous multiuse path will be constructed along the east and west curbs to connect Snow Park Village to multimodal facilities along Deer Valley Drive and the broader Park City active transportation network.

***Doe Pass Road*** will be reconfigured to provide access to the parking structure. Doe Pass Road will include two-way general traffic lanes to allow for the movement of public and private vehicles. An additional lane in the eastbound direction will be added, ending at a three-way stop intersection with separate right and left turn lanes upon meeting Deer Valley Dr East. A continuous sidewalk will be provided on the south side of Doe Pass Road, which will be connected to the multiuse path along the west curb of Deer Valley Drive West by crossings. Four parking accesses, to levels P2 and P3, will be provided on Doe Pass Road with three on the south side and one on the north. The parking structure will have internal ramping to allow access between P2 and P3.

***Deer Valley Drive East*** Two general traffic lanes and a center turning lane will be provided on Deer Valley Dr East. A continuous multiuse path will be provided along the west side, which connects to other similar facilities around the Deer Valley Dr loop. Deer Valley Dr East will act as the primary route by which day-skiers depart Snow Park Village, which will be supported by the reconfiguration of the Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West intersection and through intuitive, real-time wayfinding. North of its intersection with Doe Pass Rd, Deer Valley Dr East will provide access to P3 parking level, which will primarily serve day skiers and Event Barn parking. While south of the intersection with Doe Pass Rd, Deer Valley Dr East will provide access to P1 parking level, which will serve the residential parking and additional day skier parking. Driveways to these parking levels will be similarly managed through parking technology and Deer Valley staff, if needed, during periods of peak demand. South of the access to the P1 parking level, there is a driveway exit for the passenger vehicle pick-up/drop-off and transit hub tunnel. The tunnel exit will be stop-controlled, allowing free flow movement for traffic along Deer Valley Drive East. At its southern terminus, Deer Valley Dr East will be reconfigured into a turnaround drop-off area for ski school attendees and ski club members. This drop-off area will be managed by staff, particularly at peak drop-off and pick-up periods with Deer Valley staff directing traffic to ensure smooth operations and safe conditions for users.



*Source: Skylab Architecture*

Figure 7
Conceptual Site Plan

## 4.2 Trip Generation

Trip generation for the proposed Snow Park Village was estimated using a combination of locally-measured trip generation rates and nationally published data from the 2021 *Institute of Transportation Engineers – 11th Edition Trip Generation Manual* (ITE Manual). The 2021 11th Edition has been substantially upgraded from the 2017 10th Edition, containing new land use categories, removing outdated data points, and providing updated pass-by trip percentages. This is the most recent manual; use thereof is consistent with the TIS Guidelines.

Adjustments to the gross trip generation estimates were made to account for the project's complementary land uses (i.e., internal trip making) and availability of transit (i.e., ITE trip rates assume no or very modest levels of adjacent transit service). These reductions were further informed by inputs from the Summit County Travel Demand Model to better tailor results to local travel behavior.

Snow Park Village is proposed to include the following land uses (taken from the land use program dated May 2024):

- 100 multifamily housing units
- 120 hotel rooms with:
    - *8,000 square feet of food and beverage space*
    - *8,000 square feet of meeting/ballroom space*
    - *8,000 square feet of spa space*
- 30,000 square feet of commercial/retail space
- *15,000 square feet of event center space*
- *15,000 square feet of ski club space*

It should be noted that the above land uses are not believed to be the primary traffic generators; rather, the ski resort will be the primary generator of traffic, and the supporting land uses serve as accessories to the resort. The current traffic accessing the ski resort were assumed to cover the trip generation for the ski resort and the supporting land uses independent of the Snow Park Village proposal. The food and beverage, meeting/ballroom, and spa are considered to be supporting land uses for the hotel guests. Assuming that the trips generated for the hotel include trips for these support land uses, generated trips were not estimated for the food & beverage, meeting space/ballroom, and spa.

**Table 5** presents the Saturday daily, AM peak-hour, and PM peak-hour trip generation estimates for the entirety of the proposed Snow Park Village Project on both parcels north and south of Doe Pass Road.

### 4.2.1 Resort Hotel Trip Generation Rates

Trip generation estimates for the hotel use included in the Snow Park Village proposal are based on observed trip generation rates recorded during the development of the 2018 Canyons Village Transportation Master Plan. The trip generation rates were observed and recorded at the Grand Summit, Hyatt Centric, and Sunrise Lodge hotels located at the Canyons Ski Resort on Saturday, February 17, 2018.

Use of this data is preferable to ITE data because the hotels included in the manual are generally not situated adjacent to ski areas and therefore do not represent the specific travel behaviors seen at hotels near ski resorts.

As mentioned previously, the food & beverage, meeting space/ballroom, and spa were considered to be supporting land uses for the hotel guests. The hotels mentioned above that trips were collected for include these types of supporting land uses. Therefore, it can be reasoned that the trip generation rates measured at those facilities and utilized in this study consider the effects of those uses, and thus those uses do not need to be considered separately.

### 4.2.2 Event Barn Trip Generation Rates

Trip generation estimates for the Event Barn were derived from the base assumption of the barn being used for evening events (4:30 PM start) with a maximum of 250 event attendees. Through a series of reasonably conservative travel mode and average vehicle occupancy assumptions, a daily total of inbound and outbound trips was generated. For analysis purposes, it is assumed that all event guests not already staying at Snow Park Village will arrive to the Event Barn within the one-hour prior to the event's assumed 4:30 PM start time. Event Barn travel estimates were derived from the following assumptions based on similar facilities along with information provided by Deer Valley event managers and program team:

- 50% of guests arrive via private vehicles with an average vehicle occupancy of 1.4
- 25% of guests stay at Snow Park Village and do not generate new trips into the Village on the day of event during PM peak hour (i.e., they are already present, or their travel is captured by the hotel trip generation).
- 15% of guests stay in Park City and utilize shuttles with an assumed 35-person occupancy
- 10% of guests stay in Park City and use transport network companies (Uber/Lyft) with an average vehicle occupancy of 1.4 persons

Assuming that all guests are traveling outbound in the same way they traveled into Snow Park Village, the same number of daily inbound trips were used for the number of outbound trips generated from the Event Barn.

### 4.2.3 Retail Trip Generation Rates

Trip generation estimates for retail were derived from the ITE Manual's rates for a Strip Retail Plaza (822) given the large sample size of studies. These rates were paired with the assumption that 67% of daily trips would be generated from pass-by skiers (i.e., a group of skiers or non-skiing group stopping for a coffee or to shop for an item en route to/from the lifts). The assumption aligns with the understanding that most trips to Snow Park Village will be made by those who are there to ski, and complementary uses are a secondary priority. Therefore, double counting of trips would occur without the assumed 67% internalization. The amount of retail internalization is expected to be much less during the AM peak hour (as skiers are eager to access ski lifts), and also somewhat less during the PM peak hour due to greater desire to depart the resort.



### 4.2.4 Assumed Mode Shift

To avoid double-counting potential reductions, the trip generation estimates in this memorandum rely on assumptions from boarding/alighting data from the resort and the reductions in day skier parking. These reductions, which are shown in the columns titled "% Walk/Bike" and "% Transit," are applied to housing and retail proposed land uses. Hotel and the Event Barn were omitted from a reduction due to mode choice given the nature of the types of trips they generate, on which motorized transit is relied on.

### 4.2.5 Reduction in Vehicle Trips due to Reduction in Day Skier / Staff Parking

In an agreement with the City, Deer Valley Resort has agreed to a 20% reduction in the number of day skier/staff parking stalls available in the new parking layout. This 20% reduction equates to 340 fewer stalls than currently exists.

### 4.2.6 Trip Internalization

The residential, hotel, and Event Barn uses are expected to be destinations unto themselves that will generate a measurable number of peak-hour vehicle trips. Table 5 indicates that one-quarter of hotel and multi-family housing trips are expected to remain internal to the project, consisting of walk trips to/from the adjacent retail uses. Those uses will include a variety of dining options, smaller retail shops, and other food & beverage destinations. While the retail uses will likely attract some external new trips, such travel is likely to be infrequent particularly during peak ski days when parking may be challenging to secure and there are many other intervening opportunities further to the north in Park City.

### 4.2.7 Assumed Trip Rates for Day Skiers and Ski Club Members

The trip generation rate per day-user skier vehicle parking space was estimated using the existing traffic volumes collected in February 2024. Since there is not presently any member-only parking spaces at the resort, it was not possible to measure trip rates at them. Alternatively, an approach relying on supply/demand, and likely travel behaviors was followed.

According to **Table 5**, Deer Valley Club parking spaces are expected to have lower (by about one-third) trip rates per space than the general day-user skier parking spaces. This is intentional, with the rationale as follows. It is likely that some day-user skier parking spaces may experience a second vehicle parked in the late afternoon for purposes of shopping, a meal, visitation, or other purposes. This is not expected for the Deer Valley Club parking spaces because there will be a limited number of members and parking for the general public is not allowed. Thus, the daily trip rate per space for the ski club member spaces is lower than for the general day-use spaces. Trip rates per space during the AM and PM peak hours are also expected to be lower for Deer Valley Club parking because members will be virtually guaranteed a parking space (based on the ratio of members to parking spaces) and therefore not need to arrive early to ensure a parking space. The AM and PM day use skier trip rates per space assume this behavior continues.



**Table 5: Snow Park Village Trip Generation**

| Land Use[1, 2] | Number of New Units | Unit Type | Rate[2] | Gross Daily Trips | Percent Internal to Retail[3] | % Retail Trips from Pass-by Skiers[4] | Retail Internal Capture | Gross Daily Trips with Internal Capture | % Entering | % Exiting | % Walk/Bike[5] | % Transit[5] | Trips Entering | Trips Exiting | New Daily Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (220) - Multifamily Housing (Low-Rise) | 100 | Dwelling Unit | 4.55 | 455 | 25% | n/a | -114 | 341 | 50% | 50% | 3.0% | 5.0% | 157 | 157 | **314** |
| (822) Strip Retail Plaza | 30 | 1000 sq. ft. | 54.45 | 1,634 | | 67% | -1,396 | 237 | 50% | 50% | 3.0% | 5.0% | 110 | 110 | **220** |
| Resort Hotel | 120 | Rooms | 6.27 | 752 | 25% | n/a | -188 | 564 | 50% | 50% | | | 283 | 283 | **566** |
| Event Center (Afternoon/Evening Event) | 250 | Attendees | - | 254 | 0% | n/a | 0 | 254 | 50% | 50% | - | - | 127 | 127 | **254** |
| Deer Valley Club Parking | 250 | Stalls | 2.00 | 500 | | n/a | 0 | 500 | 50% | 50% | - | - | 250 | 250 | **500** |
| Net Reduction in Day Skier / Staff Parking | -340 | Stalls | 3.00 | -1,020 | | n/a | 0 | -1,020 | 50% | 50% | - | - | -510 | -510 | **-1,020** |
| **Net Saturday Daily Trips** | | | | **2,575** | | | **-1,698** | **877** | | | | | **417** | **417** | **834** |

| Land Use[1] | Number of New Units | Unit Type | Rate[2] | Gross AM Peak Hour Trips | Percent Internal to Retail[3] | % Retail Trips from Pass-by Skiers[4] | Retail Internal Capture | Gross AM Peak Hour Trips with Internal Capture | % Entering | % Exiting | % Walk/Bike[5] | % Transit[5] | Trips Entering | Trips Exiting | New AM Peak Hour Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (220) - Multifamily Housing (Low-Rise) | 100 | Dwelling Unit | 0.40 | 40 | 25% | n/a | -10 | 30 | 24% | 76% | 3.0% | 5.0% | 7 | 21 | **28** |
| (822) Strip Retail Plaza | 30 | 1000 sq. ft. | 2.36 | 71 | | 20% | -36 | 34 | 60% | 40% | 3.0% | 5.0% | 19 | 13 | **32** |
| Resort Hotel | 120 | Rooms | 0.41 | 49 | 25% | n/a | -12 | 37 | 72% | 28% | | | 27 | 11 | **38** |
| Event Center (Afternoon/Evening Event) | 250 | Attendees | - | 0 | 0% | n/a | 0 | 0 | - | - | - | - | 0 | 0 | **0** |
| Deer Valley Club Parking | 250 | Stalls | 0.33 | 82 | | n/a | 0 | 82 | 100% | 0% | - | - | 82 | 0 | **82** |
| Net Reduction in Day Skier / Staff Parking | -340 | Stalls | 0.49 | -167 | | n/a | 0 | -167 | 100% | 0% | - | - | -167 | 0 | **-167** |
| **Net Saturday AM Peak Hour Trips** | | | | **75** | | n/a | **-59** | **17** | | | | | **-32** | **45** | **13** |

| Land Use[1] | Number of New Units | Unit Type | Rate[2] | Gross PM Peak Hour Trips | Percent Internal to Retail[3] | % Retail Trips from Pass-by Skiers[4] | Retail Internal Capture | Gross PM Peak Hour Trips with Internal Capture | % Entering | % Exiting | % Walk/Bike[5] | % Transit[5] | Trips Entering | Trips Exiting | New PM Peak Hour Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (220) - Multifamily Housing (Low-Rise) | 100 | Dwelling Unit | 0.51 | 51 | 25% | n/a | -13 | 38 | 63% | 37% | 3.0% | 5.0% | 23 | 14 | **37** |
| (822) Strip Retail Plaza | 30 | 1000 sq. ft. | 6.59 | 198 | | 50% | -133 | 65 | 50% | 50% | 3.0% | 5.0% | 30 | 30 | **60** |
| Resort Hotel | 120 | Rooms | 0.70 | 84 | 25% | n/a | -21 | 63 | 43% | 57% | | | 28 | 36 | **64** |
| Event Center (Afternoon/Evening Event) | 250 | Attendees | - | 96 | 0% | n/a | 0 | 96 | 81% | 19% | - | - | 78 | 19 | **97** |
| Deer Valley Club Parking | 250 | Stalls | 0.19 | 47 | | n/a | 0 | 47 | 0% | 100% | - | - | 0 | 47 | **47** |
| Net Reduction in Day Skier / Staff Parking | -340 | Stalls | 0.28 | -95 | | n/a | 0 | -95 | 0% | 100% | - | - | 0 | -96 | **-96** |
| **Net Saturday PM Peak Hour Trips** | | | | **380** | | n/a | **-166** | **214** | | | | | **159** | **50** | **209** |

Notes:

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 11th Edition Trip Generation Manual (ITE Manual), 2021.
2. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan. Event Center was estimated based on an evening event with 250 attendees and mode-split assumptions and actual event observations. Day skier trips estimated from existing vehicles and AM and PM peak period characteristics. Refer to report text for details on derivation of trip rates for custom land use trip generation applications.
3. Represents the proportion of condo or hotel trips that are internalized with retail uses.
4. This represents the percentage of retail trips that are comprised by individuals (e.g., skiers, employees, visitors, etc.) who visit the store en route to chair lifts, returning to vehicle after skiing, etc.
5. Percentage of trips that shift to walking, biking, or transit based on existing ridership levels, transit service quality, MXD+ estimates of external walk/bike trips. Note that adjustments not applied for custom estimated uses including resort hotel (non-auto travel already built into trip rates), event center (custom approach taken), and Deer Valley Club Parking (vehicle trips by definition).

Source: Fehr & Peers, 2024.

## 4.3 Trip Distribution and Assignment

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

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

- 50% North (using SR-224)
- 30% East (using SR-248 via Bonanza Drive)
- 10% West (using any of the accesses along Deer Valley Drive between Bonanza and Marsac)
- 10% South (using Marsac Avenue)

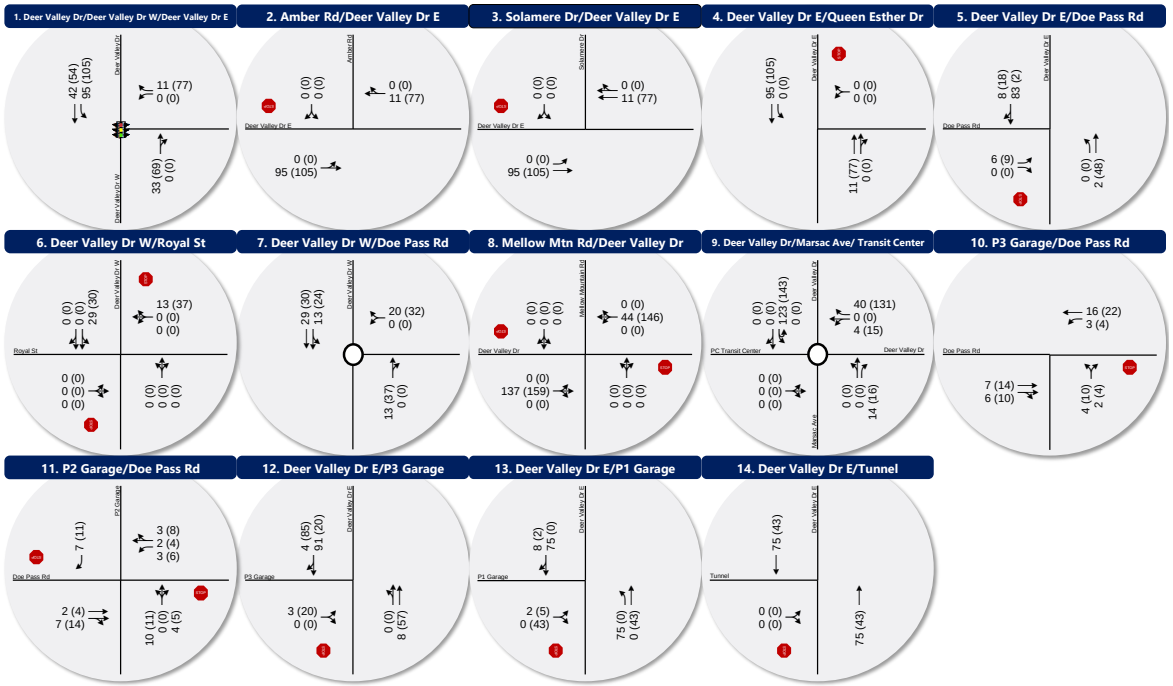
The distribution and assignment of new, project-generated trips reflects the assumption that residents and guests of Snow Park Village's hotel and residential uses are more likely to travel to and from Old Town for dining, shopping, or entertainment purposes.

These trip distribution assumptions were used to distribute project-generated traffic to the study area intersections and are shown in **Figure 8**.

Internal to the project site, the trip distribution at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly. This was assumed to account for the historical use patterns and direct routes to the parking garages. For example, those wishing to make a right turn into the day-skier parking area under the new gondola will highly likely take Deer Valley Drive West, take the roundabout to Doe Pass then a quick right turn into the garage. The same traffic distribution pattern will hold true with the new one-way passenger drop-off area as shown in the circulation plan. This plan results in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection as follows:

- Inbound traffic in the AM was distributed as follows:
    - Roughly 35% on Deer Valley Drive East
    - Roughly 65% on Deer Valley Drive West
- Outbound traffic in the PM was distributed as follows:
    - Roughly 45% on Deer Valley Drive East
    - Roughly 55% on Deer Valley Drive West




LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 8

Saturday AM & PM Peak Hour Trip Generation and Distribution

# 5. Opening Year (2030) Background Conditions

The purpose of the Opening Year (2030) Background Conditions analysis is to evaluate the study intersections during peak travel periods of the day under projected 2030 traffic volumes, when the development is projected to open. This analysis provides a baseline condition for the year 2030, which can be used to determine future Project impacts.

## 5.1 Traffic Volumes

Traffic volumes for 2030 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (March 2024 Version) for 2030. This is a regional forecasting model developed with UDOT support to help plan for major infrastructure in the Wasatch Back region. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split for non-drive alone modes of transportation – higher usage of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates were used on the following roadways to project 2030 background volumes as shown in **Figure 9**.

- 0.12% north of the Marsac Ave Roundabout
- 0.12% between Bonanza and the "Y" intersection
- 0.08% within Deer Valley Loop (Deer Valley Drive East, Deer Valley Drive West, and Doe Pass Road)
- 0.12% on Marsac Ave
- 0.33% on Royal Street

## 5.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, the opening year 2030 background Saturday peak hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hour are reported **Table 6** (see Appendix for the detailed LOS report).

**Table 6: Opening Year 2030 Background Conditions Saturday AM & PM Peak Hour Level of Service**

| Intersection | | | | Worst Movement[1] | | | Overall Intersection[2] | |
|---|---|---|---|---|---|---|---|---|
| ID | Location | Period | Control | Movement[3] | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | Deer Valley Dr West / Deer Valley Dr East | AM | SSSC[4] | WB Left | 15 | C | - | - |
| | | PM | | NB Thru | **56** | **F** | - | - |
| 2 | Amber Rd / Deer Valley Dr East | AM | SSSC | SB Left | 9 | A | - | - |
| | | PM | | WB Right | **205** | **F** | - | - |
| 3 | Solamere Dr / Deer Valley Dr East | AM | SSSC | SB Left | 11 | B | - | - |
| | | PM | | SB Left | 10 | B | - | - |
| 4 | Deer Valley Dr East / Queen Esther Dr | AM | SSSC | WB Left | 10 | B | - | - |
| | | PM | | WB Left | 10 | B | - | - |
| 5 | Deer Valley Dr East / Doe Pass Rd | AM | SSSC | NB Left | **72** | **F** | - | - |
| | | PM | | EB Left | 14 | B | - | - |
| 6 | Deer Valley Dr West / Royal St | AM | SSSC | EB Left | 13 | B | - | - |
| | | PM | | EB Left | 12 | B | - | - |
| 7 | Deer Valley Dr West / Doe Pass Rd | AM | SSSC | WB Right | 9 | A | - | - |
| | | PM | | WB Right | **88** | **F** | - | - |
| 8 | Mellow Mountain Rd / Deer Valley Dr | AM | SSSC | SB Left | 17 | C | - | - |
| | | PM | | SB Left | **68** | **F** | - | - |
| 9 | Deer Valley Dr / Marsac Ave | AM | Roundabout | - | - | - | 17 | C |
| | | PM | | - | - | - | **61** | **F** |

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

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

Source: Fehr & Peers.

As shown in **Table 6**, future background conditions are expected to remain relatively the same or worsen relative to existing conditions. All study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (500 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound

approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS F, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (420 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound right.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (180 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (330 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by congestion from the roundabout which spills back passed Mellow Mountain Rd. This queueing makes it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

## 5.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2030 background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50$^{th}$ and 95$^{th}$ percentiles (see Appendix for the detailed Queue report).

For all movements at the nine intersections analyzed under 2030 background conditions, the following movements experienced 95$^{th}$ percentile queue lengths that exceeded their respective storage:

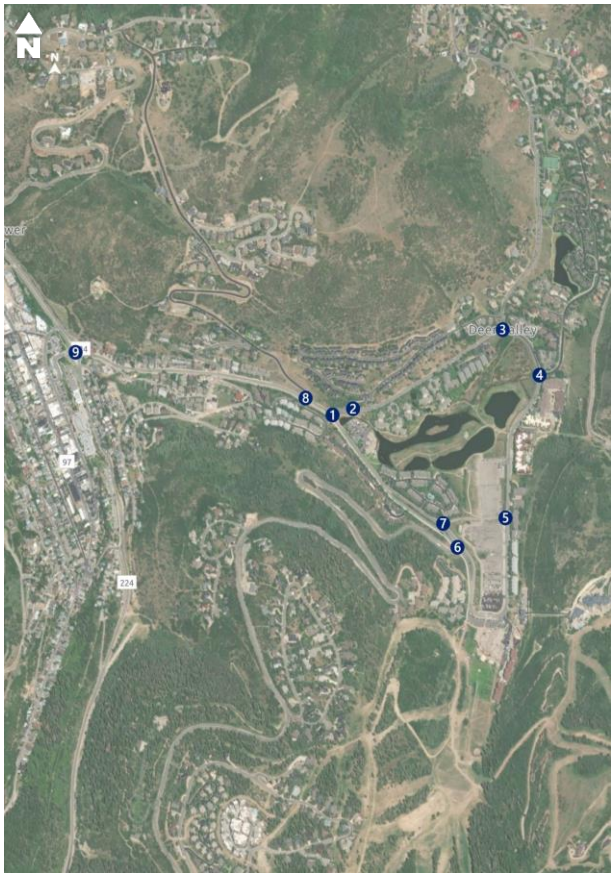
- Deer Valley Drive West / Deer Valley Drive East: The 95$^{th}$ percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 257 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, the through and right turn movements were recorded as 1,690 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

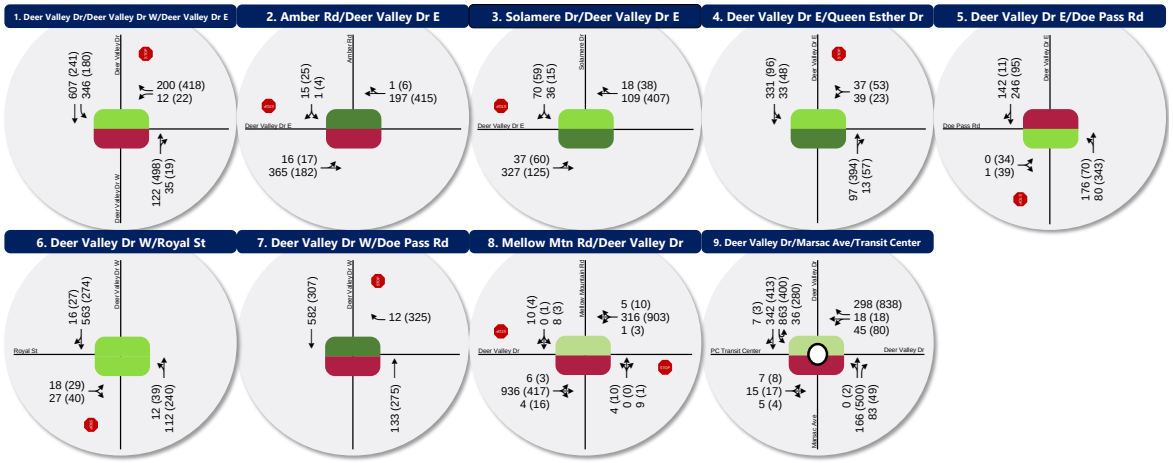
- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 410 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 340 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Drive / Marsac Ave: The 95th percentile queues of the northbound left and through movements were recorded as 1,985 feet, which almost reaches Hillside Avenue.

It should be noted that although the 95th percentile queues did not exceed storage length. The westbound approach on the Amber Road / Deer Valley Drive East intersection experienced significant queues (over 1,400 feet), and the queues were observed in the model to extend past Solamere Drive occasionally.

## 5.4 Proposed Mitigations

The concept plan for Snow Park Village proposes signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. This will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.




LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 9

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

# 6. Opening Year (2030) plus Project Conditions

The purpose of the opening year 2030 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2030, the proposed full build opening year of the development. To analyze this impact, the projected 2030 Saturday AM and PM peak hour background traffic volumes were combined with volumes generated by the development for the Saturday AM and PM peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes.

## 6.1 Traffic Volumes

Project-generated traffic (**Figure 8**) was added to the opening year 2030 background volumes (**Figure 9**) to yield Opening Year (2030) Plus Project Saturday AM and PM peak-hour traffic volumes at the study intersections as shown in **Figure 10**. The plus project traffic volumes were rerouted to account for the following characteristics in the build conditions:

- The modified Doe Pass Road, which serves two-way traffic (currently one-way west of parking lots) and direct access parking garage driveways
- New Ski Club and Ski School pick-up/drop-off locations at the south end of Deer Valley Drive East
- Rerouted bus routes due to the new one-way transit hub

Although the volumes were rerouted, this study aimed to evaluate how the study intersections would operate if driving behaviors do not change drastically despite development. Therefore, the traffic distribution of the background traffic at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly, and project traffic was added, along with reduced trips due to the reduced day-skier parking. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection with roughly 35% using Deer Valley Drive East and roughly 65% using Deer Valley Drive West inbound in the AM peak hour, and roughly 45% using Deer Valley Drive East and roughly 55% using Deer Valley Drive West outbound in the PM peak hour.

Additionally, the proposed design presents a passenger pick-up/drop-off and transit hub at the south end of the loop, which is similar to the current configuration, with the change of the loop being one-way, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East. The proposed design includes parking garages to provide comfortable covered parking stalls for the users, with direct access to the Village and ski facilities. This will potentially cause a shift in driving behavior around the loop. A significant amount of current users drop-off passengers before parking the vehicle. The proposed design may encourage vehicles to skip the drop-off and drive directly to the parking garages. For analysis

purposes, current patterns were assumed, where a majority of vehicles travel through the drop-off loop before entering the parking garages. This replicated conservative conditions with congestion in the drop-off loop and higher traffic around the loop.

## 6.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, opening year 2030 background Saturday peak hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hour are reported in **Table 7** (see Appendix for the detailed LOS report).

**Table 7: Opening Year 2030 plus Project Conditions Saturday AM & PM Peak Level of Service**

| Intersection | | | | Worst Movement[1] | | | Overall Intersection[2] | |
|---|---|---|---|---|---|---|---|---|
| ID | Location | Period | Control | Movement[3] | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | Deer Valley Dr West / Deer Valley Dr East | AM | Signal | - | - | - | 10 | B |
| | | PM | | - | - | - | 35 | D |
| 2 | Amber Rd / Deer Valley Dr East | AM | SSSC[4] | SB Left | 8 | A | - | - |
| | | PM | | SB Right | 15 | C | - | - |
| 3 | Solamere Dr / Deer Valley Dr East | AM | SSSC | SB Left | 8 | A | - | - |
| | | PM | | SB Left | 8 | A | - | - |
| 4 | Deer Valley Dr East / Queen Esther Dr | AM | SSSC | WB Left | 7 | A | - | - |
| | | PM | | WB Right | 8 | A | - | - |
| 5 | Deer Valley Dr East / Doe Pass Rd | AM | AWSC | SB Thru | 25 | D | - | - |
| | | PM | | SB Right | 14 | B | - | - |
| 6 | Deer Valley Dr West / Royal St | AM | SSSC | EB Right | 8 | A | - | - |
| | | PM | | EB Left | 9 | A | - | - |
| 7 | Deer Valley Dr West / Doe Pass Rd | AM | Roundabout | - | - | - | 3 | A |
| | | PM | | - | - | - | 28 | D |
| 8 | Mellow Mountain Rd / Deer Valley Dr | AM | SSSC | SB Left | 18 | C | - | - |
| | | PM | | SB Right | **40** | **E** | - | - |
| 9 | Deer Valley Dr / Marsac Ave | AM | Roundabout | - | - | - | 16 | C |
| | | PM | | - | - | - | **103** | **F** |
| 10 | Middle Driveway (P3) / Doe Pass Rd | AM | SSSC | NB Left | 10 | B | **-** | **-** |
| | | PM | | NB Left | **69** | **F** | **-** | **-** |
| 11 | East Driveway (P2) / Doe Pass Rd | AM | SSSC | SB Right | 9 | A | **-** | **-** |
| | | PM | | NB Left | 10 | B | **-** | **-** |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12 | Deer Valley Dr East / North Driveway (P3) | AM | SSSC | EB Left | 17 | C | - | - |
| | | PM | | EB Left | 24 | C | - | - |
| 13 | Deer Valley Dr East / South Driveway (P1) | AM | SSSC | NB Left | 2 | A | - | - |
| | | PM | | EB Right | 8 | A | - | - |
| 14 | Deer Valley Dr East / Exit Ramps | AM | SSSC | SB Thru | 17 | C | - | - |
| | | PM | | EB Left | 10 | B | - | - |

Notes:
**Bold text** indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 7**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Mellow Mountain Road / Deer Valley Drive: LOS E in the PM peak hour (5 southbound right vehicles)
    - This is caused by the vehicles making a southbound right turn on a stop control, looking for a gap in traffic of high volumes exiting the resort in the PM peak hour.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.
- Middle Driveway (P3) / Doe Pass Rd: LOS F in the PM peak hour (278 northbound left vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Road, also causing a queue on Doe Pass road. This queueing makes it difficult for vehicles to turn onto Doe Pass Road.

## 6.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2030 plus project Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50$^{th}$ and 95$^{th}$ 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 95$^{th}$ percentile queue lengths that exceeded their respective storage:

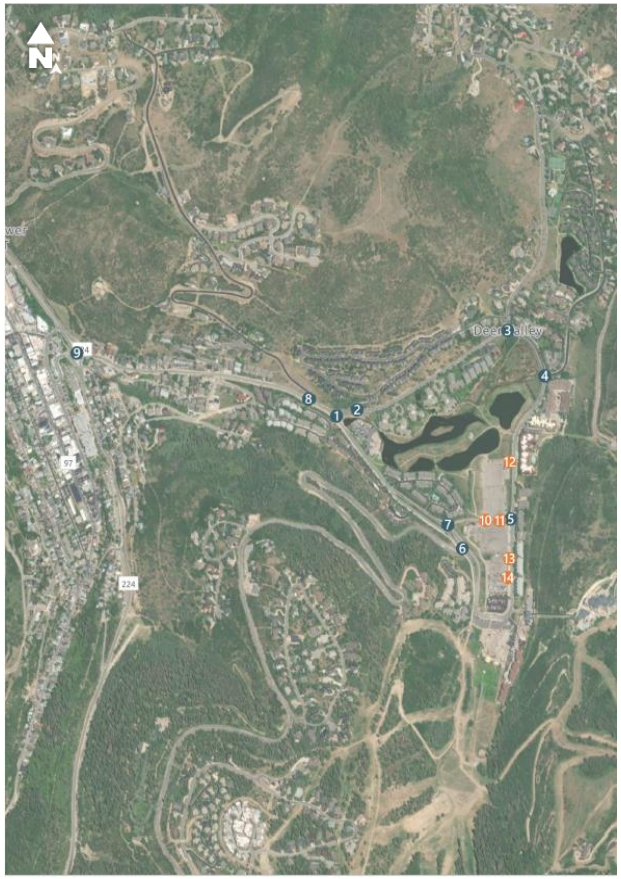
- Deer Valley Dr West / Deer Valley Dr East: The 95$^{th}$ percentile queue of the southbound left and southbound through movements were recorded as 184 and 347 feet versus 120 and 270 feet of storage, respectively, in the AM peak hour. In the PM peak hour, the 95$^{th}$ percentile queue of the

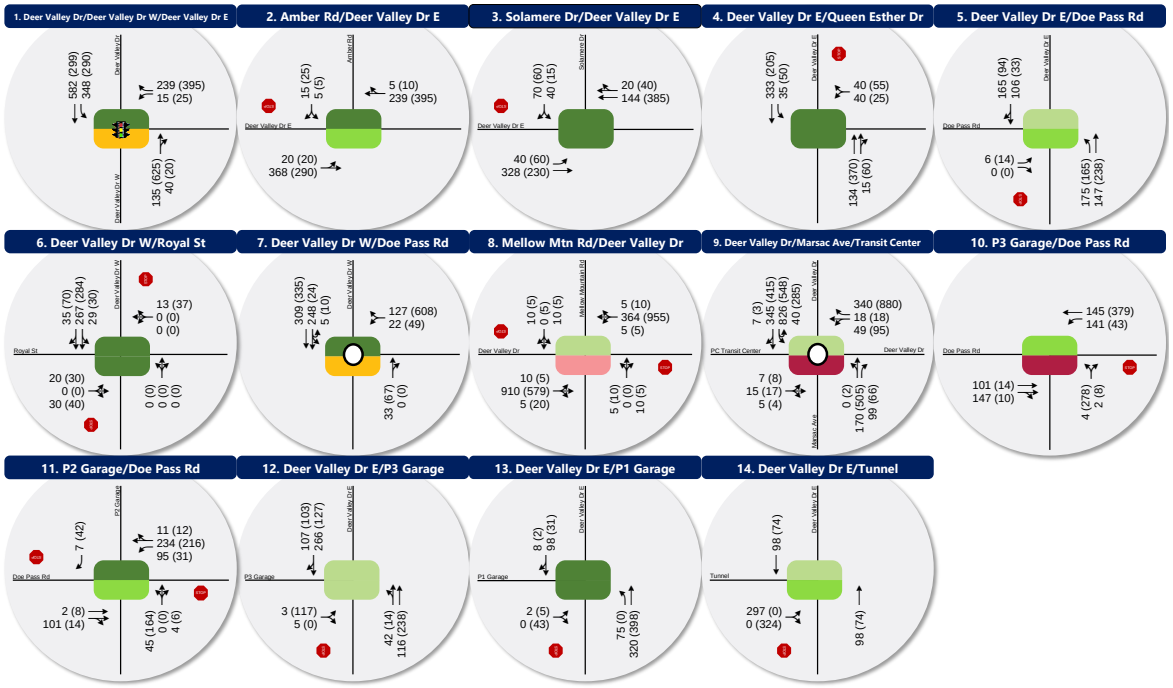
southbound left turn movement was 257 feet versus 120 feet of storage. These queues spill back passed the Mellow Mountain Rd intersection. The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were recorded as 270 and 269 feet, respectively, in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, through and right turn movements were recorded as 1,738 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 372 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 387 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Dr / Marsac Ave: The 95th percentile queues of the northbound left, through, and right turn movements were recorded as 2,044, 2,044, and 2,039 feet, respectively, in the PM peak hour versus 1,500 feet of storage.

## 6.4 Proposed Mitigations

The Snow Park Village site plan includes a proposed signal at the Deer Valley Drive West / Deer Valley Drive East intersection. The intersection is currently a "T"-intersection with free flow movement north/south along Deer Valley West, and a stop-control on the approach of Deer Valley Drive East. Although the analysis results from the model show improved overall LOS and reduced westbound queues at the proposed signal, the congestion between the Marsac roundabout and the Deer Valley Drive West / Deer Valley Drive East intersection still causes delays and significant northbound queues. Improved traffic flow downstream of the Deer Valley Drive West / Deer Valley Drive East intersection will improve the conditions within the Deer Valley loop. This will also clear up the congestion extending to Doe Pass Road, improving the delays at the P3 driveway. Current ongoing studies are evaluating potential mitigations at the Marsac roundabout. Therefore, no mitigation measures were evaluated at the Marsac roundabout for this study.




LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 10

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

# 7. Future 2040 Background Conditions

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

## 7.1 Traffic Volumes

Traffic volumes for 2040 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (March 2024 version) for 2040. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split of transportation – higher use of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates are used on the following roadways to project 2040 background volumes as shown in **Figure 11**.

- 0.12% north of the Marsac Ave Roundabout
- 0.12% between Bonanza and the "Y" intersection
- 0.08% within Deer Valley Loop (Deer Valley Drive East, Deer Valley Drive West, and Doe Pass Road)
- 0.12% on Marsac Ave
- 0.33% on Royal Street

## 7.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, future 2040 background Saturday peak-hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hours are reported in **Table 8** (see Appendix for the detailed LOS report).

**Table 8: Future 2040 Background Conditions Saturday AM & PM Peak Hour Level of Service**

| Intersection | | | | Worst Movement[1] | | | Overall Intersection[2] | |
|---|---|---|---|---|---|---|---|---|
| ID | Location | Period | Control | Movement[3] | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | Deer Valley Dr West / Deer Valley Dr East | AM | SSSC[4] | WB Left | 20 | C | - | - |
| | | PM | | NB Thru | **56** | **F** | - | - |
| 2 | Amber Rd / Deer Valley Dr East | AM | SSSC | SB Right | 8 | A | - | - |
| | | PM | | WB Thru | **216** | **F** | - | - |
| 3 | Solamere Dr / Deer Valley Dr East | AM | SSSC | SB Left | 10 | B | - | - |
| | | PM | | EB Left | 10 | B | - | - |
| 4 | Deer Valley Dr East / Queen Esther Dr | AM | SSSC | WB Left | 11 | B | - | - |
| | | PM | | WB Left | 9 | A | - | - |
| 5 | Deer Valley Dr East / Doe Pass Rd | AM | SSSC | NB Left | **74** | **F** | - | - |
| | | PM | | EB Left | 15 | C | - | - |
| 6 | Deer Valley Dr West / Royal St | AM | SSSC | EB Left | 14 | B | - | - |
| | | PM | | EB Left | 13 | B | - | - |
| 7 | Deer Valley Dr West / Doe Pass Rd | AM | SSSC | WB Right | 9 | A | - | - |
| | | PM | | WB Right | **93** | **F** | - | - |
| 8 | Mellow Mountain Rd / Deer Valley Dr | AM | SSSC | SB Left | 18 | C | - | - |
| | | PM | | SB Left | **54** | **F** | - | - |
| 9 | Deer Valley Dr / Marsac Ave | AM | Roundabout | - | - | - | 18 | C |
| | | PM | | - | - | - | **64** | **F** |

Notes:
**Bold text** indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

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

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (505 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn.

While the stop-controlled westbound approach experiences delays and operates at LOS F, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (425 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (180 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (330 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by congestion at the roundabout which spills back passed Mellow Mountain Rd. This queueing makes it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

## 7.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2040 background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50$^{th}$ and 95$^{th}$ percentiles (see Appendix for the detailed Queue report).

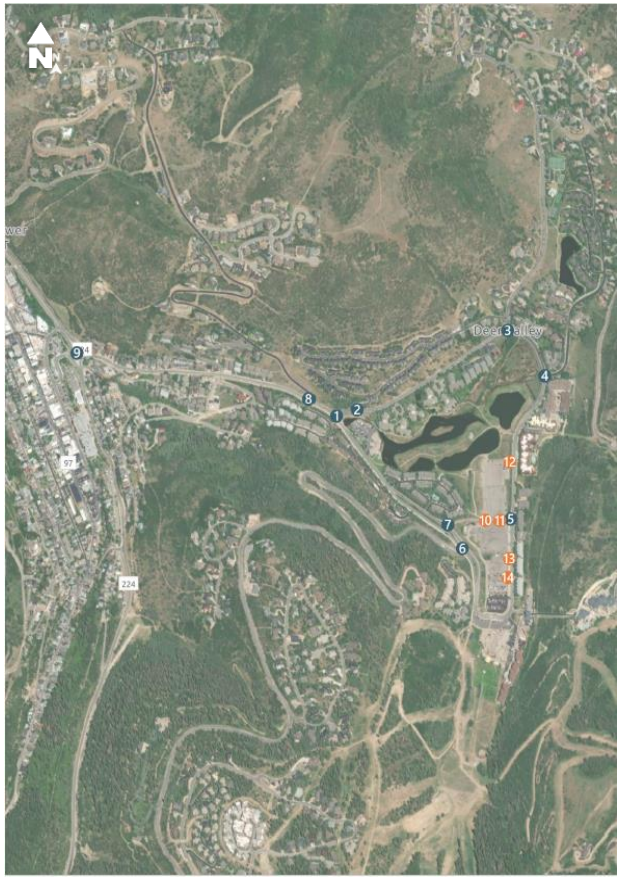
For all movements at the nine intersections analyzed under 2040 background conditions, the following movements experienced 95$^{th}$ percentile queue lengths that exceeded their respective storage:

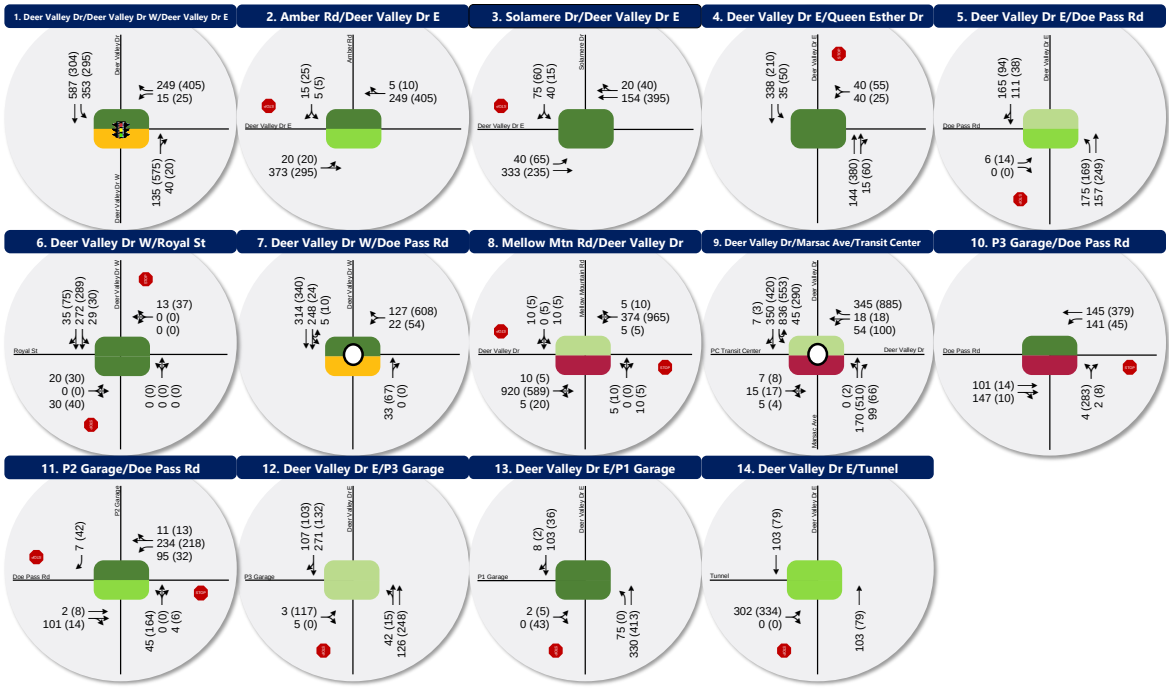
- Deer Valley Drive West / Deer Valley Drive East: The 95$^{th}$ percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 257 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer 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 95$^{th}$ percentile queues of the westbound turn movements were recorded as 410 feet in the PM peak hour versus 200 feet of storage.

- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 340 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Drive / Marsac Ave: The 95th percentile queues of the northbound left and through turn movements were recorded as 1,977 feet in the PM peak hour versus 1,500 feet of storage.

## 7.4 Proposed Mitigations

The concept plan for Snow Park Village proposes signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. This will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.




LEGEND

Stop Sign  Signalized

Lane Configuration: AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM: A B C D E F

Figure 11

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

# 8. Future 2040 plus Project Conditions

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

## 8.1 Traffic Volumes

Project-generated traffic (**Figure 8**) was added to the future 2040 background volumes (**Figure 11**) to yield "Future 2040 Plus Project" Saturday AM and PM peak hour traffic volumes at the study intersections as shown in **Figure 12**. The plus project traffic volumes were rerouted to account for the following characteristics in the build conditions:

- The modified Doe Pass Road, which serves two-way traffic (currently one-way west of parking lots) and direct access parking garage driveways
- New Ski Club and Ski School pick-up/drop-off locations at the south end of Deer Valley Drive East
- Rerouted bus routes due to the new one-way transit hub

Although the volumes were rerouted, this study aimed to evaluate how the study intersections would operate if driving behaviors do not change drastically despite development. Therefore, the traffic distribution of the background traffic at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly, and project traffic was added, along with reduced trips due to the reduced day-skier parking. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection with roughly 35% using Deer Valley Drive East and roughly 65% using Deer Valley Drive West inbound in the AM peak hour, and roughly 45% using Deer Valley Drive East and roughly 55% using Deer Valley Drive West outbound in the PM peak hour.

Additionally, the proposed design presents a passenger pick-up/drop-off and transit hub at the south end of the loop, which is similar to the current configuration, with the change of the loop being one-way, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East. The proposed design includes parking garages to provide comfortable covered parking stalls for the users, with direct access to the Village and ski facilities. This will potentially cause a shift in driving behavior around the loop. A significant amount of current users drop-off passengers before parking the vehicle. The proposed design may encourage vehicles to skip the drop-off and drive directly to the parking garages. For analysis

purposes, current patterns were assumed, where a majority of vehicles travel through the drop-off loop before entering the parking garages. This replicated conservative conditions with congestion in the drop-off loop and higher traffic around the loop.

## 8.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, future 2040 plus project Saturday peak hour LOS was computed for each study intersection. The results if this analysis for the Saturday AM and PM peak hours are reported in **Table 9** (see Appendix for the detailed LOS report).

**Table 9: Future 2040 plus Project Conditions Saturday AM & PM Peak Hour Level of Service**

| Intersection | | | | Worst Movement[1] | | | Overall Intersection[2] | |
|---|---|---|---|---|---|---|---|---|
| ID | Location | Period | Control | Movement[3] | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | Deer Valley Dr West / Deer Valley Dr East | AM | Signal | - | - | - | 10 | B |
| | | PM | | - | - | - | 36 | D |
| 2 | Amber Rd / Deer Valley Dr East | AM | SSSC[4] | SB Left | 8 | A | - | - |
| | | PM | | SB Right | 13 | B | - | - |
| 3 | Solamere Dr / Deer Valley Dr East | AM | SSSC | SB Left | 8 | A | - | - |
| | | PM | | SB Left | 8 | A | - | - |
| 4 | Deer Valley Dr East / Queen Esther Dr | AM | SSSC | WB Left | 7 | A | - | - |
| | | PM | | WB Left | 8 | A | - | - |
| 5 | Deer Valley Dr East / Doe Pass Rd | AM | AWSC | SB Through | 25 | D | - | - |
| | | PM | | SB Right | 12 | B | - | - |
| 6 | Deer Valley Dr West / Royal St | AM | SSSC | EB Right | 9 | A | - | - |
| | | PM | | EB Left | 8 | A | - | - |
| 7 | Deer Valley Dr West / Doe Pass Rd | AM | Roundabout | - | - | - | 3 | A |
| | | PM | | - | - | - | 31 | D |
| 8 | Mellow Mountain Rd / Deer Valley Dr | AM | SSSC | SB Left | 20 | C | - | - |
| | | PM | | SB Left | **78** | **F** | - | - |
| 9 | Deer Valley Dr / Marsac Ave | AM | Roundabout | - | - | - | 17 | C |
| | | PM | | - | - | - | **108** | **F** |
| 10 | Middle Driveway (P3) / Doe Pass Rd | AM | SSSC | NB Left | 10 | B | **-** | **-** |
| | | PM | | NB Left | **72** | **F** | **-** | **-** |
| 11 | East Driveway (P2) / Doe Pass Rd | AM | SSSC | NB Left | 9 | A | **-** | **-** |
| | | PM | | NB Left | 10 | B | **-** | **-** |
| 12 | | AM | SSSC | EB Left | 17 | C | **-** | **-** |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Deer Valley Dr East / North Driveway (P3) | PM | | EB Left | 23 | C | - | - |
| 13 | Deer Valley Dr East / South Driveway (P1) | AM | SSSC | NB Left | 2 | A | - | - |
| | | PM | | EB Right | 8 | A | - | - |
| 14 | Deer Valley Dr East / Tunnel Exit | AM | SSSC | EB Left | 14 | B | - | - |
| | | PM | | EB Left | 11 | B | - | - |

Notes:
**Bold text** indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 9**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Mellow Mountain Road / Deer Valley Drive: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by the vehicles making a southbound left turn on a stop control, looking for a gap in traffic of high volumes exiting the resort in the PM peak hour.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.
- Middle Driveway (P3) / Doe Pass Rd: LOS F in the PM peak hour (283 northbound left vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Road, also causing a queue on Doe Pass road. This queueing makes it difficult for vehicles to turn onto Doe Pass Road.

## 8.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2040 plus project Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50$^{th}$ and 95$^{th}$ 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 95$^{th}$ percentile queue lengths that exceeded their respective storage:

- Deer Valley Dr West / Deer Valley Dr East: The 95$^{th}$ 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 95$^{th}$ percentile queue of the

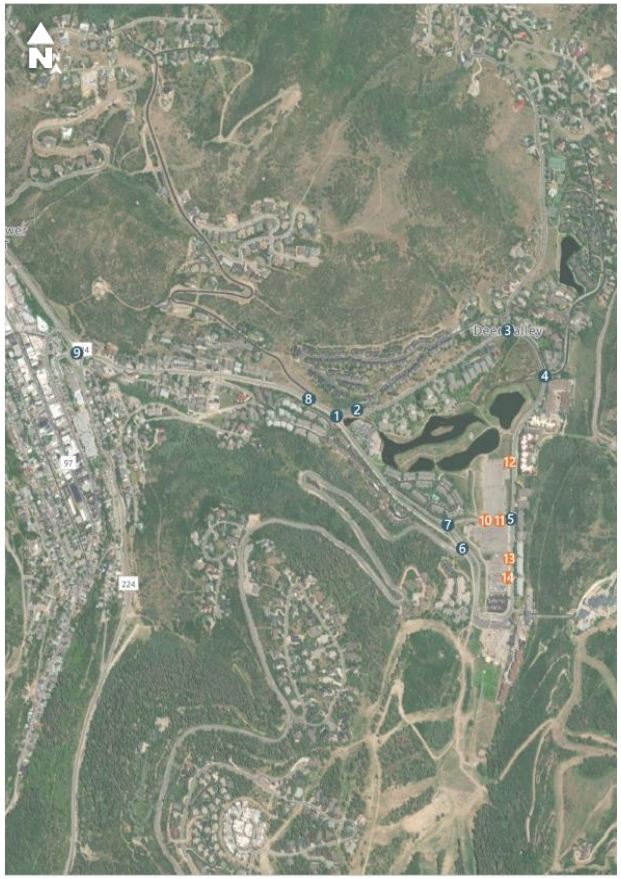
southbound left turn movement was 273 feet versus 120 feet of storage. These queues spill back passed the Mellow Mountain Rd intersection. The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were recorded as 271 and 270 feet, respectively, in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, the through and right turn movements were recorded as 1,724 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

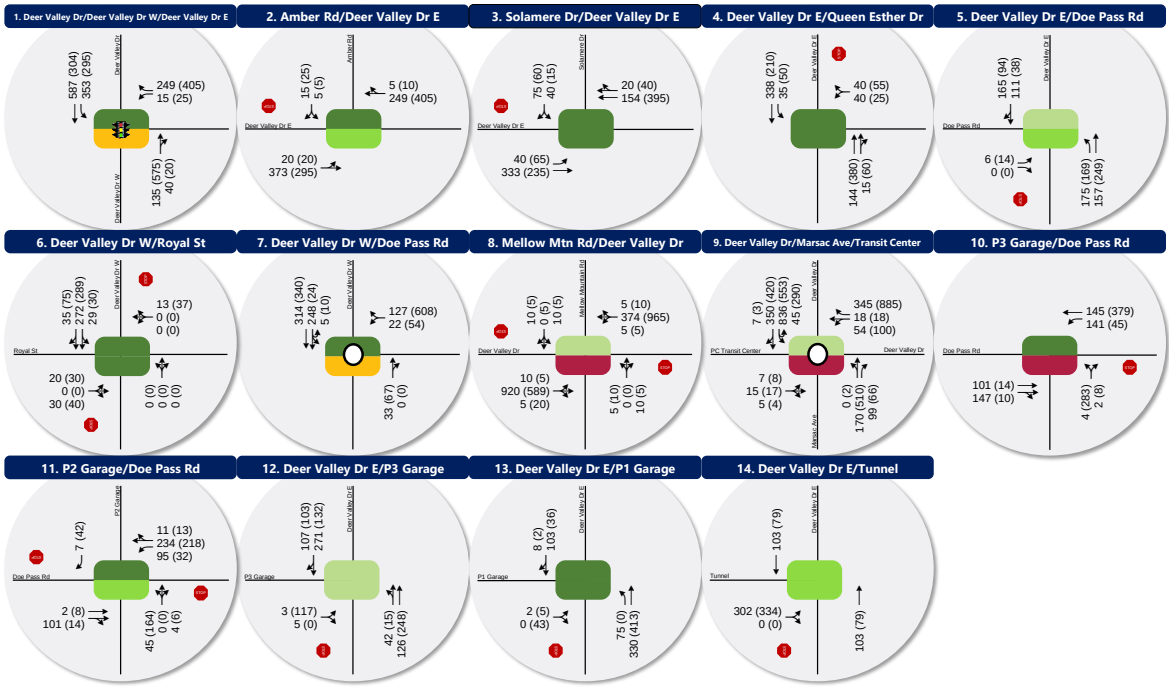
- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 372 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 387 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Dr / Marsac Ave: The 95th percentile queues of the northbound left, through, and right turn movements were recorded as 2,047, 2,047, and 2,040 feet, respectively, in the PM peak hour versus 1,500 feet of storage.

**Figure 13** illustrates the estimated queue lengths under the 2040 plus project conditions at key controlling intersections.

## 8.4 Proposed Mitigations

The Snow Park Village site plan includes a proposed signal at the Deer Valley Drive West / Deer Valley Drive East intersection. The intersection is currently a "T"-intersection with free flow movement north/south along Deer Valley West, and a stop-control on the approach of Deer Valley Drive East. Although the analysis results from the model show improved overall LOS and reduced westbound queues at the proposed signal, the congestion between the Marsac roundabout and the Deer Valley Drive West / Deer Valley Drive East intersection still causes delays and significant northbound queues. Improved traffic flow downstream of the Deer Valley Drive West / Deer Valley Drive East intersection will improve the conditions within the Deer Valley loop. This will also clear up the congestion extending to Doe Pass Road, improving the delays at the P3 driveway. Current ongoing studies are evaluating potential mitigations at the Marsac roundabout. Therefore, no mitigation measures were evaluated at the Marsac roundabout for this study.




LEGEND

Stop Sign  Signalized

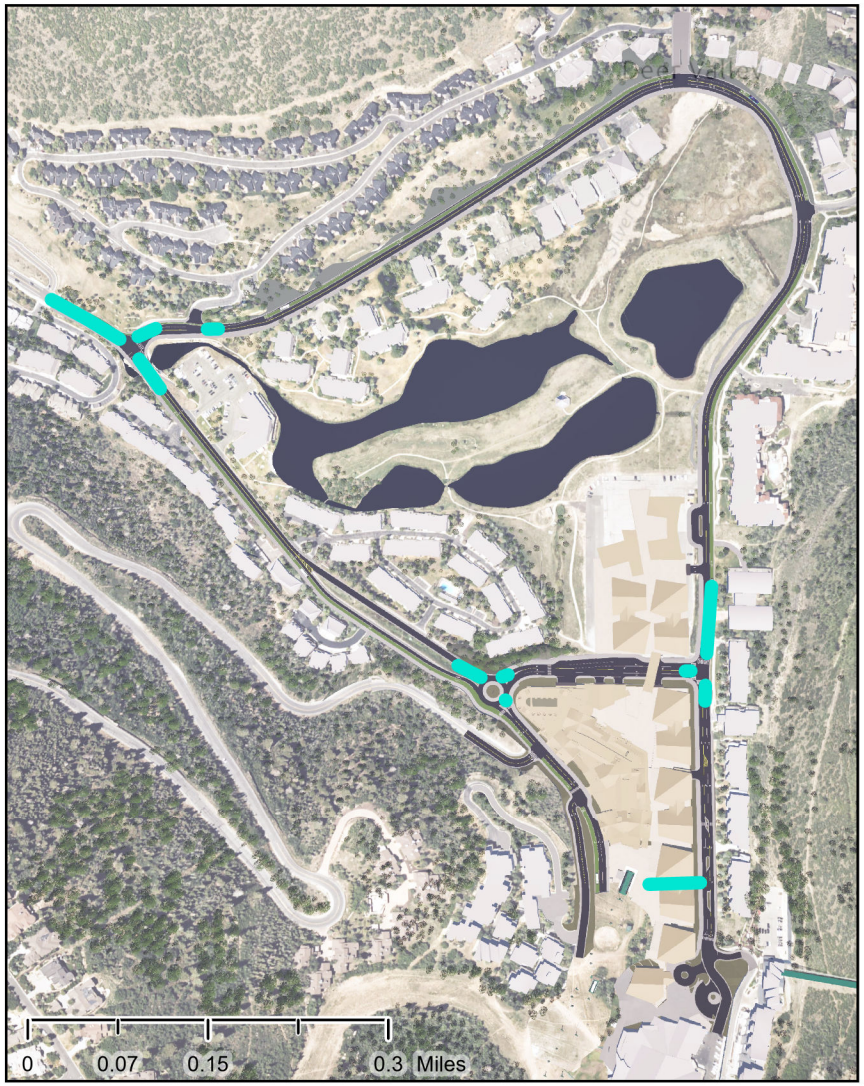
Lane Configuration: AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

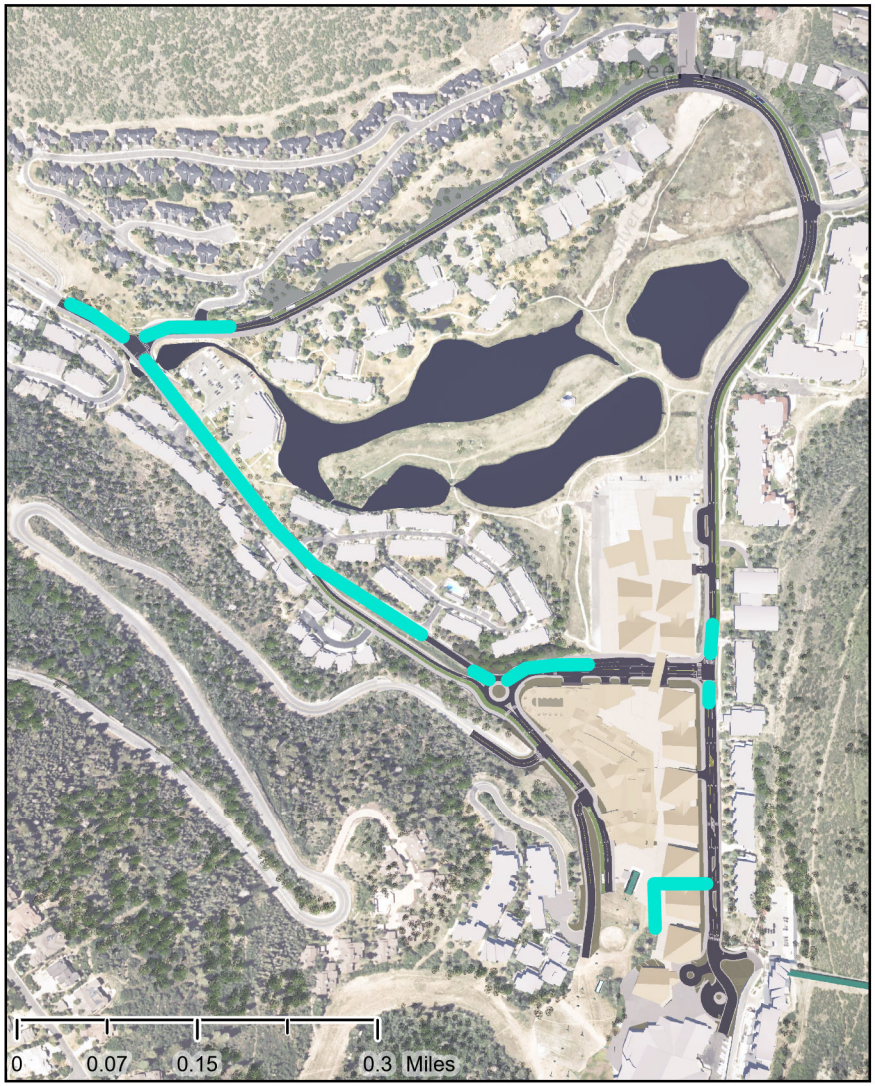
AM / PM: A B C D E F

Figure 12

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




*AM Peak Hour*




*PM Peak Hour*

Figure 13

# 9. Roadway Analysis

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

## 9.1 Roadway Analysis Results

The roadway LOS was calculated based on planning level generalized peak hour two-way volumes for roadway capacities as shown in **Table 10**. These volumes are published by the Florida Department of Transportation (FDOT) based on planning applications of the HCM and are widely used for planning level evaluation of roadway capacity. **Table 10** shows the peak hour two-way capacity estimates for a 2-lane roadway in areas over 5,000 in population not in urbanized areas.

**Table 10: Roadway Level of Service Peak Hour Two-Way Traffic Thresholds**

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

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

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

**Table 11** shows the peak hour roadway LOS analysis for each scenario. As shown in **Table 11**, all internal roadways are expected to operate at LOS C or better with the current 2-lane configuration for all scenarios.

**Table 11: Snow Park Village Roadway LOS Analysis Summary**

| Scenario | Saturday Peak Hour | Deer Valley Dr W (South of Y-intersection) | | Deer Valley Dr E (East of Y-intersection) | |
|---|---|---|---|---|---|
| | | Two-Way Volume[1] | LOS | Two-Way Volume[1] | LOS |
| Existing | AM | 780 | A/B | 590 | A/B |
| | PM | 830 | C | 680 | A/B |
| Opening Year 2030 plus Project | AM | 780 | A/B | 640 | A/B |
| | PM | 970 | C | 770 | A/B |
| Future 2040 plus Project | AM | 780 | A/B | 660 | A/B |
| | PM | 970 | C | 790 | A/B |

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

Existing roadway count sheets are included in the Appendix.

# 10. Parking

The purpose of this section is to document the proposed parking supply, and how it is managed is a key element to the overall success of the new Snow Park Village project.

## 10.1 Parking Supply

The greater Snow Park area currently has, at peak, around 1,700 parking spaces. As a result of a recent agreement with the City, the will be a 20% reduction of day skier spaces after the Snow Park project is constructed. This results in 340 fewer day skier spaces for a new total of 1,360. The new land uses such as the hotel and Event Barn at Snow Park will require parking. The amount allocated to these other uses is 611 spaces, for a total of 1,971 spaces for the overall project.

There will be three levels of structured, controlled parking.

- Level 1 consists of 885 day-skier spaces and 37 spaces for the event barn for a total of 922 spaces.
- Level 2 consists of 476 day-skier spaces, 13 event barn, 119 hotel, and 160 spaces for the condominium parking for a total of 768 spaces.
- Level 3 consists of 250 ski club spaces and 20 condominium spaces for a total of 280 spaces.

The sum of parking stalls across the three levels is 1,971.

## 10.2 Parking Management

The access by use is:

- Day skiers will access parking from Doe Pass Road and Deer Valley Drive East (for parking at the north end of the project).
- Event Barn patrons will access parking from Doe Pass Road into the P2 entrance and from Deer Valley Drive East into the P3 entrance.
- Hotel guest parking will access their spaces from Doe Pass Road into the P2 entrance.
- Condominium residents will access parking from Doe Pass Road into the P2 entrance and from Deer Valley Drive East into the P1 entrance.
- Last, ski club members will access their spaces from Deer Valley Drive East into the P1 entrance.

The overall parking management will use state-of-the-art parking technologies such as individual parking stall availability notifications, parking level availability (mostly for day-skiers) and other dynamic wayfinding messaging. The day-skier parking will be paid and the transaction will occur on departure to ensure the guest arrival experience is as smooth as possible.

# 11. Traffic Safety

## 11.1 Existing Safety Trends

The AASHTOW are Safety database contains details about location features, crash types, contributing circumstances, and other factors associated with recorded crashes. An analysis of crash data from the past five years (2019-2023) was conducted to identify crash patterns at the nine study intersections providing access to the project site, in addition to segment-level crashes along the Deer Valley Drive loop. Details of the 5-year crash history at the study intersections are presented in Error! Reference source not found.. A total of 24 crashes occurred at all study intersections, in addition to 19 segment-level crashes along Deer Valley Drive. Of all crashes in the study area, none involving pedestrians or bicycles were reported during the five-year period. Two crashes resulted in serious injury, while no fatalities were reported. These serious injuries both occurred at the intersection of Deer Valley Drive and Marsac Avenue, with exact contributing circumstances detailed below:

1. A single-unit semi-truck entering a roundabout failed to yield to an SUV already circulating through the roundabout.
2. A heavy vehicle's brakes or other safety equipment failed, resulting in a downhill runaway that struck two vehicles within the roundabout.

**Table 12: Five-Year (2019-2023) Crash History, by Severity**

| ID | Location | PDO[1] | Possible Injury | Minor Injury | Serious Injury | Fatality |
|---|---|---|---|---|---|---|
| *1* | ***Deer Valley Drive East & Solamere Drive*** | 2 | 1 | 0 | 0 | 0 |
| *2* | ***Deer Valley Drive East & Queen Esther Drive[2]*** | 0 | 0 | 0 | 0 | 0 |
| *3* | ***Deer Valley Drive North / Amber Road*** | 1 | 0 | 0 | 0 | 0 |
| *4* | ***Deer Valley Drive & Mellow Mountain Rd*** | 2 | 0 | 0 | 0 | 0 |
| *5* | ***Deer Valley Drive West & Doe Pass Rd[2]*** | 0 | 0 | 0 | 0 | 0 |
| *6* | ***Deer Valley Drive & Marsac Ave*** | 10 | 1 | 0 | 2 | 0 |
| *7* | ***Deer Valley Drive East & Deer Valley Drive West*** | 2 | 0 | 0 | 0 | 0 |
| *8* | ***Deer Valley Dr S & Royal St*** | 3 | 0 | 0 | 0 | 0 |
| *9* | ***Deer Valley Drive East & Doe Pass Road[2]*** | 0 | 0 | 0 | 0 | 0 |
| *-* | ***Deer Valley Drive East of Marsac Avenue*** | 11 | 5 | 3 | 0 | 0 |

## 11.2 Future Safety Trends

Under both project and future conditions volumes are anticipated to increase, which will result in an increased potential for vehicle conflicts as well as pedestrian/bicycle interactions with vehicles. Because of the limited crash history within the study area, future crash trends were not estimated. However, three proposed operational mitigations at the study intersections that may result in a reduced likelihood of future crashes around the proposed site. Each operational mitigation is listed below with their corresponding intersection ID and name, as well as the crash modification factor (CMF) associated with the respective mitigation:[1]

1. **Deer Valley Drive W and Doe Pass Road**: Conversion from side-street stop-control to roundabout. CMF of 0.29, or a potential crash reduction from baseline conditions of 71%.[2]

[1] The Highway Safety Manual (HSM) and CMF Clearinghouse identify the crash modification factors (CMF's) associated with a variety of potential mitigations. The CMF represents a measure of how crashes under the mitigated case compare to a baseline case (in the case of intersections, the baseline case is typically assumed to be a stop-controlled intersection unless otherwise specified). As an example, a CMF of 0.89 represents a potential reduction in crashes of 11% when compared to baseline conditions.

[2] Utah Department of Transportation specific CMF, which has been vetted and calibrated for Utah.

2. **Deer Valley Drive E and Deer Valley Drive W**: Conversion from side-street stop-control to signalized intersection. CMF of 0.56, or a potential crash reduction from baseline conditions of 44%.
3. **Deer Valley Drive E and Doe Pass Road**: Conversion from side-street stop-control to all-way stop-control. CMF of 0.25, or a potential crash reduction from baseline conditions of 75%.

# 12. Transit Evaluation

This section includes an evaluation of existing transit service and infrastructure, as well as a breakdown of estimated mode shares and trips.

## 12.1 Existing Transit Service

In addition to a multitude of private shuttles and buses, there are two public transit operators providing transit service to and from Deer Valley: Park City Transit and High-Valley Transit. High Valley Transit operates one route that services Deer Valley:

- 101 – Spiro / 224 Local that services Deer Valley (30 min headway)
- 106 – Wasatch Black Connector (60 minute headway)

Park City Transit operates seven routes that service Deer Valley:

- 1 Red: Prospector Square – Deer Valley (30 min headway)
- 2 Green: Park Meadows/Thaynes Canyon – Deer Valley (30 min headway)
- 3 Blue: Thaynes Canyon/Park Meadows – Deer Valley (30 min headway)
- 5 Yellow: Prospector Square – Deer Valley (30 min headway)
- 8 Brown Richardson Flat Park & Ride– Deer Valley (20 min headway)
- 40 Bronze: Main Street – Royal Street – Silver Lake Lodge (30 min headway)
- 50 Teal: Prospector Square – Deer Valley (30 min headway)

Local bus stops are provided along both sides of Deer Valley Drive East and Deer Valley Drive West, allowing transit riders to board buses that are Deer Valley- or Old Town-bound. For such bus stops, an extensive multiuse path on both sides of the roads will be built with striped crosswalks fitted with flashing beacons to increase safety for those utilizing non-motorized transportation. At the southern end of the Deer Valley Drive in the Transit Hub below Snow Park base area, there are one-directional bus stops that can accommodate up to six buses at once.

## 12.2 Estimated Mode Share

As a result of the 20% reduction in available day skier parking stalls and updates to the Summit/Wasatch Travel Demand Model, the estimated mode shares for walk/bike and transit are estimated to be 3% of trips will be from walking or biking while 5% of trips will be from transit. All transit starting from and ending at the Resort will occur at the Transit Hub located in P3 of the parking garage. This results in transit rides using a series of internal escalators to move between the Transit Hub and Snow Park Lodge keeping them entirely protected from typical roadways.

# 13. Transportation Demand Management

Park City, through its "Park City Forward" initiative, has identified a goal of 20% of trips by modes other than private cars. The City is tackling this challenge through a variety of strategies, including but not limited to the following:

1. Updates to the local and regional transit system, including a Bus Rapid Transit project from Kimball Junction to Old Town
2. Coordination with partner agencies to implement greater park-and-ride capacity
3. Expansion of high-quality active transportation facilities throughout Park City
4. Partnerships with private developments to implement and operate comprehensive Transportation Demand Management (TDM) programs

While not specifically required by the City's TIS Guidelines, Deer Valley is aligned, and will continue to support, furthering the City's broader trip reduction goal. Deer Valley will continue to operate its robust TDM program, and expand on current offerings. As transportation technology continues to evolve, Deer Valley will always explore new and better ways to meet modal goals. A high-level summary of the Deer Valley TDM Plan is shown below in **Table 13**. In addition, there is a proposed regionally significant remote park and ride facility that both the City and Deer Valley will cooperate on planning, construction, and management per the Letter of Intent (LOI), between Park City Municipal and Deer Valley, dated December 7, 2023.

**Table 13: TDM Measures**

| Measure | Status | Description |
|---|---|---|
| Employee Transit and Housing | Existing Program | As Deer Valley develops employee housing options, a key criterion is direct and easy access to transit as well as active transportation facilities. As an additional measure, Deer Valley provides private shuttles, when no direct transit connection to the Resort exists. |
| Bicycle Amenities and Perks | New Program | Deer Valley will provide bicycle repair tools and dedicated bicycle parking at key locations. A potential partnership with the Summit County e-bike share is under consideration. |
| Education and Promotion | Existing Program | Educational and promotional events to encourage travelers to use modes other than driving alone. This includes promoting "Try Transit" week. Additionally, all new staff is provided alternate transportation information, such as carpool matching and transit options, during on-boarding orientation.<br><br>On an annual basis, Deer Valley incentivizes employees to carpool and take transit through the "Ride On" program. This customized program incentivizes carpooling and transit, with transit more heavily incentivized. Incentives are evaluated on an annual basis to ensure that they will drive modal change. The |

| | | |
|---|---|---|
| | | TDM coordinator evaluates statistics on an annual basis to determine what incentives work and tweak them to meet demand. |
| Parking Management | New Program | Efficient, constrained, and priced parking to discourage drive-alone trips. The LOI has a 20% reduction for day skiers in a fully structured environment, along with paid parking, all of which will encourage transit ridership, carpooling for employees and visitors. |
| Real-Time Messaging | New Program | Deer Valley will continue to provide the most accurate parking and traffic information to employees and guests in real time. This includes the Deer Valley app, website, text messaging, and variable message boards (VMS). Note: UDOT prohibits identifying specific commercial entities on VMS located within their right-of-way and/or under their control. |
| Appoint a TDM Coordinator | New Program | Identify a staff member to oversee the TDM program. The coordinator participates in bi-weekly meetings for 2-3 months leading up to Deer Valley's opening with Park City's traffic operations manager. During the season, the coordinator will remain in constant contact with the traffic operations manager with a larger end of season recap occurring to discuss how to improve conditions moving forward. |
| Special Events | Existing Program | Deer Valley works with Park City Municipal during special event egress to push traffic in one direction around the loop to give transit priority in the other direction. We will continue to evaluate if this egress plan is necessary given the SML and implement if transit is not seeing travel time improvements around the loop. |

Source: Deer Valley

## 13.1 TDM Monitoring

Deer Valley will conduct internal monitoring to best understand how various user groups are getting to Snow Park, how best to improve their experiences, and how to optimize their experience while minimizing their impact on area traffic and the environment. As noted above, elements of the TDM program may be adapted, added, or discontinued over time as Deer Valley strives to achieve maximum effectiveness with its TDM program. The Snow Park TDM program will change over time as travel behaviors change and the transportation context around Snow Park evolves.

Ongoing, real-time traffic monitoring will be enabled by a Deer Valley-funded and managed traffic monitoring station at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. This will allow for ongoing traffic counts, recording of queueing via still imagery, and year-over-year comparison at a crucial intersection in Park City.

The TDM coordinator will be responsible for ongoing collaboration and coordination with PCMC staff to ensure that goals are shared and TDM measures managed by Deer Valley are complementing those enacted by the City. To that end, semiannual meetings will take place among Deer Valley, PCMC staff, and other TDM coordinators:

- Prior to each ski season, relevant parties will gather to share relevant updates for the upcoming season, and identify potential opportunities for collaboration, share expectations for the coming months, and discuss performance metrics to be tracked
- Following each ski season, the same parties will meet to share lessons learned and review program performance as recorded by agreed-upon performance metrics, and establish potential action items during the off-season

With ongoing updates to local transit service operated by both Park City Transit and High Valley Transit, Deer Valley will strive to avoid duplication of transit service offerings. Deer Valley's TDM program is intended to support the use of public transit among the public rather than act as an alternative to public transit service. As public transit coverage expands, Deer Valley will adapt its program to support local transit agencies.

# 14. Conclusion/Recommendation

The proposed design of the Snow Park Village development contains similarities to the current roadway circulation with several improvements:

- The proposed multi-level underground facility contains a pick-up/drop-off for passenger vehicles on one level, and a transit hub for the buses and shuttles, providing a full loop similar to the current configuration. The tunnel will provide a one-way loop, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East.
- To accommodate for the traffic on Deer Valley Drive West accessing the tunnel and development traffic on Doe Pass Road, a roundabout is proposed at the Deer Valley Drive West / Doe Pass Road.
- The Deer Valley Drive East / Doe Pass Road is proposed to be an all-way stop-controlled intersection.
- A new traffic signal is proposed at the Deer Valley Drive West / Deer Valley Drive East intersection to mitigate the intersection delays.
- Improvements are also proposed at the Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East, providing left turn pockets.
- A Shared Managed Lane (SML) will provide a travel time advantage to buses access the new underground mobility hub.
- A complete, robust active transportation network around the Loop.
- A reduced day skier parking count along with paid parking.

With the improvements in place, all study intersections at which mitigations are feasible and supported by the community operate at acceptable levels of service under all Plus Project analysis scenarios, with the exception of the Mellow Mountain Road / Deer Valley Drive intersection and the Deer Valley Drive / Marsac Avenue roundabout. Through dedicated transit infrastructure, improved active transportation connections between the Project and Park City's existing active transportation network, a fully reworked parking system, and management of ongoing TDM offerings in addition to new measures, the Snow Park Village proposal aligns with the City's *Transit First* policy by encouraging travel by means other than driving alone.

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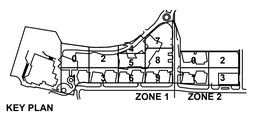
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# Appendix

# Attachment A:
# Site Circulation Plan




KEY PLAN

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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
SEPTEMBER 20, 2024

**ISSUANCE**
100% DD - PODIUM

**REVISION**

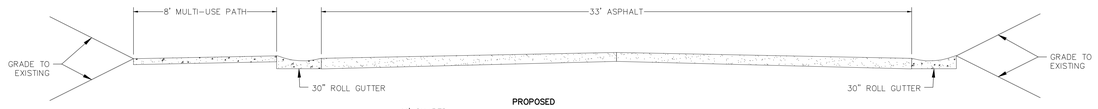
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SNOW PARK DEER VALLEY ACCESS EXHIBITS

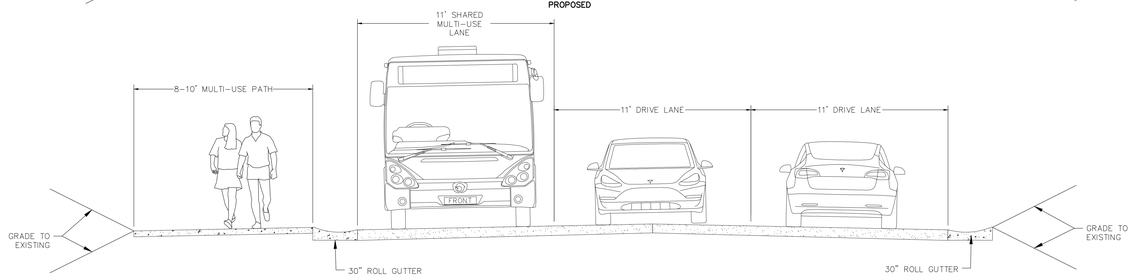
EX-1

## 1. DEER VALLEY DRIVE WEST

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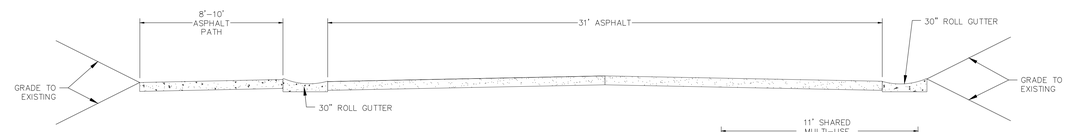



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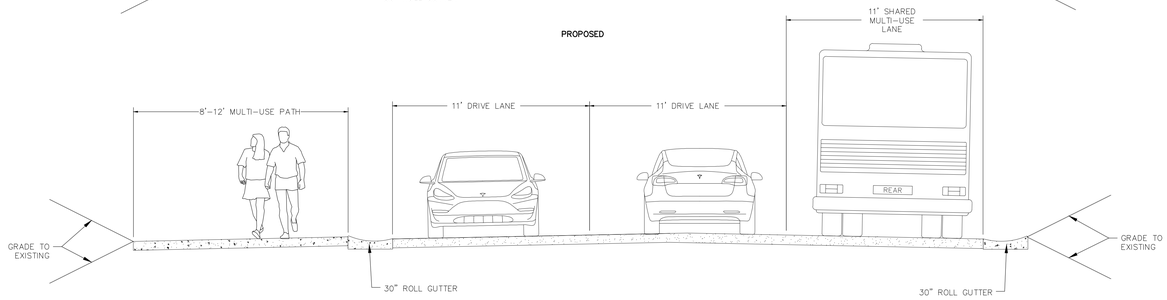


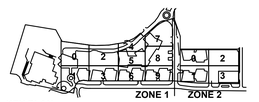

## 2. DEER VALLEY DRIVE EAST

**EXISTING**




**PROPOSED**




KEY PLAN

ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
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skylab GBD

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**DEER VALLEY SNOW PARK VILLAGE**

**ADDRESS**
2250 Deer Valley Drive S
Park City UT 84060

**PROJECT #**
23045

**DATE**
SEPTEMBER 20, 2024

**ISSUANCE**
100% DD - PODIUM

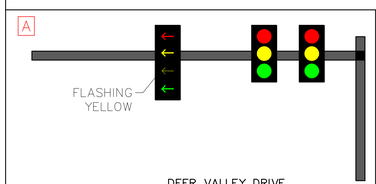
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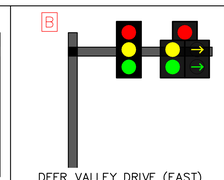
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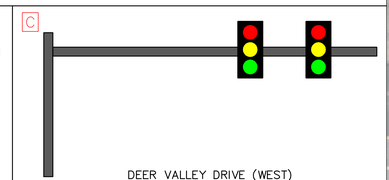
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SNOW PARK DEER VALLEY CROSS SECTIONS

EX-1.1

TRAFFIC SIGNAL VIEWS



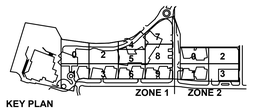










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Portland, OR 97209
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gbdarchitects.com

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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

**ISSUANCE**
100% DD - PODIUM

**REVISION**

NOT FOR CONSTRUCTION

**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-2

SECTION VIEW DIRECTION

11'-WIDE LEFT TURN LANE (L=100') TO SOLAMERE DR.

L=250' (25 MPH * 10 LF/MPH) TAPER

EASEMENT REQUIRED FROM FIRE DISTRICT FOR MULTI-USE PATH.

SOLAMERE DR.

DASHED L=175' FOR VEHICLE ACCESS TO RIGHT TURN

11'-WIDE MERGING LANE (L=125')

CITY TO SUPPORT WIDENING OF ROAD AND MULTI-USE PATHWAY INTO POTENTIALLY SENSITIVE AREAS.

12'-WIDE MULTI-USE PATH

L=150' TAPER

GRADING TO EXTEND FURTHER INTO POTENTIALLY SENSITIVE AREA OR RETAINING WALL & RAILING REQ'D.

11'-WIDE LEFT TURN LANE (L=100') TO QUEEN ESTHER DR.

EXTEND CULVERT AND PROVIDE RIP-RAP AT NEW FLARED-END SECTION. MATCH EXISTING CULVERT SIZE.

QUEEN ESTHER DR.

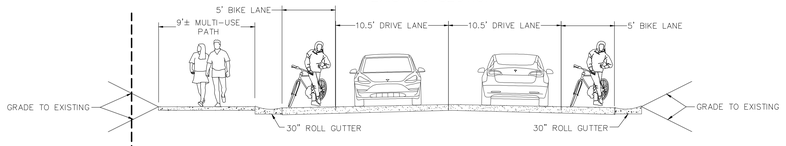
11'-WIDE MERGING LANE (L=100')

DASHED L=175' FOR VEHICLE ACCESS TO RIGHT TURN

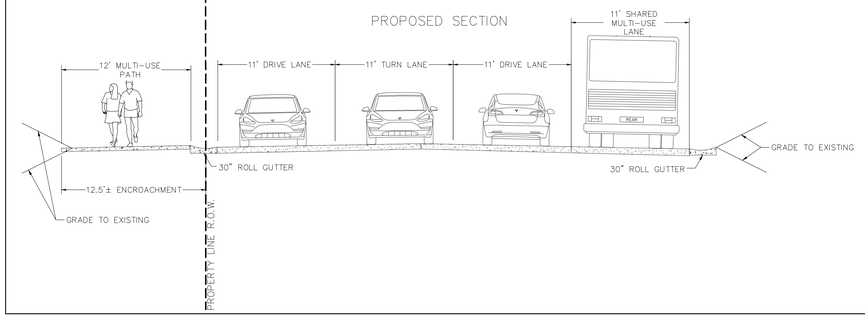
40' 0 40' 80'

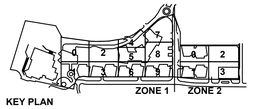
## DEER VALLEY DRIVE (EAST) – SOLAMERE TURN LANE SECTION

EXISTING SECTION




PROPOSED SECTION




KEY PLAN


ALLIANCE ENGINEERING

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

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

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**PROJECT #**
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**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-3

MULTI-USE PATH

SIDEWALK

8'-10' WIDE MULTI-USE PATH

8'-12' WIDE MULTI-USE PATH

8'-10' WIDE MULTI-USE PATH

8'-12' WIDE MULTI-USE PATH

5' WIDE SIDEWALK

12' WIDE MULTI-USE PATH

TRANSIT CENTER & PASSENGER DROP OFF RAMP BELOW GRADE

12' WIDE MULTI-USE PATH

6' WIDE SIDEWALK

PROPOSED PLAZA

PROPOSED PLAZA

12' WIDE MULTI-USE PATH

5' WIDE SIDEWALK

12' WIDE MULTI-USE PATH

SKIER CLUB & SKI SCHOOL DROP OFF

ROYAL STREET

DEER VALLEY PLAZA

ASPEN WOOD CONDOMINIUMS

PINNACLE AT DEER VALLEY

IN THE TREES AT DEER VALLEY

FAWNGROVE

LAKESIDE AT DEER VALLEY

TRAIL'S END AT DEER VALLEY

DEER VALLEY RESORT

SNOW PARK LODGE

BLACK DIAMOND

POWDER RUN

RED STAG LODGE

COMSTOCK

COURCHEVEL

SILVER BARON LODGE AT DEER VALLEY

BRISTLECONE

AMBER DAYSTAR

FIRE STATION

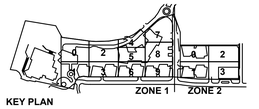
CHAPARRAL

GLENFIDDICH

WILDFLOWER

LODGES AT DEER VALLEY

120' 0 120' 240'




KEY PLAN

ALLIANCE ENGINEERING

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PARK CITY, UT 84098 | 435-649-9467

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**PROJECT #**
23045

**DATE**
SEPTEMBER 20, 2024

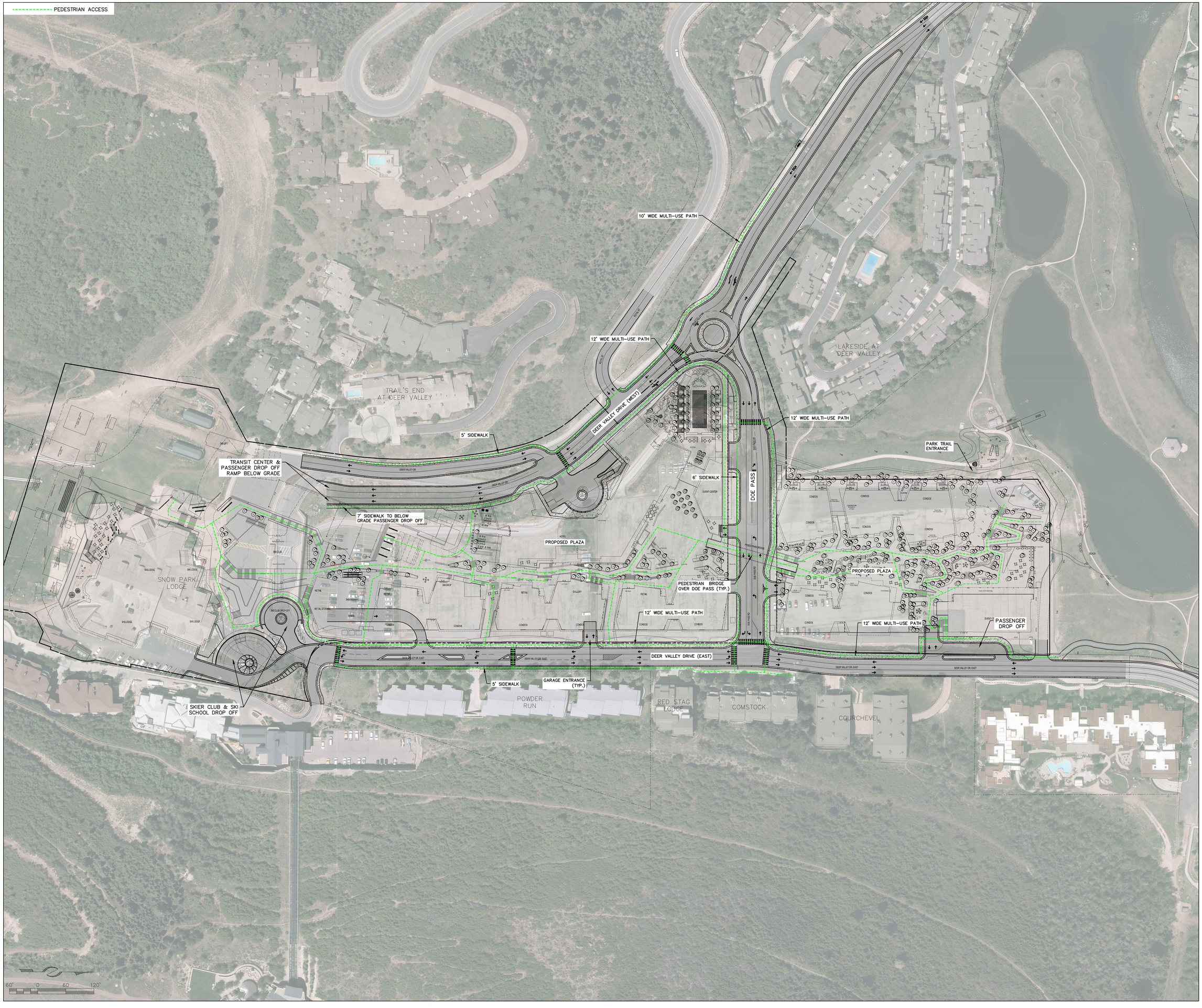
**ISSUANCE**
100% DD - PODIUM

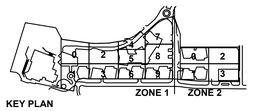
**REVISION**

NOT FOR CONSTRUCTION

**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-4




KEY PLAN

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
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**DATE**
SEPTEMBER 20, 2024

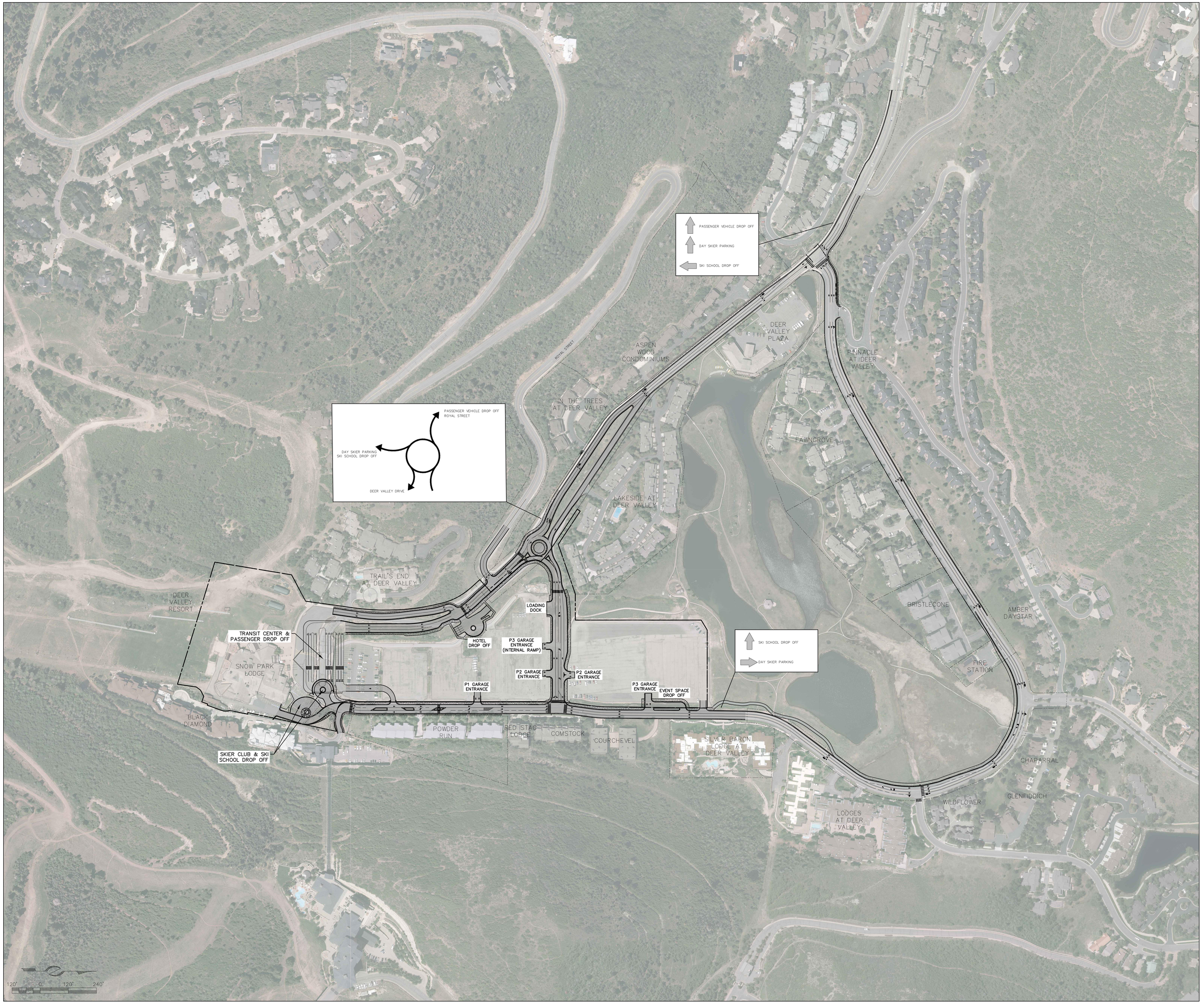
**ISSUANCE**
100% DD - PODIUM

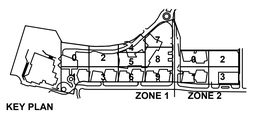
**REVISION**

NOT FOR CONSTRUCTION

**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-5




KEY PLAN

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

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**DATE**
SEPTEMBER 20, 2024

**ISSUANCE**
100% DD - PODIUM

**REVISION**

NOT FOR CONSTRUCTION

**SHEET**
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-6

# Attachment B: Counts

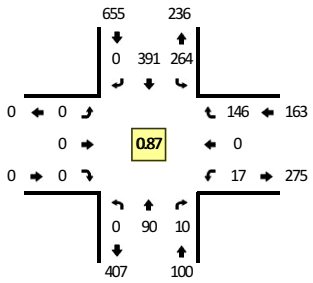
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467001

**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 9 2024

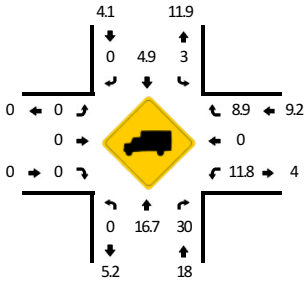
**Peak-Hour: 8:30 AM -- 9:30 AM**

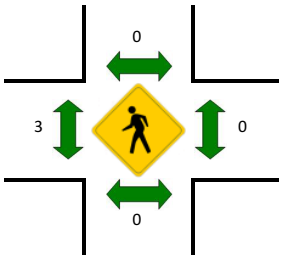
**Peak 15-Min: 8:45 AM -- 9:00 AM**





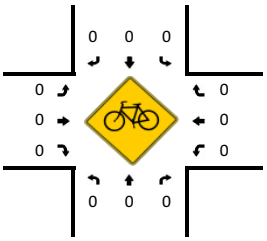


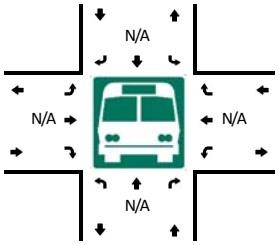




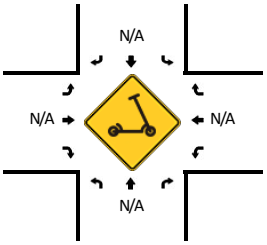











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 1) (Eastbound) | | | | Deer Valley Dr N (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 14 | 3 | 0 | 49 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 37 | 0 | 196 | |
| 8:15 AM | 0 | 16 | 3 | 0 | 53 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 38 | 0 | 197 | |
| 8:30 AM | 0 | 17 | 1 | 0 | 71 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 37 | 1 | 243 | |
| 8:45 AM | 0 | 33 | 2 | 0 | 78 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 39 | 0 | 263 | 899 |
| 9:00 AM | 0 | 15 | 4 | 0 | 59 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 36 | 0 | 214 | 917 |
| 9:15 AM | 0 | 25 | 3 | 0 | 56 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 34 | 0 | 198 | 918 |
| 9:30 AM | 0 | 26 | 5 | 0 | 45 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 39 | 0 | 212 | 887 |
| 9:45 AM | 0 | 39 | 3 | 0 | 45 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 46 | 0 | 214 | 838 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 132 | 8 | 0 | 312 | 440 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 156 | 0 | 1052 |
| Heavy Trucks | 0 | 4 | 4 | | 0 | 24 | 0 | | 0 | 0 | 0 | | 0 | 0 | 16 | | 48 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

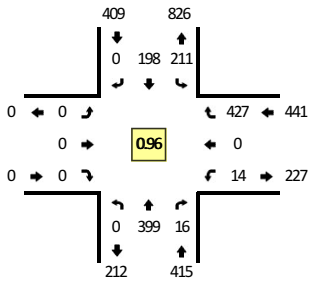
*Comments:*

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

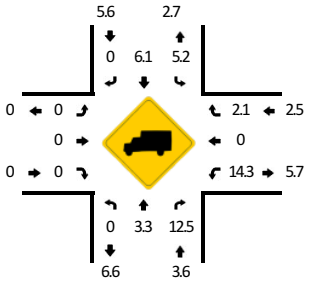
**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467002
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 9 2024

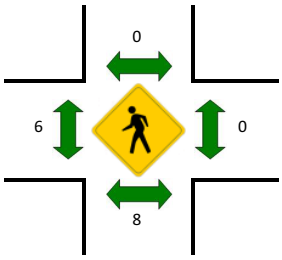
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 3:45 PM -- 4:00 PM**





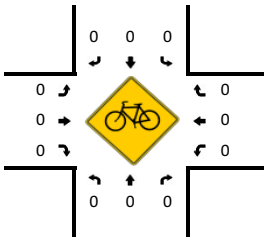


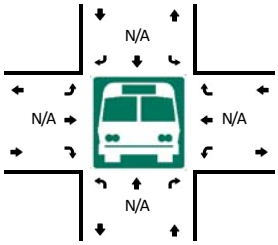




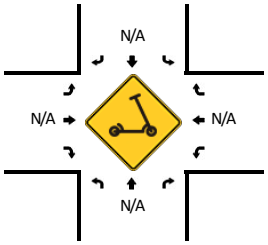











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 1) (Eastbound) | | | | Deer Valley Dr N (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 64 | 1 | 0 | 39 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 111 | 0 | 266 | |
| 3:45 PM | 0 | 77 | 5 | 0 | 57 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 121 | 0 | 331 | |
| 4:00 PM | 0 | 104 | 5 | 0 | 51 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 111 | 0 | 315 | |
| 4:15 PM | 0 | 106 | 3 | 0 | 55 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 321 | 1233 |
| 4:30 PM | 0 | 112 | 3 | 0 | 48 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 99 | 0 | 298 | 1265 |
| 4:45 PM | 0 | 112 | 2 | 0 | 46 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 98 | 0 | 313 | 1247 |
| 5:00 PM | 0 | 118 | 4 | 0 | 37 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 100 | 0 | 302 | 1234 |
| 5:15 PM | 0 | 88 | 4 | 0 | 46 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 100 | 0 | 288 | 1201 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 308 | 20 | 0 | 228 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 484 | 0 | 1324 |
| Heavy Trucks | 0 | 28 | 4 | | 16 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 16 | | 76 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

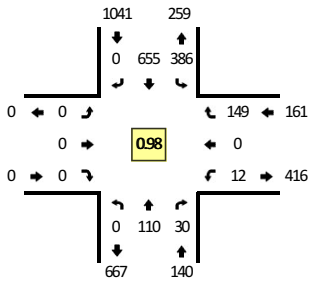
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467003

**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 10 2024

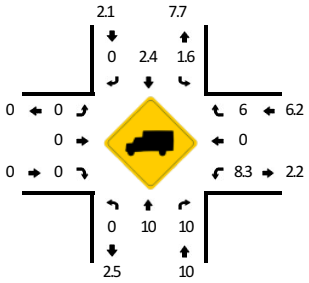
**Peak-Hour: 8:00 AM -- 9:00 AM**

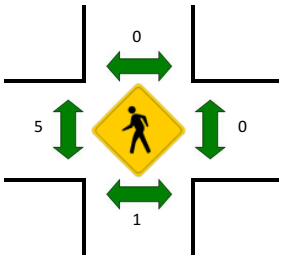
**Peak 15-Min: 8:45 AM -- 9:00 AM**





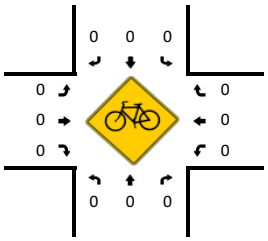


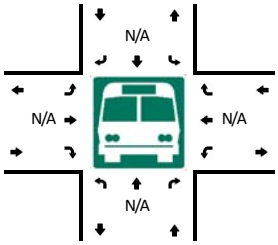




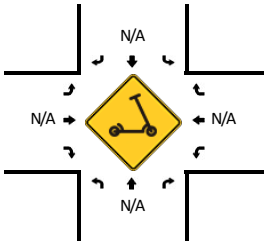











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 1) (Eastbound) | | | | Deer Valley Dr N (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 15 | 3 | 0 | 97 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 41 | 0 | 335 | |
| 8:15 AM | 0 | 22 | 3 | 0 | 102 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 31 | 0 | 334 | |
| 8:30 AM | 0 | 34 | 10 | 0 | 88 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 39 | 0 | 330 | |
| 8:45 AM | 0 | 39 | 14 | 0 | 99 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 38 | 0 | 343 | 1342 |
| 9:00 AM | 0 | 40 | 24 | 0 | 93 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 323 | 1330 |
| 9:15 AM | 0 | 62 | 35 | 0 | 86 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 52 | 0 | 345 | 1341 |
| 9:30 AM | 0 | 33 | 32 | 0 | 47 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 56 | 0 | 285 | 1296 |
| 9:45 AM | 0 | 77 | 15 | 0 | 64 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 65 | 1 | 335 | 1288 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 156 | 56 | 0 | 396 | 592 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 152 | 0 | 1372 |
| Heavy Trucks | 0 | 12 | 4 | | 8 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 8 | | 44 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

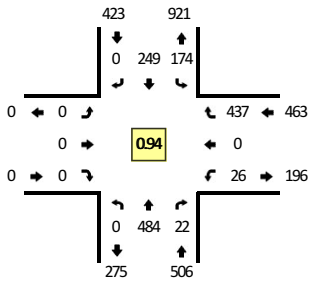
*Comments:*

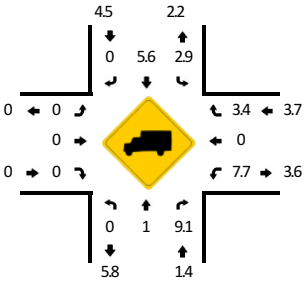
Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

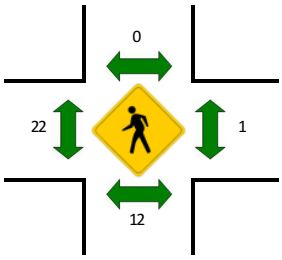
**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467004
**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 10 2024

**Peak-Hour: 3:30 PM -- 4:30 PM**
**Peak 15-Min: 3:45 PM -- 4:00 PM**



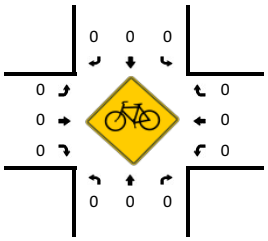



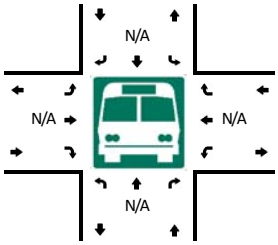

TRUE DATA TO IMPROVE MOBILITY





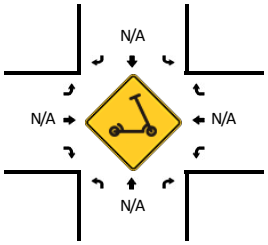











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 1) (Eastbound) | | | | Deer Valley Dr N (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 117 | 3 | 0 | 41 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 112 | 0 | 342 | |
| 3:45 PM | 0 | 127 | 10 | 0 | 40 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 113 | 0 | 371 | |
| 4:00 PM | 0 | 114 | 6 | 0 | 43 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 114 | 0 | 347 | |
| 4:15 PM | 0 | 126 | 3 | 0 | 50 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 98 | 0 | 332 | 1392 |
| 4:30 PM | 0 | 121 | 5 | 0 | 34 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 109 | 0 | 318 | 1368 |
| 4:45 PM | 0 | 119 | 3 | 0 | 49 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 107 | 0 | 332 | 1329 |
| 5:00 PM | 0 | 100 | 2 | 0 | 44 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 113 | 0 | 301 | 1283 |
| 5:15 PM | 0 | 79 | 5 | 0 | 37 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 79 | 0 | 246 | 1197 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 508 | 40 | 0 | 160 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 452 | 0 | 1484 |
| Heavy Trucks | 0 | 8 | 4 | | 4 | 20 | 0 | | 0 | 0 | 0 | | 4 | 0 | 20 | | 60 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

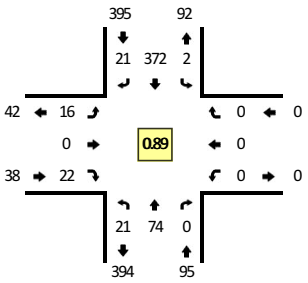
Type of peak hour being reported: Intersection Peak

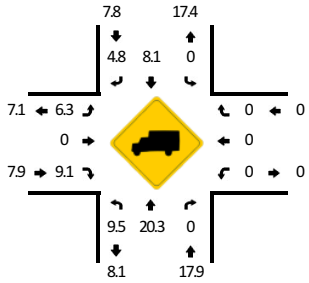
Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley W -- Royal St (Round 1)
**CITY/STATE:** Park City, UT

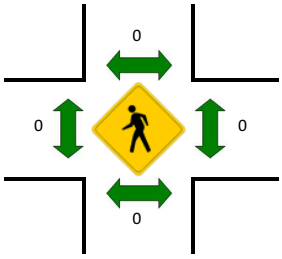
**QC JOB #:** 16467005
**DATE:** Fri, Feb 9 2024

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



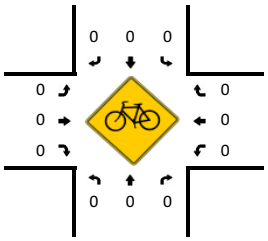



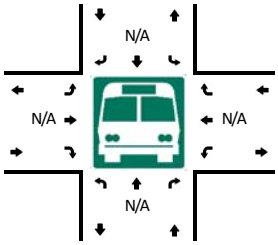

TRUE DATA TO IMPROVE MOBILITY





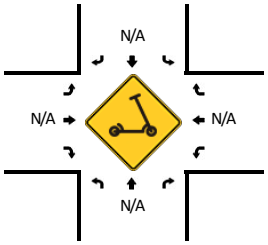











| 15-Min Count Period Beginning At | Deer Valley W (Northbound) | | | | Deer Valley W (Southbound) | | | | Royal St (Round 1) (Eastbound) | | | | Royal St (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 2 | 8 | 0 | 0 | 0 | 69 | 11 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 98 | |
| 8:15 AM | 0 | 11 | 0 | 0 | 0 | 62 | 16 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 95 | |
| 8:30 AM | 4 | 17 | 0 | 0 | 0 | 104 | 4 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 141 | |
| 8:45 AM | 11 | 25 | 0 | 0 | 0 | 99 | 7 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 149 | 483 |
| 9:00 AM | 3 | 10 | 0 | 0 | 0 | 92 | 8 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 120 | 505 |
| 9:15 AM | 3 | 22 | 0 | 0 | 0 | 77 | 2 | 1 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 118 | 528 |
| 9:30 AM | 2 | 23 | 0 | 0 | 0 | 79 | 6 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 116 | 503 |
| 9:45 AM | 2 | 29 | 0 | 1 | 0 | 73 | 10 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 128 | 482 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 44 | 100 | 0 | 0 | 0 | 396 | 28 | 4 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 596 |
| Heavy Trucks | 0 | 8 | 0 | | 0 | 20 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

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

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

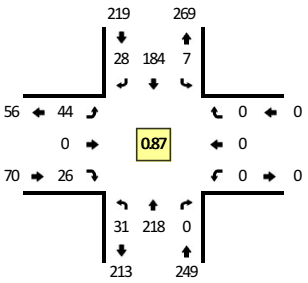
Type of peak hour being reported: Intersection Peak

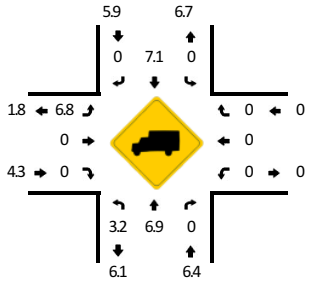
Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley W -- Royal St (Round 1)
**CITY/STATE:** Park City, UT

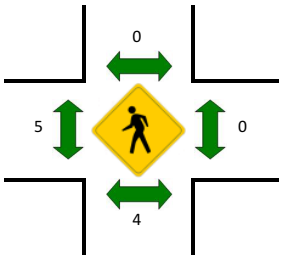
**QC JOB #:** 16467006
**DATE:** Fri, Feb 9 2024

**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**



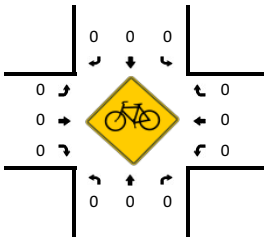



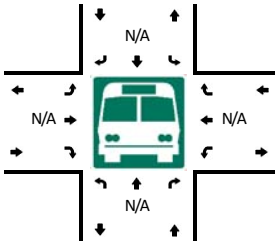

TRUE DATA TO IMPROVE MOBILITY





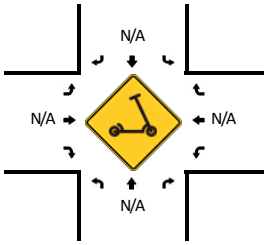











| 15-Min Count Period Beginning At | Deer Valley W (Northbound) | | | | Deer Valley W (Southbound) | | | | Royal St (Round 1) (Eastbound) | | | | Royal St (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 3 | 30 | 0 | 0 | 0 | 53 | 8 | 1 | 14 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 119 | |
| 3:45 PM | 5 | 44 | 0 | 0 | 0 | 59 | 8 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 132 | |
| 4:00 PM | 5 | 69 | 0 | 0 | 0 | 35 | 4 | 1 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 130 | |
| 4:15 PM | 11 | 52 | 0 | 2 | 0 | 57 | 10 | 6 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 154 | 535 |
| 4:30 PM | 7 | 53 | 0 | 1 | 0 | 33 | 6 | 0 | 13 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 122 | 538 |
| 4:45 PM | 6 | 46 | 0 | 0 | 0 | 43 | 12 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 123 | 529 |
| 5:00 PM | 7 | 49 | 0 | 0 | 0 | 34 | 4 | 1 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 107 | 506 |
| 5:15 PM | 5 | 25 | 0 | 2 | 0 | 41 | 10 | 2 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 104 | 456 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 44 | 208 | 0 | 8 | 0 | 228 | 40 | 24 | 36 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 616 |
| Heavy Trucks | 4 | 8 | 0 | | 0 | 20 | 0 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

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

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

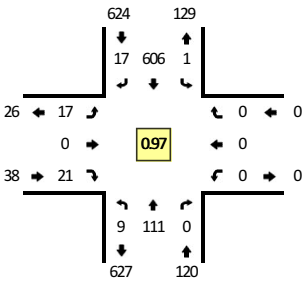
Type of peak hour being reported: Intersection Peak

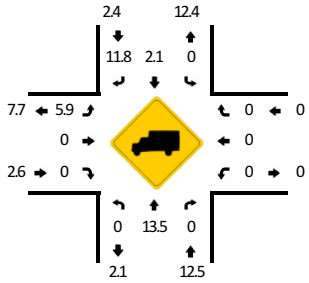
Method for determining peak hour: Total Entering Volume

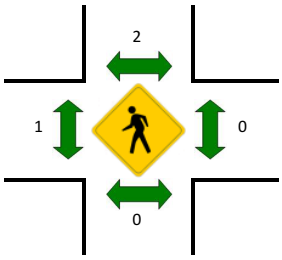
**LOCATION:** Deer Valley W -- Royal St (Round 1)
**CITY/STATE:** Park City, UT

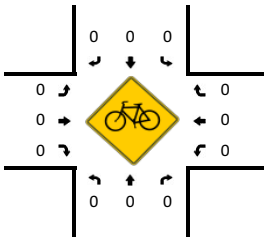
**QC JOB #:** 16467007
**DATE:** Sat, Feb 10 2024

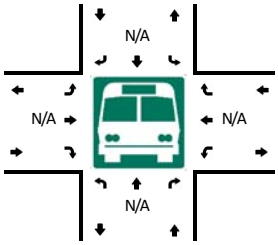
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:45 AM -- 9:00 AM**

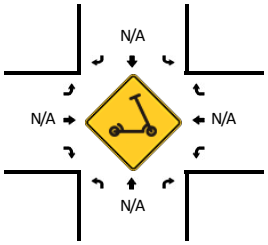



| 15-Min Count Period Beginning At | Deer Valley W (Northbound) | | | | Deer Valley W (Southbound) | | | | Royal St (Round 1) (Eastbound) | | | | Royal St (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 9 | 0 | 0 | 0 | 173 | 4 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 192 | |
| 8:15 AM | 1 | 20 | 0 | 0 | 0 | 156 | 5 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 192 | |
| 8:30 AM | 4 | 33 | 0 | 0 | 0 | 144 | 4 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 197 | |
| 8:45 AM | 4 | 49 | 0 | 0 | 0 | 133 | 4 | 1 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 201 | 782 |
| 9:00 AM | 5 | 38 | 0 | 0 | 0 | 87 | 3 | 6 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 148 | 738 |
| 9:15 AM | 3 | 57 | 0 | 0 | 0 | 136 | 5 | 3 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 214 | 760 |
| 9:30 AM | 5 | 37 | 0 | 1 | 0 | 109 | 5 | 1 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 166 | 729 |
| 9:45 AM | 3 | 64 | 0 | 1 | 0 | 107 | 7 | 1 | 14 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 203 | 731 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 16 | 196 | 0 | 0 | 0 | 532 | 16 | 4 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 804 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

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

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

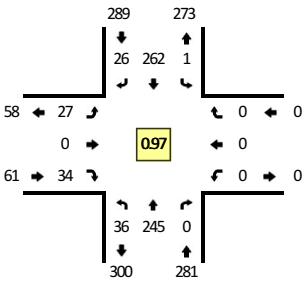
Type of peak hour being reported: Intersection Peak

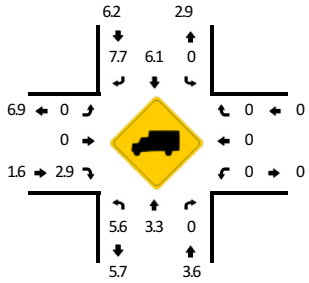
Method for determining peak hour: Total Entering Volume

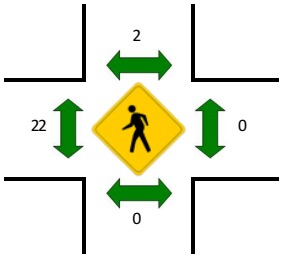
**LOCATION:** Deer Valley W -- Royal St (Round 1)
**CITY/STATE:** Park City, UT

**QC JOB #:** 16467008
**DATE:** Sat, Feb 10 2024

**Peak-Hour: 3:30 PM -- 4:30 PM**
**Peak 15-Min: 3:45 PM -- 4:00 PM**

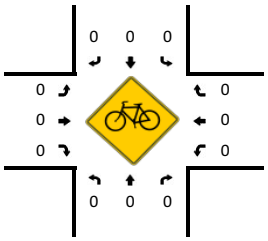


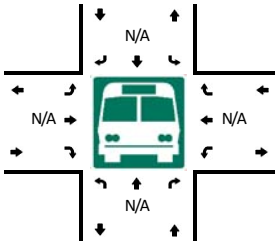





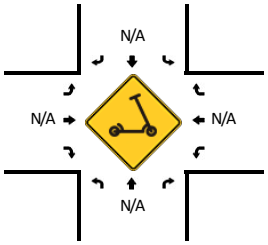











| 15-Min Count Period Beginning At | Deer Valley W (Northbound) | | | | Deer Valley W (Southbound) | | | | Royal St (Round 1) (Eastbound) | | | | Royal St (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 5 | 56 | 0 | 1 | 0 | 65 | 9 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 156 | |
| 3:45 PM | 7 | 58 | 0 | 1 | 0 | 73 | 6 | 0 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 162 | |
| 4:00 PM | 5 | 63 | 0 | 2 | 0 | 63 | 6 | 1 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 152 | |
| 4:15 PM | 15 | 68 | 0 | 0 | 0 | 61 | 5 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 161 | 631 |
| 4:30 PM | 4 | 49 | 0 | 0 | 0 | 45 | 5 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 117 | 592 |
| 4:45 PM | 7 | 56 | 0 | 1 | 0 | 45 | 8 | 1 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 129 | 559 |
| 5:00 PM | 7 | 29 | 0 | 0 | 0 | 33 | 6 | 1 | 9 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 91 | 498 |
| 5:15 PM | 6 | 36 | 0 | 0 | 0 | 31 | 9 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 94 | 431 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 28 | 232 | 0 | 4 | 0 | 292 | 24 | 0 | 32 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 648 |
| Heavy Trucks | 4 | 4 | 0 | | 0 | 24 | 4 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 40 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 28 | | | | 0 | | | 28 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

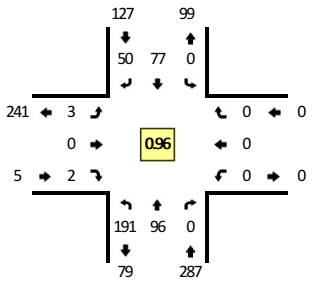
Report generated on 2/14/2024 10:26 AM

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

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

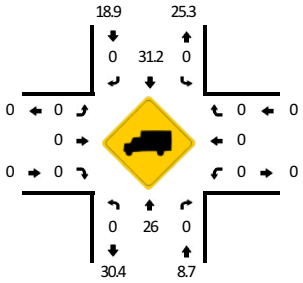
**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 1) | **QC JOB #:** 16467009
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 9 2024

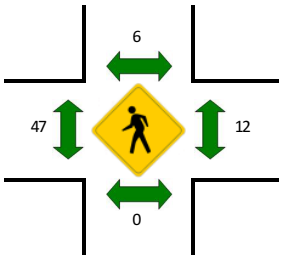
**Peak-Hour: 9:00 AM -- 10:00 AM**
**Peak 15-Min: 9:15 AM -- 9:30 AM**





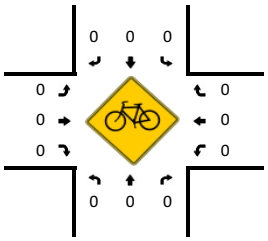


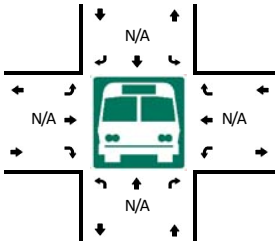




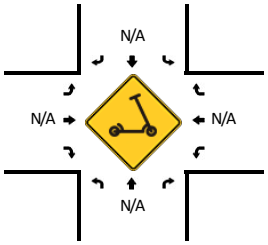











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 1) (Eastbound) | | | | Doe Pass Rd (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 36 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 44 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 44 | | | | 0 | | | 44 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

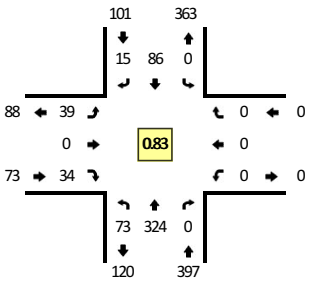
Type of peak hour being reported: Intersection Peak

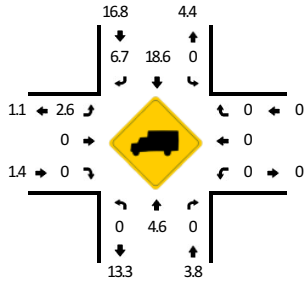
Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 1)
**CITY/STATE:** Park City, UT

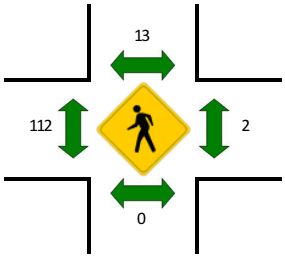
**QC JOB #:** 16467010
**DATE:** Fri, Feb 9 2024

**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**



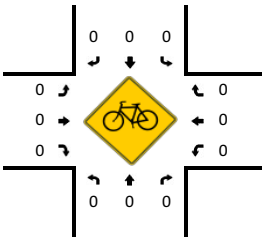



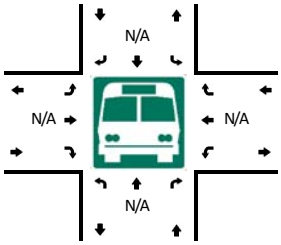

TRUE DATA TO IMPROVE MOBILITY





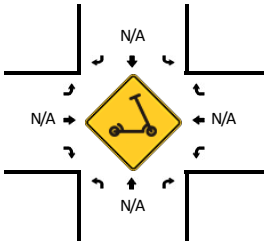











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 1) (Eastbound) | | | | Doe Pass Rd (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 7 | 69 | 0 | 0 | 0 | 20 | 1 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 109 | |
| 3:45 PM | 7 | 89 | 0 | 0 | 0 | 18 | 3 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 128 | |
| 4:00 PM | 18 | 76 | 0 | 0 | 0 | 28 | 2 | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 136 | |
| 4:15 PM | 22 | 97 | 0 | 0 | 0 | 23 | 4 | 0 | 13 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 173 | 546 |
| 4:30 PM | 26 | 62 | 0 | 0 | 0 | 17 | 6 | 0 | 12 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 134 | 571 |
| 4:45 PM | 12 | 59 | 0 | 0 | 0 | 23 | 5 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 113 | 556 |
| 5:00 PM | 13 | 54 | 0 | 0 | 0 | 13 | 4 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 95 | 515 |
| 5:15 PM | 8 | 38 | 0 | 0 | 0 | 21 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 73 | 415 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 88 | 388 | 0 | 0 | 0 | 92 | 16 | 0 | 52 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 692 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 24 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 28 | | | | 128 | | | | 0 | | | 156 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

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

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

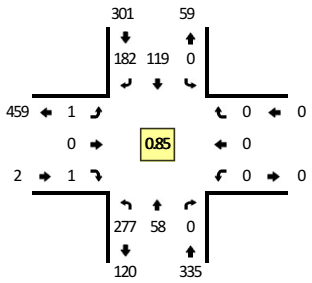
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 1)
**CITY/STATE:** Park City, UT

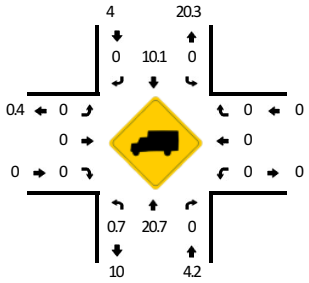
**QC JOB #:** 16467011
**DATE:** Sat, Feb 10 2024

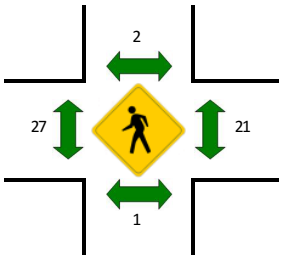
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:30 AM -- 8:45 AM**





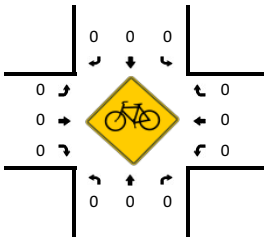


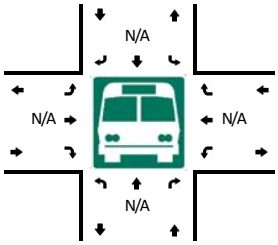




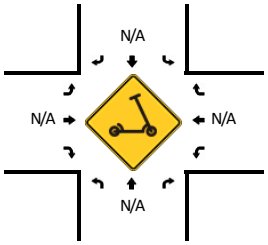











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 1) (Eastbound) | | | | Doe Pass Rd (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 12 | 8 | 0 | 0 | 0 | 63 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | |
| 8:15 AM | 88 | 12 | 0 | 0 | 0 | 14 | 59 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | |
| 8:30 AM | 91 | 22 | 0 | 0 | 0 | 19 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | |
| 8:45 AM | 86 | 16 | 0 | 0 | 0 | 23 | 51 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 177 | 638 |
| 9:00 AM | 41 | 4 | 0 | 0 | 0 | 7 | 40 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 93 | 632 |
| 9:15 AM | 57 | 11 | 0 | 0 | 0 | 36 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 594 |
| 9:30 AM | 48 | 58 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 537 |
| 9:45 AM | 5 | 77 | 0 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 111 | 471 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 364 | 88 | 0 | 0 | 0 | 76 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 752 |
| Heavy Trucks | 0 | 12 | 0 | | 0 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 24 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 32 | | | | 36 | | | 68 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

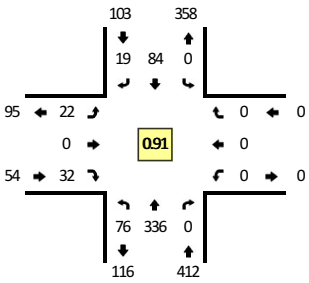
Report generated on 2/14/2024 10:27 AM

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

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

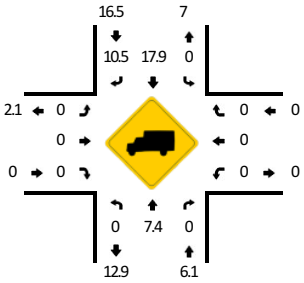
**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 1) | **QC JOB #:** 16467012
**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 10 2024

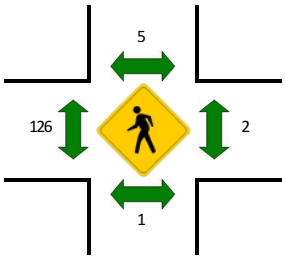
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:30 PM -- 4:45 PM**





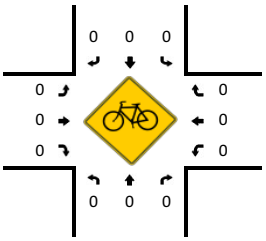


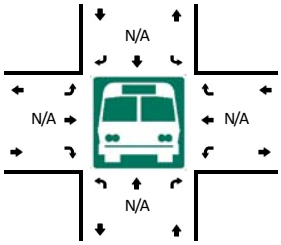




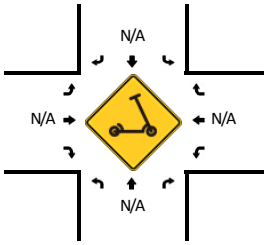











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 1) (Eastbound) | | | | Doe Pass Rd (Round 1) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 10 | 73 | 0 | 0 | 0 | 18 | 1 | 1 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 126 | |
| 3:45 PM | 23 | 77 | 0 | 0 | 0 | 20 | 4 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 129 | |
| 4:00 PM | 15 | 84 | 0 | 0 | 0 | 23 | 7 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 145 | |
| 4:15 PM | 21 | 84 | 0 | 0 | 0 | 19 | 3 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 139 | 539 |
| 4:30 PM | 17 | 91 | 0 | 0 | 0 | 22 | 5 | 0 | 12 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 156 | 569 |
| 4:45 PM | 13 | 53 | 0 | 0 | 0 | 24 | 3 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 107 | 547 |
| 5:00 PM | 9 | 54 | 0 | 0 | 0 | 23 | 3 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 97 | 499 |
| 5:15 PM | 9 | 40 | 0 | 0 | 0 | 13 | 1 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 72 | 432 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 68 | 364 | 0 | 0 | 0 | 88 | 20 | 0 | 48 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 624 |
| Heavy Trucks | 0 | 28 | 0 | | 0 | 16 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 48 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 64 | | | | 4 | | | 72 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/14/2024 10:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

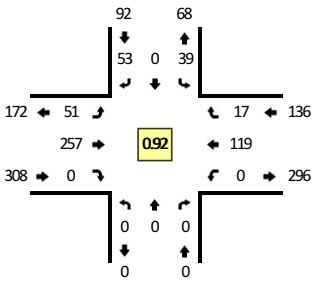
Type of peak hour being reported: Intersection Peak

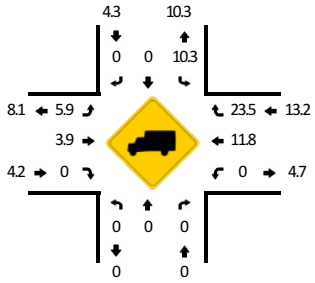
Method for determining peak hour: Total Entering Volume

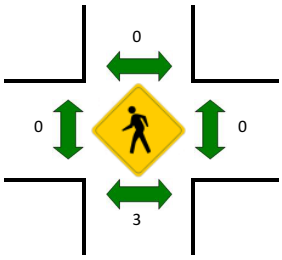
**LOCATION:** Solamere Dr -- Deer Valley Dr N
**CITY/STATE:** Park City, UT

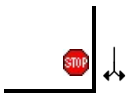
**QC JOB #:** 16467013
**DATE:** Fri, Feb 16 2024

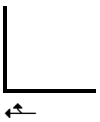
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**

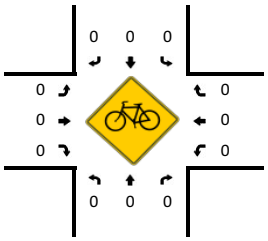


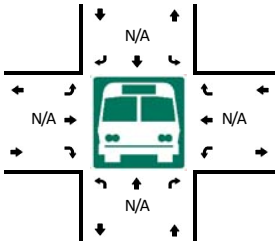



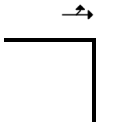



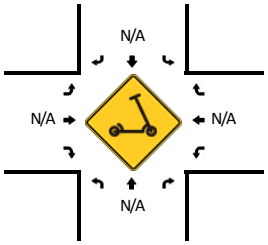








| 15-Min Count Period Beginning At | Solamere Dr (Northbound) | | | | Solamere Dr (Southbound) | | | | Deer Valley Dr N (Eastbound) | | | | Deer Valley Dr N (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 18 | 80 | 0 | 0 | 0 | 30 | 1 | 0 | 145 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 8 | 0 | 18 | 0 | 11 | 72 | 0 | 0 | 0 | 23 | 4 | 0 | 136 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 0 | 8 | 50 | 0 | 0 | 0 | 32 | 7 | 0 | 115 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 14 | 55 | 0 | 0 | 0 | 34 | 5 | 0 | 140 | 536 |
| 9:00 AM | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 17 | 45 | 0 | 0 | 0 | 41 | 10 | 0 | 131 | 522 |
| 9:15 AM | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 0 | 26 | 51 | 0 | 0 | 0 | 33 | 4 | 0 | 136 | 522 |
| 9:30 AM | 0 | 0 | 0 | 0 | 10 | 0 | 18 | 0 | 15 | 40 | 0 | 0 | 0 | 35 | 10 | 0 | 128 | 535 |
| 9:45 AM | 0 | 0 | 0 | 0 | 5 | 0 | 14 | 0 | 13 | 29 | 0 | 0 | 0 | 40 | 4 | 0 | 105 | 500 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 32 | 0 | 32 | 0 | 72 | 320 | 0 | 0 | 0 | 120 | 4 | 0 | 580 |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 0 | 0 | | 8 | 4 | 0 | | 0 | 16 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Solamere Dr -- Deer Valley Dr N

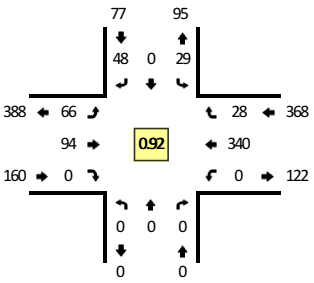
**CITY/STATE:** Park City, UT

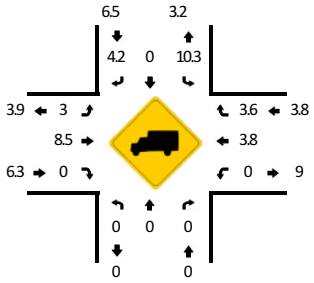
**QC JOB #:** 16467014

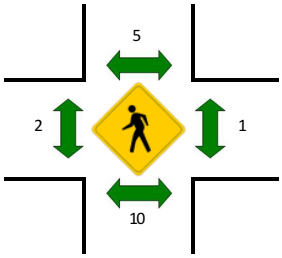
**DATE:** Fri, Feb 16 2024

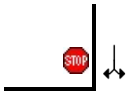
**Peak-Hour: 3:45 PM -- 4:45 PM**

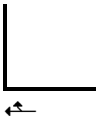
**Peak 15-Min: 4:15 PM -- 4:30 PM**

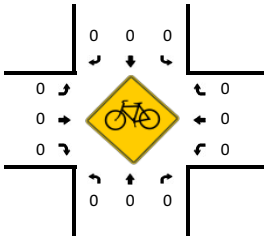


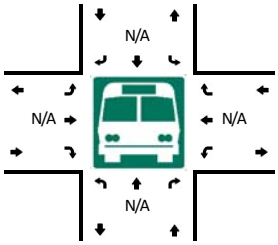



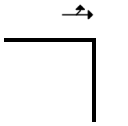



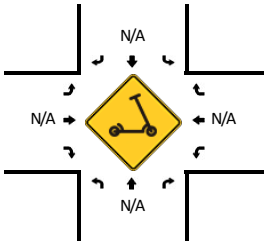








| 15-Min Count Period Beginning At | Solamere Dr (Northbound) | | | | Solamere Dr (Southbound) | | | | Deer Valley Dr N (Eastbound) | | | | Deer Valley Dr N (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 11 | 26 | 0 | 0 | 0 | 84 | 9 | 0 | 142 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 14 | 19 | 0 | 0 | 0 | 71 | 4 | 0 | 124 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 6 | 0 | 18 | 1 | 12 | 23 | 0 | 0 | 0 | 86 | 10 | 0 | 156 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 0 | 23 | 24 | 0 | 0 | 0 | 90 | 5 | 0 | 165 | 587 |
| 4:30 PM | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 0 | 17 | 28 | 0 | 0 | 0 | 93 | 9 | 0 | 160 | 605 |
| 4:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 0 | 14 | 17 | 0 | 1 | 0 | 61 | 11 | 0 | 121 | 602 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 1 | 12 | 14 | 0 | 0 | 0 | 54 | 10 | 0 | 106 | 552 |
| 5:15 PM | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 1 | 12 | 23 | 0 | 0 | 0 | 50 | 16 | 0 | 113 | 500 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 44 | 0 | 48 | 0 | 92 | 96 | 0 | 0 | 0 | 360 | 20 | 0 | 660 |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 16 | 0 | | 0 | 16 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 16 | | | | 20 | | | | 0 | | | | 4 | | | 40 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

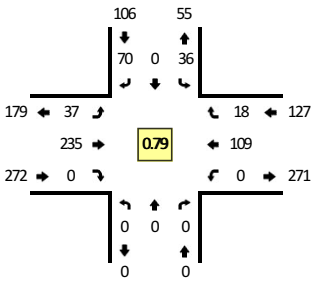
Type of peak hour being reported: Intersection Peak

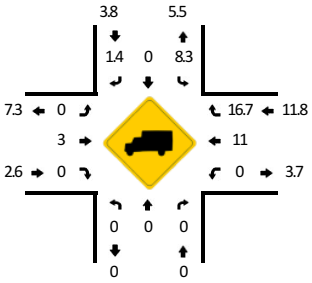
Method for determining peak hour: Total Entering Volume

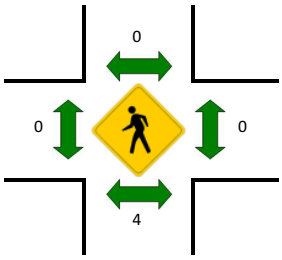
**LOCATION:** Solamere Dr -- Deer Valley Dr N
**CITY/STATE:** Park City, UT

**QC JOB #:** 16467015
**DATE:** Sat, Feb 17 2024

**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**

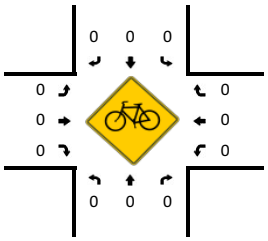


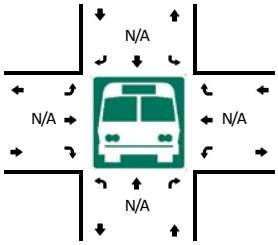





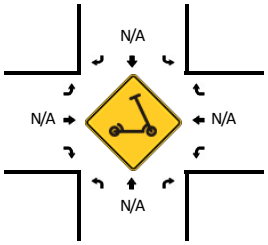











| 15-Min Count Period Beginning At | Solamere Dr (Northbound) | | | | Solamere Dr (Southbound) | | | | Deer Valley Dr N (Eastbound) | | | | Deer Valley Dr N (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 10 | 99 | 0 | 0 | 0 | 27 | 6 | 0 | 159 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 15 | 0 | 14 | 0 | 8 | 66 | 0 | 0 | 0 | 28 | 3 | 0 | 134 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 10 | 0 | 27 | 0 | 12 | 41 | 0 | 0 | 0 | 23 | 6 | 0 | 119 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 5 | 0 | 18 | 0 | 7 | 29 | 0 | 0 | 0 | 31 | 3 | 0 | 93 | 505 |
| 9:00 AM | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 0 | 10 | 28 | 0 | 0 | 0 | 22 | 8 | 0 | 94 | 440 |
| 9:15 AM | 0 | 0 | 0 | 0 | 10 | 0 | 14 | 0 | 11 | 21 | 0 | 0 | 0 | 17 | 2 | 0 | 75 | 381 |
| 9:30 AM | 0 | 0 | 0 | 0 | 6 | 0 | 19 | 0 | 7 | 30 | 0 | 0 | 0 | 31 | 4 | 0 | 97 | 359 |
| 9:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 11 | 26 | 0 | 0 | 0 | 45 | 6 | 0 | 102 | 368 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 24 | 0 | 44 | 0 | 40 | 396 | 0 | 0 | 0 | 108 | 24 | 0 | 636 |
| Heavy Trucks | 0 | 0 | 0 | | 8 | 0 | 0 | | 0 | 8 | 0 | | 0 | 12 | 4 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 8 | | | | 0 | | | | 0 | | | | 0 | | | 8 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

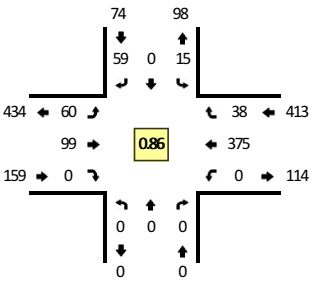
Type of peak hour being reported: Intersection Peak

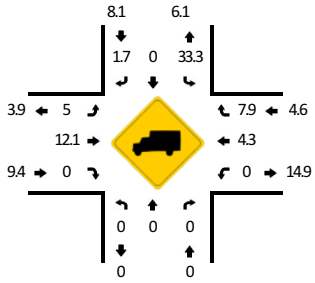
Method for determining peak hour: Total Entering Volume

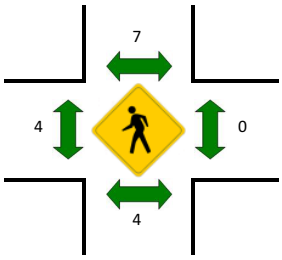
**LOCATION:** Solamere Dr -- Deer Valley Dr N
**CITY/STATE:** Park City, UT

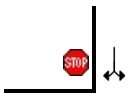
**QC JOB #:** 16467016
**DATE:** Sat, Feb 17 2024

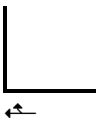
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

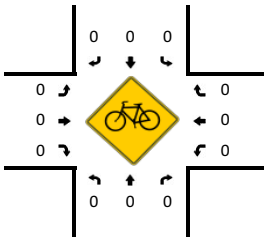


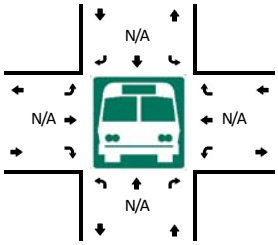



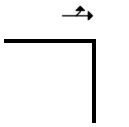



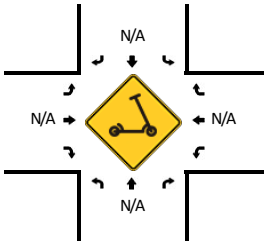








| 15-Min Count Period Beginning At | Solamere Dr (Northbound) | | | | Solamere Dr (Southbound) | | | | Deer Valley Dr N (Eastbound) | | | | Deer Valley Dr N (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 0 | 17 | 20 | 0 | 0 | 0 | 71 | 8 | 0 | 136 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 15 | 28 | 0 | 0 | 0 | 76 | 8 | 0 | 139 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 18 | 22 | 0 | 0 | 0 | 89 | 9 | 0 | 154 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 5 | 0 | 14 | 0 | 12 | 26 | 0 | 0 | 0 | 117 | 14 | 0 | 188 | 617 |
| 4:30 PM | 0 | 0 | 0 | 0 | 5 | 0 | 22 | 0 | 15 | 23 | 0 | 0 | 0 | 93 | 7 | 0 | 165 | 646 |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 1 | 15 | 18 | 0 | 0 | 0 | 82 | 8 | 0 | 134 | 641 |
| 5:00 PM | 0 | 0 | 0 | 0 | 5 | 0 | 18 | 0 | 20 | 32 | 0 | 0 | 0 | 56 | 8 | 0 | 139 | 626 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 17 | 28 | 0 | 0 | 0 | 51 | 5 | 0 | 114 | 552 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 20 | 0 | 56 | 0 | 48 | 104 | 0 | 0 | 0 | 468 | 56 | 0 | 752 |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 12 | 0 | | 0 | 16 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 8 | | | | 8 | | | | 0 | | | 16 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

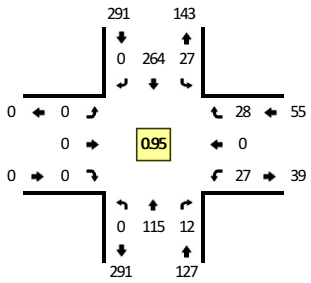
Report generated on 2/28/2024 7:03 AM

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

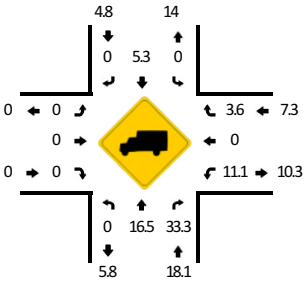
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

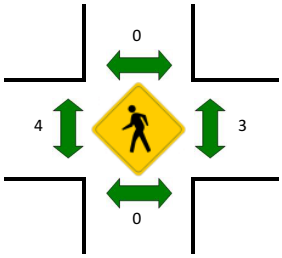
**LOCATION:** Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467017
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 16 2024

**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**



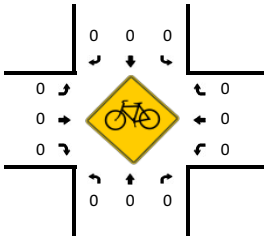

TRUE DATA TO IMPROVE MOBILITY

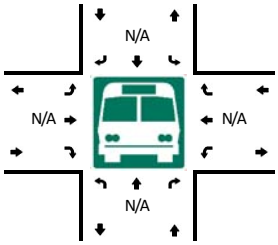




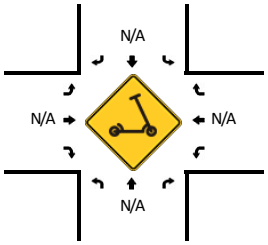











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Queen Esther Dr (Eastbound) | | | | Queen Esther Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 28 | 2 | 0 | 5 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 125 | |
| 8:15 AM | 0 | 22 | 3 | 0 | 8 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 0 | 121 | |
| 8:30 AM | 0 | 29 | 3 | 0 | 7 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 0 | 103 | |
| 8:45 AM | 0 | 36 | 4 | 0 | 7 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 0 | 124 | 473 |
| 9:00 AM | 0 | 40 | 7 | 0 | 9 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 120 | 468 |
| 9:15 AM | 0 | 27 | 7 | 0 | 11 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 0 | 113 | 460 |
| 9:30 AM | 0 | 28 | 2 | 0 | 4 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 17 | 0 | 103 | 460 |
| 9:45 AM | 0 | 37 | 8 | 0 | 8 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 91 | 427 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 112 | 8 | 0 | 20 | 324 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 20 | 0 | 500 |
| Heavy Trucks | 0 | 20 | 4 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 4 | | | 8 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

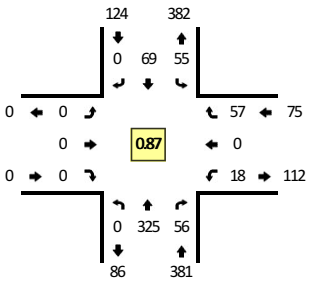
*Comments:*

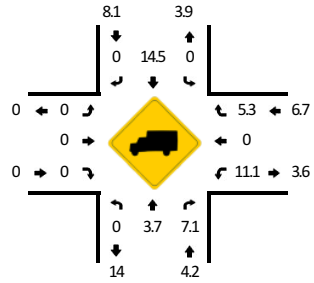
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467018
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 16 2024

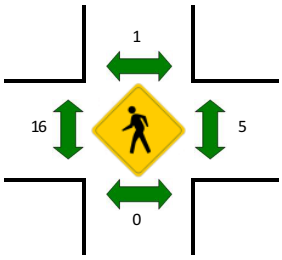
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**



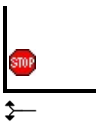



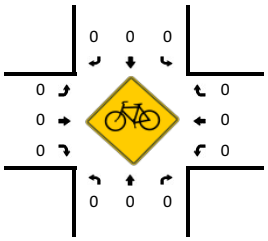


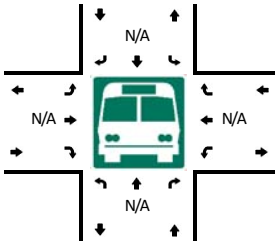


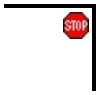


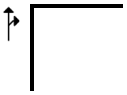


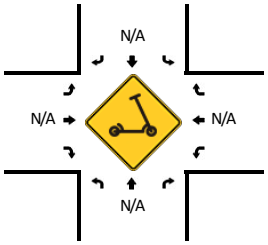






| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Queen Esther Dr (Eastbound) | | | | Queen Esther Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 84 | 9 | 0 | 14 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 0 | 138 | |
| 3:45 PM | 0 | 62 | 4 | 0 | 10 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 106 | |
| 4:00 PM | 0 | 87 | 16 | 0 | 12 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 148 | |
| 4:15 PM | 0 | 94 | 14 | 0 | 15 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 0 | 166 | 558 |
| 4:30 PM | 0 | 82 | 22 | 0 | 18 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 19 | 1 | 160 | 580 |
| 4:45 PM | 0 | 55 | 10 | 0 | 11 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 1 | 104 | 578 |
| 5:00 PM | 0 | 58 | 21 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 108 | 538 |
| 5:15 PM | 0 | 56 | 18 | 0 | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 0 | 115 | 487 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 376 | 56 | 0 | 60 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 64 | 0 | 664 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 20 | 0 | | 0 | 0 | 0 | | 4 | 0 | 4 | | 44 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 28 | | | | 0 | | | 28 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

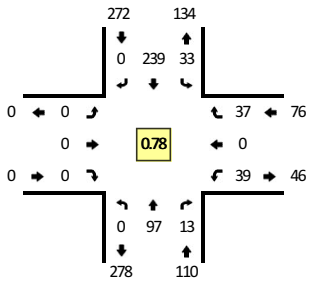
Type of peak hour being reported: Intersection Peak

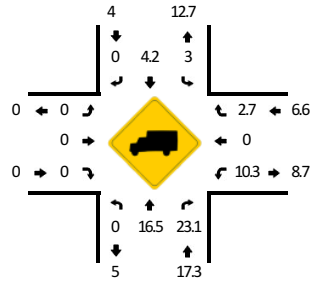
Method for determining peak hour: Total Entering Volume

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

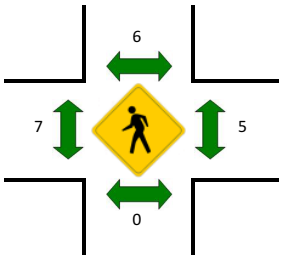
**QC JOB #:** 16467019
**DATE:** Sat, Feb 17 2024

**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**



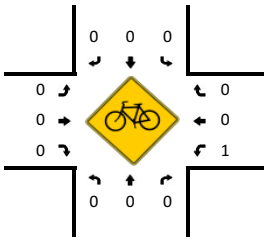



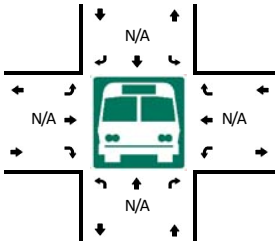

TRUE DATA TO IMPROVE MOBILITY





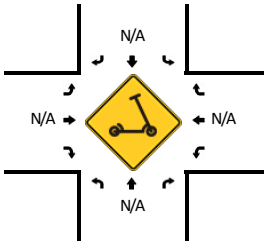











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Queen Esther Dr (Eastbound) | | | | Queen Esther Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 24 | 1 | 0 | 6 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 146 | |
| 8:15 AM | 0 | 21 | 5 | 0 | 9 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 0 | 134 | |
| 8:30 AM | 0 | 23 | 2 | 0 | 7 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 90 | |
| 8:45 AM | 0 | 29 | 5 | 0 | 11 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 8 | 0 | 88 | 458 |
| 9:00 AM | 0 | 26 | 3 | 0 | 6 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 0 | 79 | 391 |
| 9:15 AM | 0 | 17 | 5 | 0 | 9 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 0 | 69 | 326 |
| 9:30 AM | 0 | 30 | 4 | 0 | 9 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 79 | 315 |
| 9:45 AM | 0 | 40 | 8 | 0 | 11 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 92 | 319 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 96 | 4 | 0 | 24 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 40 | 0 | 584 |
| Heavy Trucks | 0 | 16 | 4 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 8 | | | 12 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

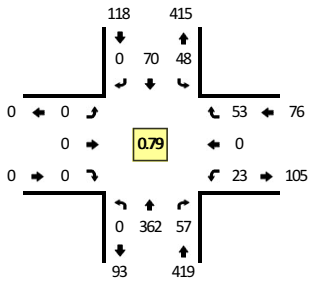
Report generated on 2/28/2024 7:03 AM

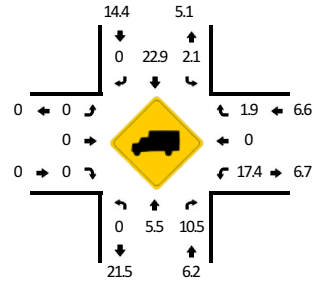
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

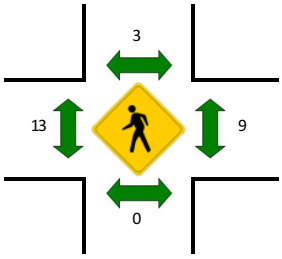
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467020
**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 17 2024

**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

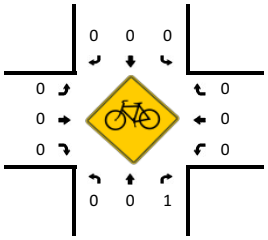


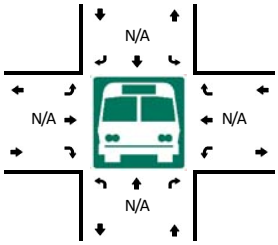





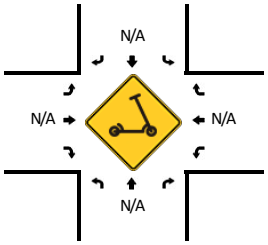











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Queen Esther Dr (Eastbound) | | | | Queen Esther Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 71 | 9 | 0 | 7 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 123 | |
| 3:45 PM | 0 | 69 | 11 | 0 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 120 | |
| 4:00 PM | 0 | 91 | 13 | 0 | 9 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 0 | 150 | |
| 4:15 PM | 0 | 120 | 17 | 0 | 15 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 15 | 0 | 193 | 586 |
| 4:30 PM | 0 | 82 | 16 | 0 | 14 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20 | 0 | 150 | 613 |
| 4:45 PM | 0 | 79 | 8 | 0 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 118 | 611 |
| 5:00 PM | 0 | 49 | 12 | 0 | 21 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 14 | 0 | 122 | 583 |
| 5:15 PM | 0 | 43 | 11 | 0 | 16 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 0 | 101 | 491 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 480 | 68 | 0 | 60 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 60 | 0 | 772 |
| Heavy Trucks | 0 | 16 | 8 | | 4 | 12 | 0 | | 0 | 0 | 0 | | 8 | 0 | 0 | | 48 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 8 | | | | 28 | | | | 0 | | | 36 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

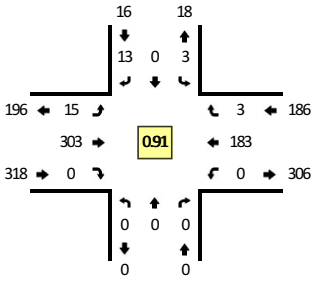
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Amber Rd -- Deer Valley Dr N
**CITY/STATE:** Park City, UT

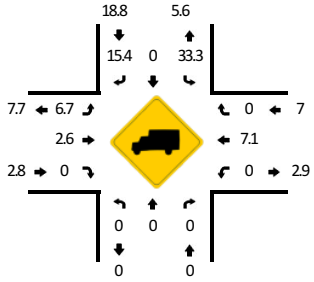
**QC JOB #:** 16467021
**DATE:** Fri, Feb 16 2024

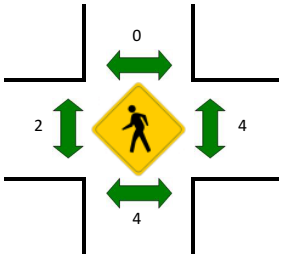
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**

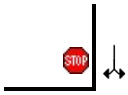


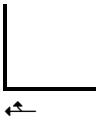


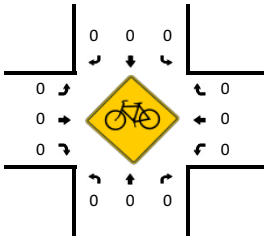


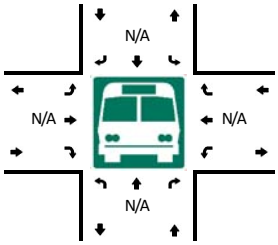


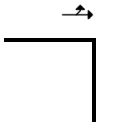



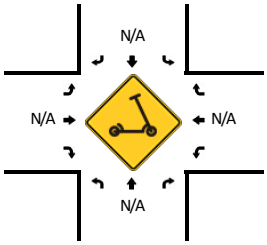








| 15-Min Count Period Beginning At | Amber Rd (Northbound) | | | | Amber Rd (Southbound) | | | | Deer Valley Dr N (Eastbound) | | | | Deer Valley Dr N (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 98 | 0 | 0 | 0 | 38 | 0 | 0 | 143 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 81 | 0 | 0 | 0 | 48 | 0 | 0 | 133 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 59 | 0 | 0 | 0 | 44 | 1 | 0 | 110 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 9 | 65 | 0 | 0 | 0 | 53 | 2 | 0 | 134 | 520 |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 6 | 67 | 0 | 0 | 0 | 49 | 1 | 0 | 131 | 508 |
| 9:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 4 | 75 | 0 | 0 | 0 | 49 | 1 | 0 | 136 | 511 |
| 9:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 52 | 0 | 0 | 0 | 57 | 0 | 0 | 114 | 515 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 47 | 0 | 0 | 0 | 55 | 0 | 0 | 111 | 492 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 8 | 392 | 0 | 0 | 0 | 152 | 0 | 0 | 572 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 8 | 0 | | 0 | 12 | 0 | | 24 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

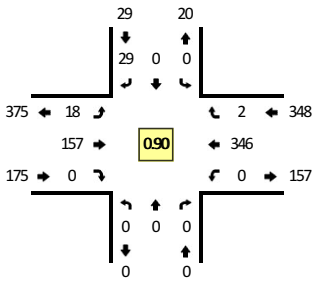
Type of peak hour being reported: Intersection Peak

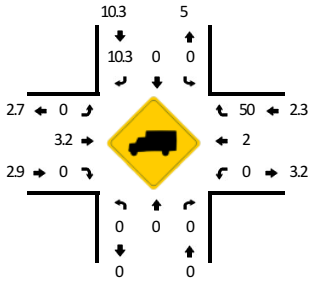
Method for determining peak hour: Total Entering Volume

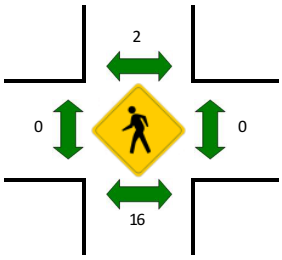
**LOCATION:** Amber Rd -- Deer Valley Dr N
**CITY/STATE:** Park City, UT

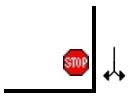
**QC JOB #:** 16467022
**DATE:** Fri, Feb 16 2024

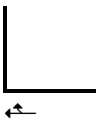
**Peak-Hour: 4:00 PM -- 5:00 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

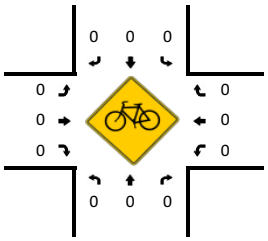


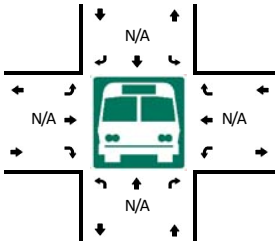



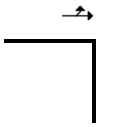



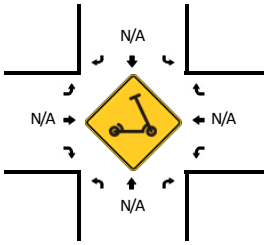








| 15-Min Count Period Beginning At | Amber Rd (Northbound) | | | | Amber Rd (Southbound) | | | | Deer Valley Dr N (Eastbound) | | | | Deer Valley Dr N (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 40 | 0 | 0 | 0 | 92 | 1 | 0 | 140 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 30 | 0 | 0 | 0 | 71 | 0 | 0 | 112 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 37 | 0 | 0 | 0 | 88 | 1 | 0 | 131 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 48 | 0 | 0 | 0 | 89 | 0 | 0 | 153 | 536 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 44 | 0 | 0 | 0 | 83 | 1 | 0 | 141 | 537 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 28 | 0 | 0 | 0 | 86 | 0 | 0 | 127 | 552 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 27 | 0 | 0 | 0 | 68 | 0 | 0 | 114 | 535 |
| 5:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 21 | 0 | 2 | 40 | 0 | 0 | 0 | 70 | 0 | 0 | 135 | 517 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 32 | 192 | 0 | 0 | 0 | 356 | 0 | 0 | 612 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 8 | 0 | | 0 | 8 | 0 | | 20 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 12 | | | | 0 | | | | 0 | | | | 0 | | | 12 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

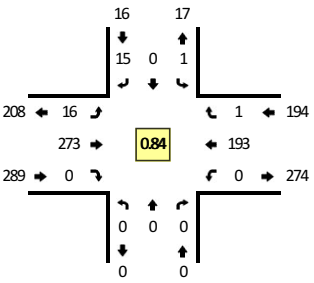
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Amber Rd -- Deer Valley Dr N
**CITY/STATE:** Park City, UT

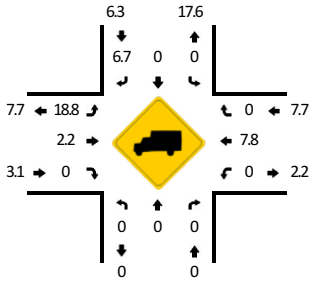
**QC JOB #:** 16467023
**DATE:** Sat, Feb 17 2024

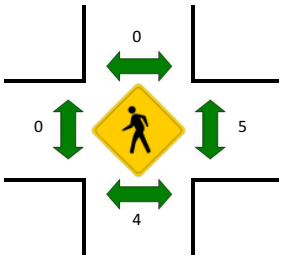
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**





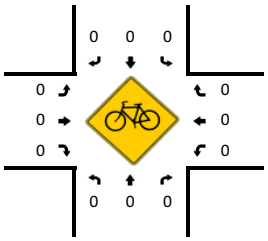


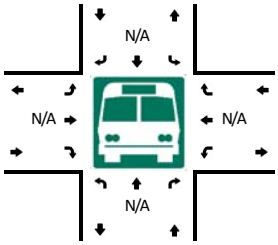




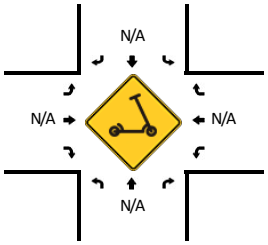











| 15-Min Count Period Beginning At | Amber Rd (Northbound) | | | | Amber Rd (Southbound) | | | | Deer Valley Dr N (Eastbound) | | | | Deer Valley Dr N (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 104 | 0 | 0 | 0 | 38 | 0 | 0 | 149 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 75 | 0 | 0 | 0 | 43 | 0 | 0 | 128 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 55 | 0 | 0 | 0 | 57 | 0 | 0 | 121 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 39 | 0 | 0 | 0 | 55 | 1 | 0 | 101 | 499 |
| 9:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 4 | 36 | 0 | 0 | 0 | 48 | 0 | 0 | 95 | 445 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 38 | 0 | 1 | 0 | 32 | 1 | 0 | 80 | 397 |
| 9:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 5 | 36 | 0 | 0 | 0 | 53 | 1 | 0 | 102 | 378 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 36 | 0 | 1 | 0 | 66 | 1 | 0 | 110 | 387 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 12 | 416 | 0 | 0 | 0 | 152 | 0 | 0 | 596 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | 8 | 0 | | 0 | 8 | 0 | | 20 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 8 | | | | 0 | | | | 0 | | | | 12 | | | 20 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

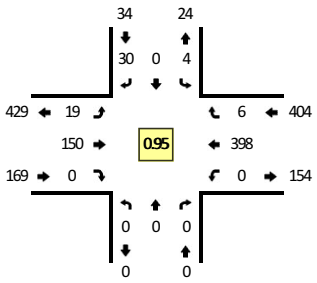
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SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

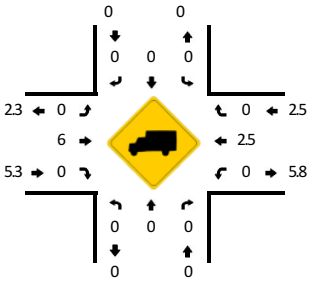
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

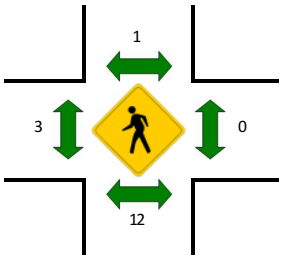
**LOCATION:** Amber Rd -- Deer Valley Dr N | **QC JOB #:** 16467024
**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 17 2024

**Peak-Hour: 4:00 PM -- 5:00 PM**
**Peak 15-Min: 4:30 PM -- 4:45 PM**



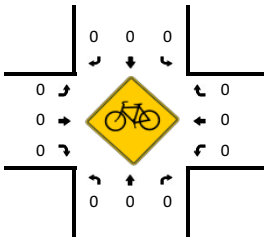

TRUE DATA TO IMPROVE MOBILITY

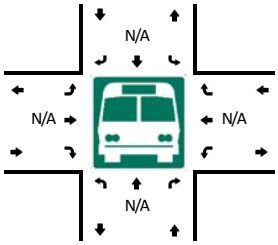




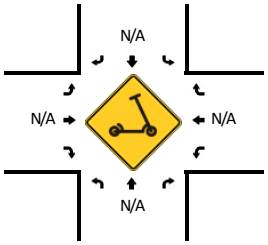











| 15-Min Count Period Beginning At | Amber Rd (Northbound) | | | | Amber Rd (Southbound) | | | | Deer Valley Dr N (Eastbound) | | | | Deer Valley Dr N (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 40 | 0 | 0 | 0 | 94 | 1 | 0 | 141 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 41 | 0 | 0 | 0 | 83 | 0 | 0 | 133 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 42 | 0 | 1 | 0 | 96 | 1 | 0 | 157 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 1 | 37 | 0 | 0 | 0 | 93 | 2 | 0 | 142 | 573 |
| 4:30 PM | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 2 | 36 | 0 | 0 | 0 | 111 | 3 | 0 | 159 | 591 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 35 | 0 | 0 | 0 | 98 | 0 | 0 | 149 | 607 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 6 | 43 | 0 | 0 | 0 | 92 | 0 | 0 | 155 | 605 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 48 | 0 | 0 | 0 | 69 | 3 | 0 | 131 | 594 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 12 | 0 | 16 | 0 | 8 | 144 | 0 | 0 | 0 | 444 | 12 | 0 | 636 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 8 | 0 | | 0 | 12 | 0 | | 20 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 12 | | | | 4 | | | | 0 | | | | 0 | | | 16 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

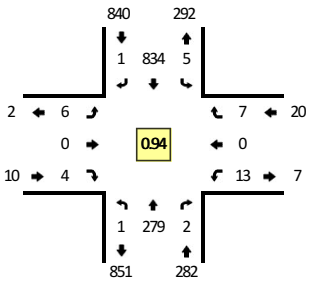
Type of peak hour being reported: Intersection Peak

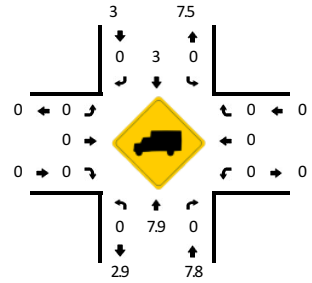
Method for determining peak hour: Total Entering Volume

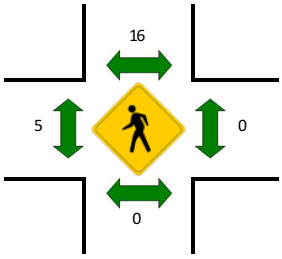
**LOCATION:** Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
**CITY/STATE:** Park City, UT

**QC JOB #:** 16467025
**DATE:** Fri, Feb 16 2024

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

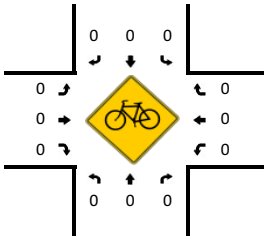


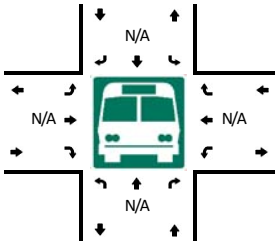





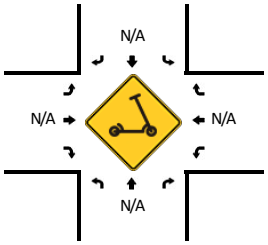











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Mellow Mountain Rd/Stonebridge Cir (Eastbound) | | | | Mellow Mountain Rd/Stonebridge Cir (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 57 | 1 | 0 | 2 | 215 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 280 | |
| 8:15 AM | 1 | 75 | 0 | 0 | 1 | 217 | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 305 | |
| 8:30 AM | 0 | 69 | 1 | 0 | 1 | 189 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 269 | |
| 8:45 AM | 0 | 78 | 0 | 0 | 1 | 213 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 298 | 1152 |
| 9:00 AM | 0 | 77 | 3 | 0 | 3 | 178 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 264 | 1136 |
| 9:15 AM | 1 | 74 | 0 | 0 | 0 | 211 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 295 | 1126 |
| 9:30 AM | 2 | 98 | 3 | 0 | 1 | 162 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 270 | 1127 |
| 9:45 AM | 2 | 90 | 1 | 0 | 6 | 169 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 277 | 1106 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 4 | 300 | 0 | 0 | 4 | 868 | 0 | 0 | 16 | 0 | 8 | 0 | 8 | 0 | 12 | 0 | 1220 |
| Heavy Trucks | 0 | 32 | 0 | | 0 | 20 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 52 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

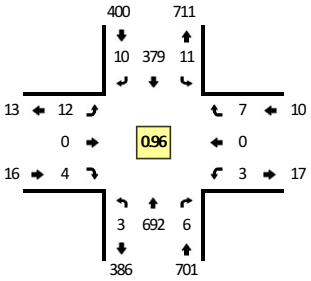
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
**CITY/STATE:** Park City, UT

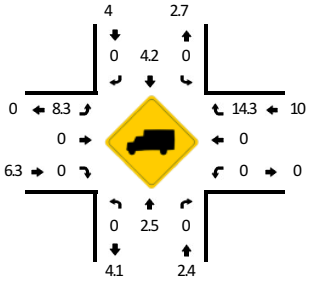
**QC JOB #:** 16467026
**DATE:** Fri, Feb 16 2024

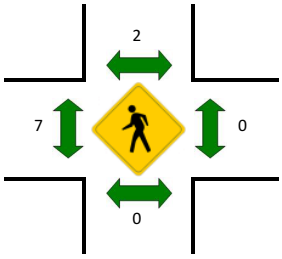
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:30 PM -- 4:45 PM**

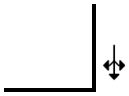


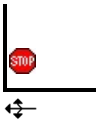


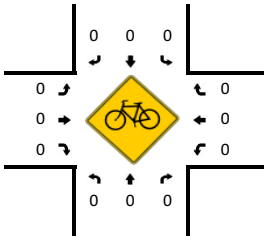


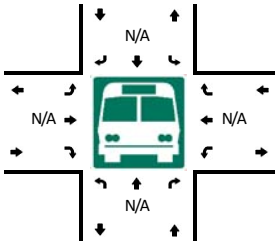


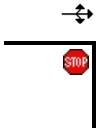



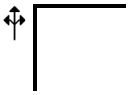



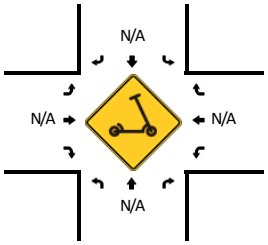





| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Mellow Mountain Rd/Stonebridge Cir (Eastbound) | | | | Mellow Mountain Rd/Stonebridge Cir (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 1 | 173 | 2 | 0 | 1 | 95 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 279 | |
| 3:45 PM | 1 | 156 | 0 | 0 | 1 | 75 | 5 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 247 | |
| 4:00 PM | 0 | 174 | 0 | 0 | 5 | 100 | 2 | 0 | 4 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 292 | |
| 4:15 PM | 1 | 174 | 2 | 0 | 4 | 107 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 293 | 1111 |
| 4:30 PM | 1 | 188 | 4 | 0 | 1 | 97 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 295 | 1127 |
| 4:45 PM | 1 | 164 | 2 | 0 | 2 | 66 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 242 | 1122 |
| 5:00 PM | 0 | 181 | 3 | 0 | 0 | 55 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 243 | 1073 |
| 5:15 PM | 2 | 188 | 2 | 0 | 6 | 84 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 290 | 1070 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 4 | 752 | 16 | 0 | 4 | 388 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1180 |
| Heavy Trucks | 0 | 12 | 0 | | 0 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 24 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 8 | | | | 4 | | | | 0 | | | 12 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

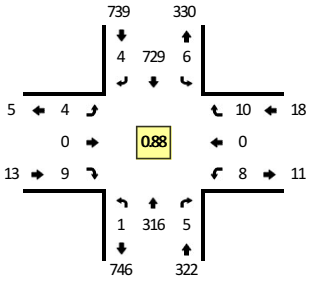
Type of peak hour being reported: Intersection Peak

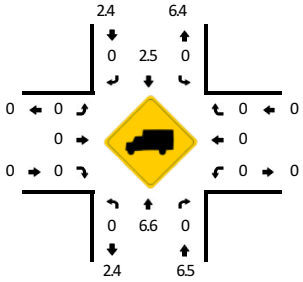
Method for determining peak hour: Total Entering Volume

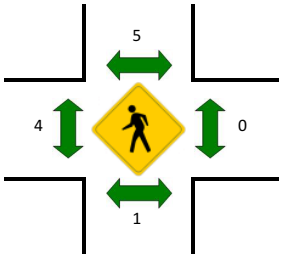
**LOCATION:** Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
**CITY/STATE:** Park City, UT

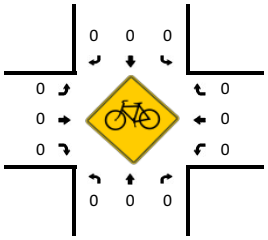
**QC JOB #:** 16467027
**DATE:** Sat, Feb 17 2024

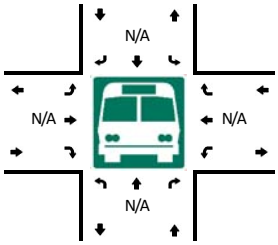
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**

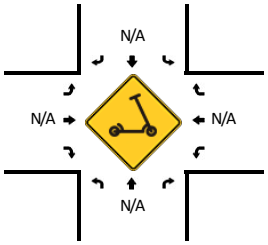



| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Mellow Mountain Rd/Stonebridge Cir (Eastbound) | | | | Mellow Mountain Rd/Stonebridge Cir (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 1 | 65 | 2 | 0 | 1 | 230 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 309 | |
| 8:15 AM | 0 | 75 | 1 | 0 | 0 | 192 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 272 | |
| 8:30 AM | 0 | 86 | 2 | 0 | 3 | 171 | 1 | 0 | 2 | 0 | 5 | 0 | 3 | 0 | 3 | 0 | 276 | |
| 8:45 AM | 0 | 90 | 0 | 0 | 2 | 136 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 235 | 1092 |
| 9:00 AM | 1 | 80 | 2 | 0 | 1 | 157 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 2 | 0 | 250 | 1033 |
| 9:15 AM | 0 | 78 | 0 | 0 | 1 | 115 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 200 | 961 |
| 9:30 AM | 0 | 86 | 3 | 0 | 0 | 123 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 216 | 901 |
| 9:45 AM | 4 | 102 | 1 | 0 | 0 | 107 | 5 | 1 | 4 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 230 | 896 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 4 | 260 | 8 | 0 | 4 | 920 | 0 | 0 | 4 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 1236 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 24 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 40 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 16 | | | | 8 | | | | 0 | | | 28 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

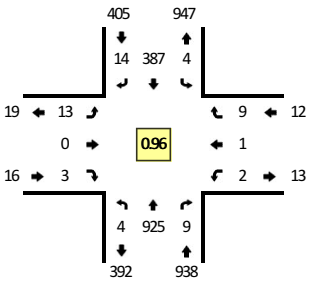
Report generated on 2/28/2024 7:03 AM

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

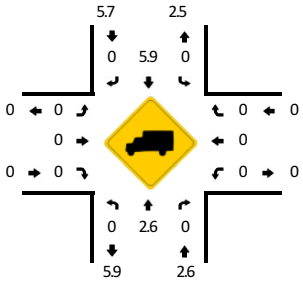
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

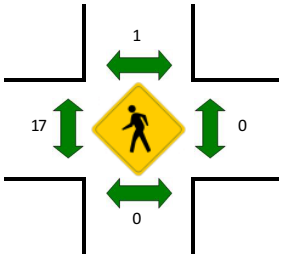
**LOCATION:** Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir | **QC JOB #:** 16467028
**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 17 2024

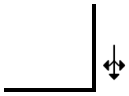
**Peak-Hour: 4:00 PM -- 5:00 PM**
**Peak 15-Min: 4:00 PM -- 4:15 PM**

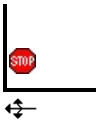


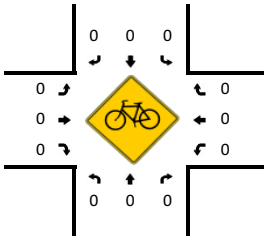

TRUE DATA TO IMPROVE MOBILITY

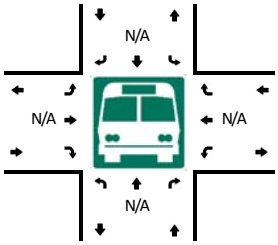


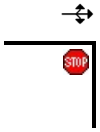



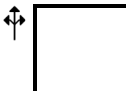



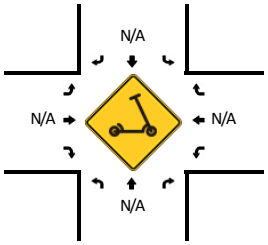





| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Mellow Mountain Rd/Stonebridge Cir (Eastbound) | | | | Mellow Mountain Rd/Stonebridge Cir (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 1 | 176 | 4 | 0 | 0 | 97 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 282 | |
| 3:45 PM | 0 | 179 | 4 | 0 | 1 | 115 | 4 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 307 | |
| 4:00 PM | 0 | 233 | 2 | 0 | 0 | 117 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 358 | |
| 4:15 PM | 1 | 229 | 3 | 0 | 1 | 97 | 6 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 343 | 1290 |
| 4:30 PM | 2 | 238 | 1 | 0 | 1 | 88 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 339 | 1347 |
| 4:45 PM | 1 | 225 | 3 | 0 | 2 | 85 | 2 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 331 | 1371 |
| 5:00 PM | 2 | 214 | 2 | 1 | 3 | 88 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 320 | 1333 |
| 5:15 PM | 2 | 176 | 5 | 0 | 2 | 88 | 5 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 288 | 1278 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 932 | 8 | 0 | 0 | 468 | 16 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 1432 |
| Heavy Trucks | 0 | 32 | 0 | | 0 | 28 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 60 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 16 | | | | 0 | | | 16 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

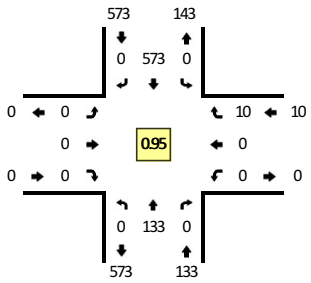
*Comments:*

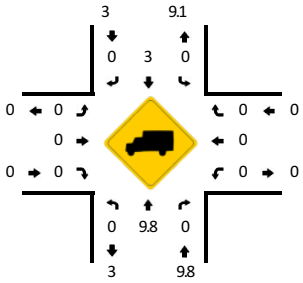
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

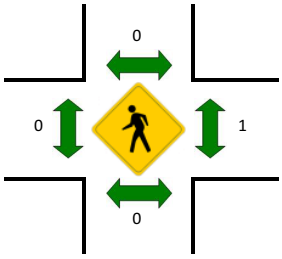
**LOCATION:** Deer Valley Dr W -- Doe Pass Rd | **QC JOB #:** 16467029
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 16 2024

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



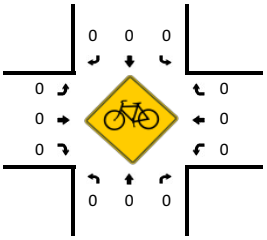



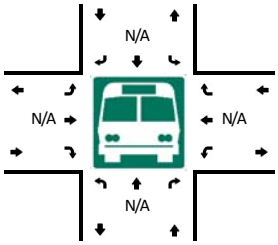

TRUE DATA TO IMPROVE MOBILITY





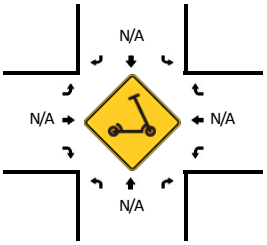











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Doe Pass Rd (Eastbound) | | | | Doe Pass Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 21 | 0 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 148 | |
| 8:15 AM | 0 | 30 | 0 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 172 | |
| 8:30 AM | 0 | 31 | 0 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 178 | |
| 8:45 AM | 0 | 32 | 0 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 189 | 687 |
| 9:00 AM | 0 | 34 | 0 | 0 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 163 | 702 |
| 9:15 AM | 0 | 36 | 0 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 186 | 716 |
| 9:30 AM | 0 | 52 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 175 | 713 |
| 9:45 AM | 0 | 37 | 0 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 177 | 701 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 128 | 0 | 0 | 0 | 620 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 756 |
| Heavy Trucks | 0 | 4 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 20 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 4 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

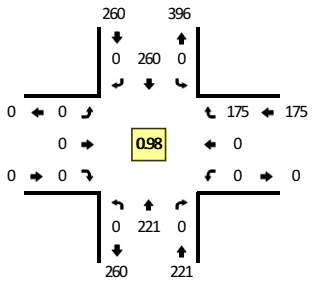
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr W -- Doe Pass Rd
**CITY/STATE:** Park City, UT

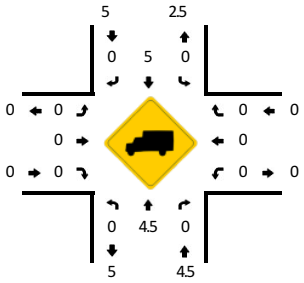
**QC JOB #:** 16467030
**DATE:** Fri, Feb 16 2024

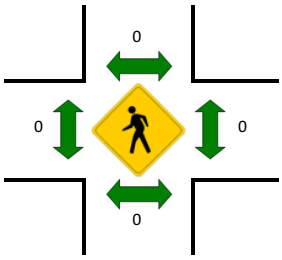
**Peak-Hour: 3:30 PM -- 4:30 PM**
**Peak 15-Min: 3:30 PM -- 3:45 PM**



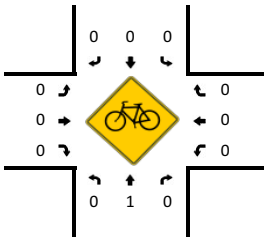


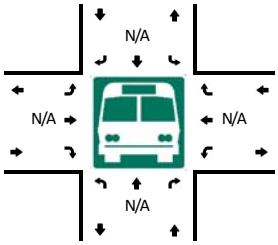

TRUE DATA TO IMPROVE MOBILITY



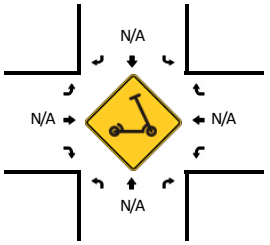











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Doe Pass Rd (Eastbound) | | | | Doe Pass Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 65 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 168 | |
| 3:45 PM | 0 | 63 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 168 | |
| 4:00 PM | 0 | 50 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 160 | |
| 4:15 PM | 0 | 43 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 160 | 656 |
| 4:30 PM | 0 | 31 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 158 | 646 |
| 4:45 PM | 0 | 49 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 137 | 615 |
| 5:00 PM | 0 | 44 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 119 | 574 |
| 5:15 PM | 0 | 56 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 140 | 554 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 260 | 0 | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 0 | 672 |
| Heavy Trucks | 0 | 12 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 20 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

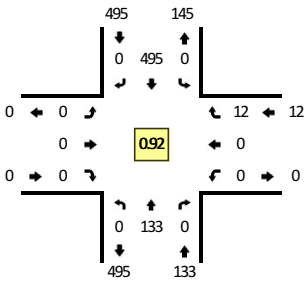
Report generated on 2/28/2024 7:03 AM

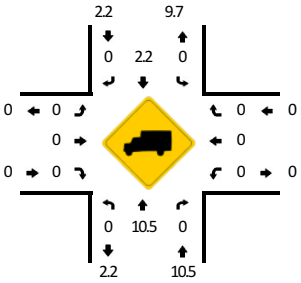
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

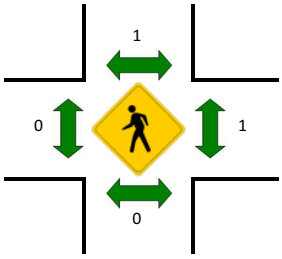
**LOCATION:** Deer Valley Dr W -- Doe Pass Rd | **QC JOB #:** 16467031
**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 17 2024

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



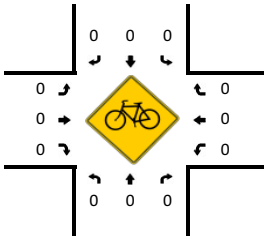



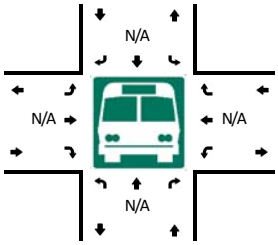

TRUE DATA TO IMPROVE MOBILITY





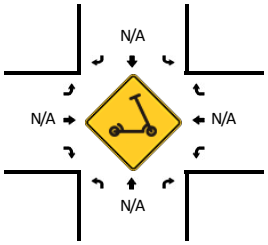











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Doe Pass Rd (Eastbound) | | | | Doe Pass Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 32 | 0 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 173 | |
| 8:15 AM | 0 | 29 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 154 | |
| 8:30 AM | 0 | 36 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 174 | |
| 8:45 AM | 0 | 36 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 139 | 640 |
| 9:00 AM | 0 | 33 | 0 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 154 | 621 |
| 9:15 AM | 0 | 37 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 124 | 591 |
| 9:30 AM | 0 | 45 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 143 | 560 |
| 9:45 AM | 0 | 42 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 134 | 555 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 144 | 0 | 0 | 0 | 544 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 696 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 0 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

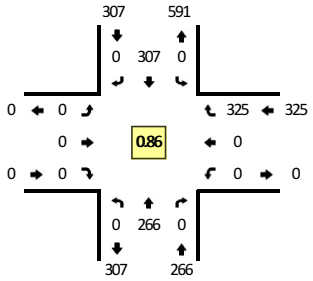
Type of peak hour being reported: Intersection Peak

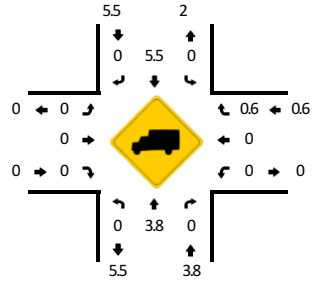
Method for determining peak hour: Total Entering Volume

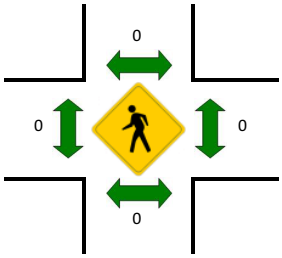
**LOCATION:** Deer Valley Dr W -- Doe Pass Rd
**CITY/STATE:** Park City, UT

**QC JOB #:** 16467032
**DATE:** Sat, Feb 17 2024

**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

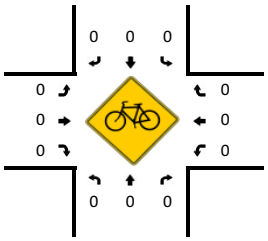


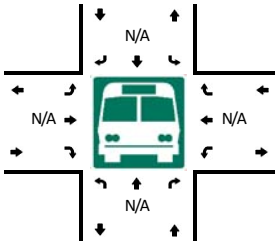





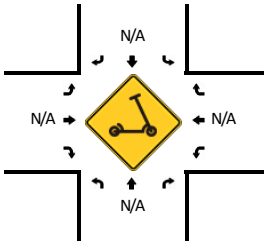











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Doe Pass Rd (Eastbound) | | | | Doe Pass Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 54 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 36 | 0 | 157 | |
| 3:45 PM | 0 | 57 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 204 | |
| 4:00 PM | 0 | 75 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 229 | |
| 4:15 PM | 0 | 66 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 260 | 850 |
| 4:30 PM | 0 | 68 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 205 | 898 |
| 4:45 PM | 0 | 62 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 181 | 875 |
| 5:00 PM | 0 | 50 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 141 | 787 |
| 5:15 PM | 0 | 43 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 108 | 635 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 264 | 0 | 0 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 448 | 0 | 1040 |
| Heavy Trucks | 0 | 12 | 0 | | 0 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 28 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

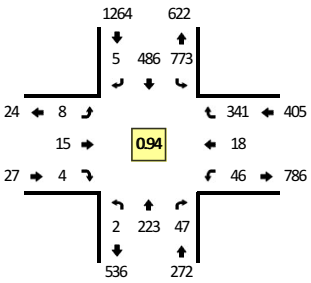
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

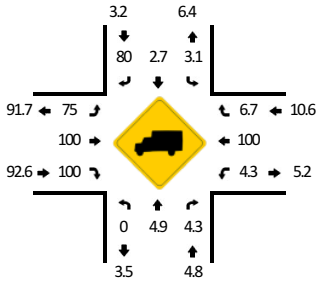
**LOCATION:** Marsac Ave -- Deer Valley Dr
**CITY/STATE:** Park City, UT

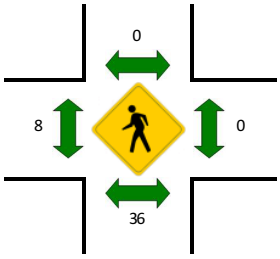
**QC JOB #:** 16467033
**DATE:** Fri, Feb 16 2024

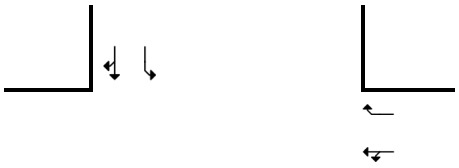
**Peak-Hour: 9:00 AM -- 10:00 AM**
**Peak 15-Min: 9:15 AM -- 9:30 AM**

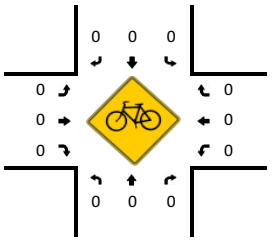


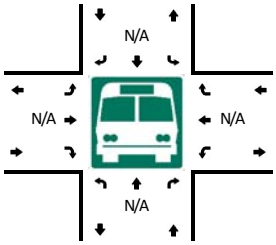

TRUE DATA TO IMPROVE MOBILITY



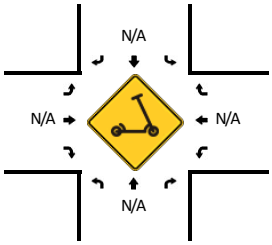








| 15-Min Count Period Beginning At | Marsac Ave (Northbound) | | | | Marsac Ave (Southbound) | | | | Deer Valley Dr (Eastbound) | | | | Deer Valley Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 59 | 16 | 0 | 211 | 135 | 0 | 6 | 2 | 4 | 0 | 0 | 8 | 2 | 62 | 0 | 505 | |
| 8:15 AM | 0 | 41 | 8 | 0 | 210 | 130 | 2 | 11 | 1 | 6 | 2 | 0 | 11 | 6 | 77 | 2 | 507 | |
| 8:30 AM | 0 | 55 | 23 | 1 | 177 | 130 | 2 | 7 | 1 | 3 | 0 | 0 | 11 | 4 | 61 | 2 | 477 | |
| 8:45 AM | 0 | 42 | 10 | 1 | 190 | 107 | 1 | 9 | 2 | 3 | 2 | 0 | 14 | 5 | 80 | 1 | 467 | 1956 |
| 9:00 AM | 0 | 49 | 14 | 0 | 195 | 101 | 1 | 11 | 3 | 2 | 0 | 0 | 10 | 3 | 79 | 0 | 468 | 1919 |
| 9:15 AM | 0 | 63 | 16 | 0 | 196 | 131 | 2 | 13 | 2 | 6 | 2 | 0 | 6 | 4 | 84 | 0 | 525 | 1937 |
| 9:30 AM | 0 | 52 | 6 | 1 | 166 | 113 | 1 | 13 | 1 | 3 | 0 | 0 | 13 | 6 | 91 | 0 | 466 | 1926 |
| 9:45 AM | 0 | 59 | 11 | 1 | 165 | 141 | 1 | 14 | 1 | 4 | 2 | 1 | 15 | 5 | 87 | 2 | 509 | 1968 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 252 | 64 | 0 | 784 | 524 | 8 | 52 | 8 | 24 | 8 | 0 | 24 | 16 | 336 | 0 | 2100 |
| Heavy Trucks | 0 | 20 | 0 | | 36 | 16 | 4 | | 4 | 24 | 8 | | 4 | 16 | 40 | | 172 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 56 | | | | 0 | | | | 12 | | | | 0 | | | 68 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

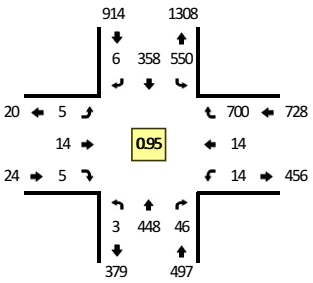
Report generated on 2/28/2024 7:03 AM

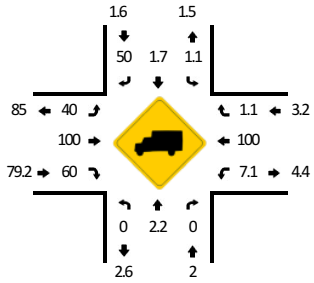
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

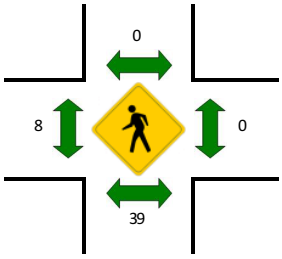
**LOCATION:** Marsac Ave -- Deer Valley Dr | **QC JOB #:** 16467034
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 16 2024

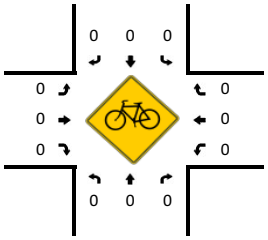
**Peak-Hour: 3:30 PM -- 4:30 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

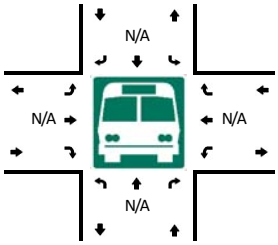


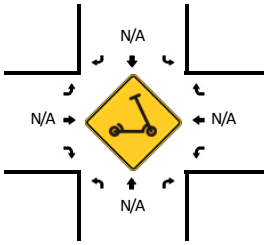




TRUE DATA TO IMPROVE MOBILITY




| 15-Min Count Period Beginning At | Marsac Ave (Northbound) | | | | Marsac Ave (Southbound) | | | | Deer Valley Dr (Eastbound) | | | | Deer Valley Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 96 | 14 | 1 | 106 | 91 | 2 | 33 | 3 | 8 | 1 | 0 | 4 | 6 | 166 | 0 | 531 | |
| 3:45 PM | 0 | 109 | 6 | 0 | 86 | 106 | 0 | 47 | 0 | 1 | 0 | 0 | 0 | 3 | 163 | 0 | 521 | |
| 4:00 PM | 0 | 119 | 17 | 0 | 92 | 67 | 3 | 38 | 2 | 4 | 2 | 0 | 1 | 2 | 194 | 0 | 541 | |
| 4:15 PM | 0 | 124 | 9 | 2 | 111 | 94 | 1 | 37 | 0 | 1 | 2 | 0 | 8 | 3 | 177 | 1 | 570 | 2163 |
| 4:30 PM | 0 | 112 | 19 | 1 | 89 | 92 | 0 | 22 | 3 | 2 | 1 | 1 | 9 | 2 | 175 | 1 | 529 | 2161 |
| 4:45 PM | 0 | 140 | 7 | 0 | 69 | 67 | 1 | 28 | 1 | 2 | 2 | 0 | 9 | 2 | 176 | 0 | 504 | 2144 |
| 5:00 PM | 0 | 105 | 8 | 1 | 65 | 89 | 0 | 32 | 2 | 2 | 0 | 0 | 6 | 1 | 195 | 0 | 506 | 2109 |
| 5:15 PM | 0 | 101 | 7 | 0 | 94 | 100 | 1 | 37 | 3 | 3 | 4 | 0 | 8 | 1 | 176 | 1 | 536 | 2075 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 496 | 36 | 8 | 444 | 376 | 4 | 148 | 0 | 4 | 8 | 0 | 32 | 12 | 708 | 4 | 2280 |
| Heavy Trucks | 0 | 8 | 0 | | 4 | 8 | 0 | | 0 | 4 | 0 | | 0 | 12 | 8 | | 44 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 44 | | | | 0 | | | | 16 | | | | 0 | | | 60 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

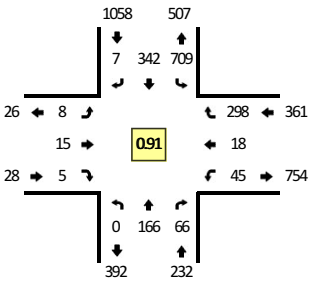
Type of peak hour being reported: Intersection Peak

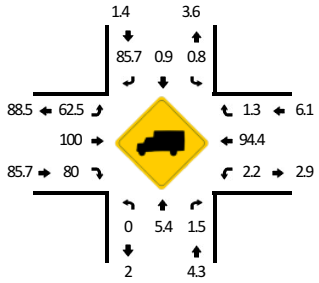
Method for determining peak hour: Total Entering Volume

**LOCATION:** Marsac Ave -- Deer Valley Dr
**CITY/STATE:** Park City, UT

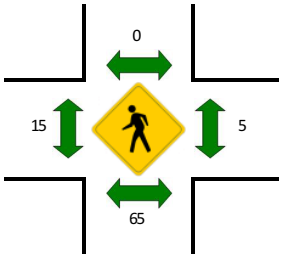
**QC JOB #:** 16467035
**DATE:** Sat, Feb 17 2024

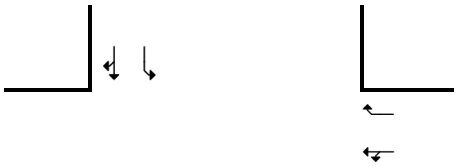
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**

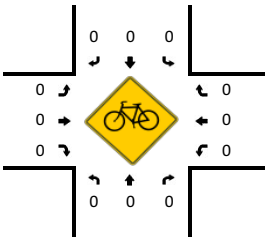


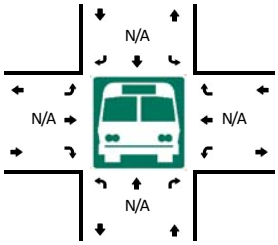




TRUE DATA TO IMPROVE MOBILITY

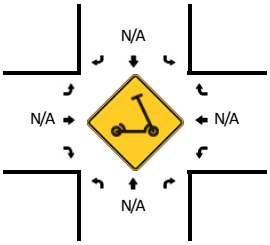







| 15-Min Count Period Beginning At | Marsac Ave (Northbound) | | | | Marsac Ave (Southbound) | | | | Deer Valley Dr (Eastbound) | | | | Deer Valley Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 44 | 18 | 0 | 209 | 96 | 1 | 10 | 2 | 4 | 1 | 0 | 10 | 3 | 65 | 0 | 463 | |
| 8:15 AM | 0 | 40 | 18 | 0 | 180 | 75 | 2 | 9 | 2 | 4 | 1 | 0 | 9 | 4 | 72 | 0 | 416 | |
| 8:30 AM | 0 | 43 | 15 | 0 | 159 | 79 | 2 | 10 | 1 | 4 | 1 | 1 | 13 | 6 | 86 | 0 | 420 | |
| 8:45 AM | 0 | 39 | 15 | 0 | 125 | 92 | 2 | 7 | 2 | 3 | 2 | 0 | 13 | 5 | 75 | 0 | 380 | 1679 |
| 9:00 AM | 0 | 44 | 10 | 0 | 144 | 84 | 0 | 12 | 2 | 4 | 0 | 0 | 18 | 3 | 74 | 2 | 397 | 1613 |
| 9:15 AM | 0 | 58 | 16 | 0 | 104 | 90 | 3 | 14 | 1 | 6 | 3 | 0 | 11 | 3 | 82 | 2 | 393 | 1590 |
| 9:30 AM | 0 | 42 | 17 | 0 | 107 | 82 | 1 | 10 | 1 | 5 | 0 | 0 | 14 | 10 | 67 | 1 | 357 | 1527 |
| 9:45 AM | 0 | 49 | 18 | 0 | 108 | 116 | 2 | 15 | 2 | 6 | 2 | 0 | 20 | 5 | 92 | 1 | 436 | 1583 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 176 | 72 | 0 | 836 | 384 | 4 | 40 | 8 | 16 | 4 | 0 | 40 | 12 | 260 | 0 | 1852 |
| Heavy Trucks | 0 | 12 | 0 | | 8 | 0 | 4 | | 8 | 16 | 4 | | 0 | 12 | 8 | | 72 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 56 | | | | 0 | | | | 8 | | | | 8 | | | 72 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

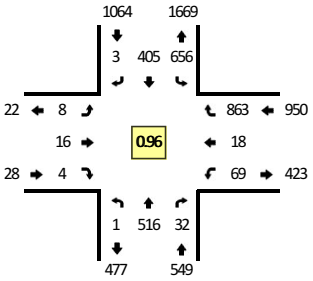
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

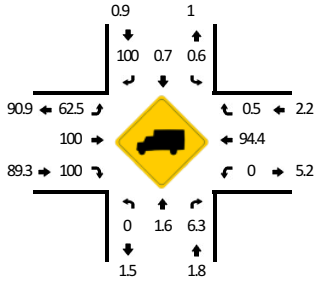
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Marsac Ave -- Deer Valley Dr
**CITY/STATE:** Park City, UT

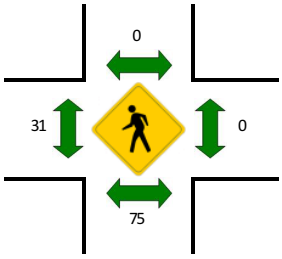
**QC JOB #:** 16467036
**DATE:** Sat, Feb 17 2024

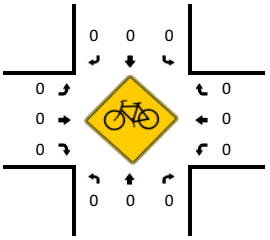
**Peak-Hour: 4:15 PM -- 5:15 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

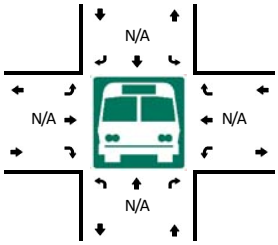


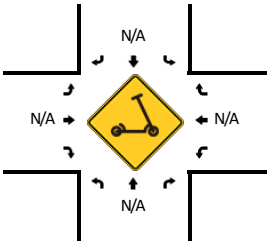




TRUE DATA TO IMPROVE MOBILITY




| 15-Min Count Period Beginning At | Marsac Ave (Northbound) | | | | Marsac Ave (Southbound) | | | | Deer Valley Dr (Eastbound) | | | | Deer Valley Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 1 | 122 | 17 | 0 | 97 | 86 | 3 | 58 | 3 | 3 | 0 | 0 | 7 | 7 | 178 | 0 | 582 | |
| 3:45 PM | 0 | 115 | 18 | 1 | 110 | 116 | 1 | 85 | 1 | 4 | 2 | 0 | 16 | 4 | 179 | 2 | 654 | |
| 4:00 PM | 0 | 123 | 15 | 1 | 103 | 92 | 1 | 62 | 2 | 5 | 0 | 0 | 21 | 6 | 192 | 0 | 623 | |
| 4:15 PM | 0 | 137 | 5 | 0 | 105 | 106 | 0 | 63 | 2 | 4 | 2 | 0 | 19 | 4 | 225 | 0 | 672 | 2531 |
| 4:30 PM | 0 | 125 | 11 | 0 | 82 | 99 | 1 | 70 | 3 | 4 | 0 | 0 | 18 | 4 | 220 | 2 | 639 | 2588 |
| 4:45 PM | 0 | 136 | 6 | 0 | 92 | 107 | 1 | 65 | 1 | 3 | 2 | 0 | 16 | 4 | 220 | 0 | 653 | 2587 |
| 5:00 PM | 0 | 118 | 10 | 1 | 94 | 93 | 1 | 85 | 1 | 5 | 0 | 1 | 14 | 6 | 198 | 0 | 627 | 2591 |
| 5:15 PM | 0 | 114 | 12 | 0 | 92 | 94 | 0 | 69 | 1 | 5 | 2 | 0 | 16 | 8 | 190 | 0 | 603 | 2522 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 548 | 20 | 0 | 420 | 424 | 0 | 252 | 8 | 16 | 8 | 0 | 76 | 16 | 900 | 0 | 2688 |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 4 | 0 | | 4 | 16 | 8 | | 0 | 16 | 0 | | 52 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 68 | | | | 0 | | | | 40 | | | | 0 | | | 108 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

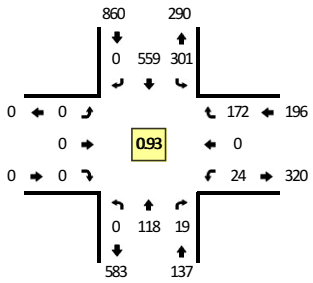
Report generated on 2/28/2024 7:03 AM

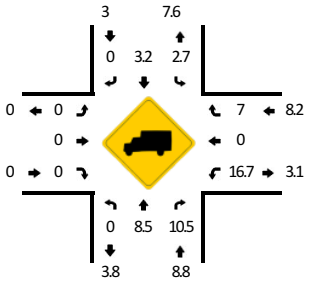
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

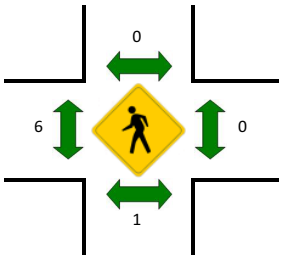
**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467053
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 16 2024

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



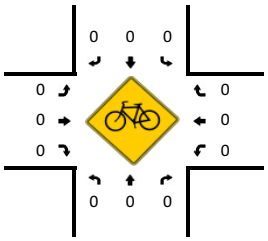



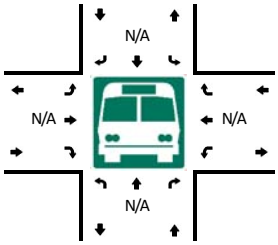

TRUE DATA TO IMPROVE MOBILITY





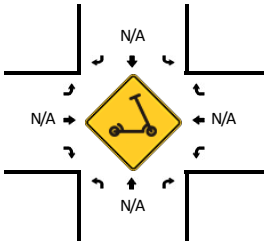











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 2) (Eastbound) | | | | Deer Valley Dr N (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 19 | 4 | 0 | 98 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 38 | 0 | 281 | |
| 8:15 AM | 0 | 36 | 2 | 0 | 80 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 46 | 0 | 317 | |
| 8:30 AM | 0 | 29 | 8 | 0 | 54 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 41 | 0 | 274 | |
| 8:45 AM | 0 | 34 | 5 | 0 | 69 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 47 | 0 | 321 | 1193 |
| 9:00 AM | 0 | 31 | 10 | 0 | 64 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 50 | 0 | 274 | 1186 |
| 9:15 AM | 0 | 28 | 4 | 0 | 75 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 46 | 0 | 308 | 1177 |
| 9:30 AM | 0 | 51 | 7 | 0 | 47 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 51 | 0 | 275 | 1178 |
| 9:45 AM | 0 | 39 | 5 | 0 | 46 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 57 | 0 | 284 | 1141 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 136 | 20 | 0 | 276 | 612 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 188 | 0 | 1284 |
| Heavy Trucks | 0 | 12 | 4 | | 8 | 20 | 0 | | 0 | 0 | 0 | | 12 | 0 | 12 | | 68 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

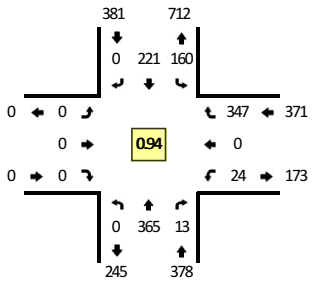
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

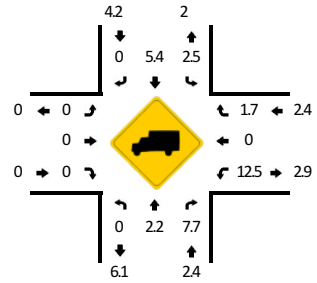
**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467054

**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 16 2024

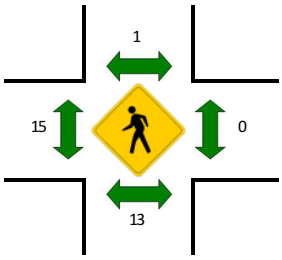
**Peak-Hour: 4:00 PM -- 5:00 PM**

**Peak 15-Min: 4:15 PM -- 4:30 PM**



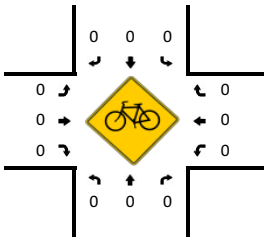



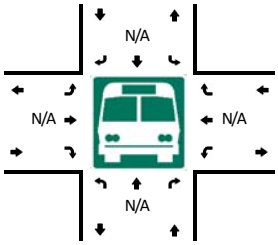

TRUE DATA TO IMPROVE MOBILITY





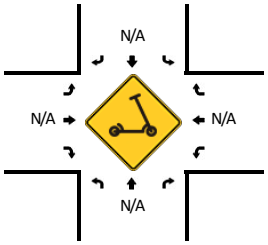











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 2) (Eastbound) | | | | Deer Valley Dr N (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 90 | 4 | 0 | 39 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 90 | 0 | 286 | |
| 3:45 PM | 0 | 88 | 5 | 0 | 29 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 69 | 0 | 240 | |
| 4:00 PM | 0 | 89 | 7 | 0 | 36 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 84 | 0 | 292 | |
| 4:15 PM | 0 | 91 | 2 | 0 | 51 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 86 | 0 | 302 | 1120 |
| 4:30 PM | 0 | 100 | 2 | 0 | 43 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 93 | 0 | 292 | 1126 |
| 4:45 PM | 0 | 85 | 2 | 0 | 30 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 84 | 0 | 244 | 1130 |
| 5:00 PM | 0 | 96 | 1 | 0 | 26 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 233 | 1071 |
| 5:15 PM | 0 | 104 | 2 | 0 | 37 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 87 | 0 | 280 | 1049 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 364 | 8 | 0 | 204 | 248 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 344 | 0 | 1208 |
| Heavy Trucks | 0 | 4 | 0 | | 4 | 8 | 0 | | 0 | 0 | 0 | | 4 | 0 | 12 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 12 | | | | 0 | | | | 4 | | | | 0 | | | 16 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

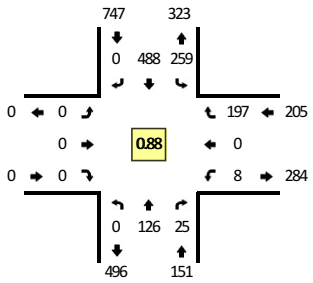
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467055

**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 17 2024

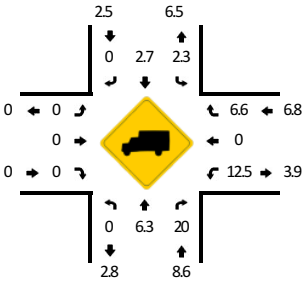
**Peak-Hour: 8:00 AM -- 9:00 AM**

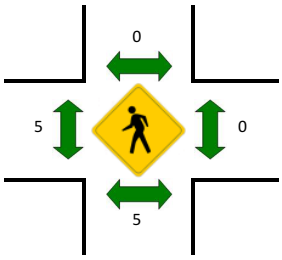
**Peak 15-Min: 8:00 AM -- 8:15 AM**



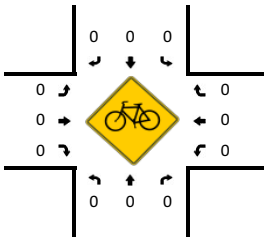


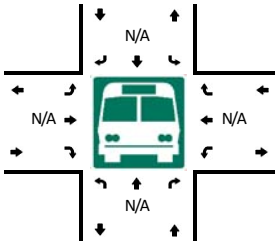




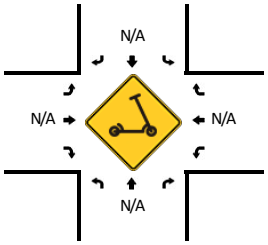








| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 2) (Eastbound) | | | | Deer Valley Dr N (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 29 | 6 | 0 | 98 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 38 | 0 | 312 | |
| 8:15 AM | 0 | 28 | 3 | 0 | 76 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 47 | 0 | 272 | |
| 8:30 AM | 0 | 35 | 11 | 0 | 48 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 56 | 0 | 283 | |
| 8:45 AM | 0 | 34 | 5 | 0 | 37 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 56 | 0 | 236 | 1103 |
| 9:00 AM | 0 | 37 | 5 | 0 | 36 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 46 | 0 | 253 | 1044 |
| 9:15 AM | 0 | 42 | 3 | 0 | 38 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 37 | 0 | 203 | 975 |
| 9:30 AM | 0 | 39 | 4 | 0 | 37 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 51 | 0 | 228 | 920 |
| 9:45 AM | 0 | 46 | 5 | 0 | 35 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 64 | 0 | 234 | 918 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 116 | 24 | 0 | 392 | 560 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 152 | 0 | 1248 |
| Heavy Trucks | 0 | 8 | 4 | | 8 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 8 | | 44 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 8 | | | | 0 | | | | 12 | | | | 0 | | | 20 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

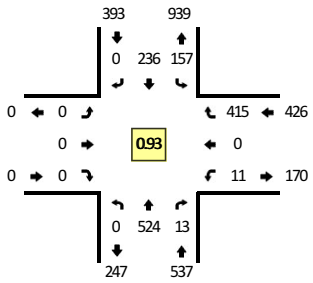
Type of peak hour being reported: Intersection Peak

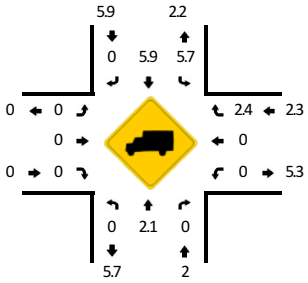
Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 2)
**CITY/STATE:** Park City, UT

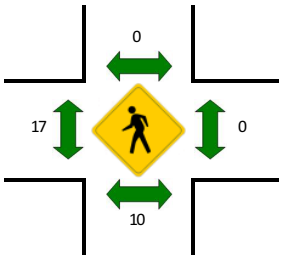
**QC JOB #:** 16467056
**DATE:** Sat, Feb 17 2024

**Peak-Hour: 4:00 PM -- 5:00 PM**
**Peak 15-Min: 4:00 PM -- 4:15 PM**



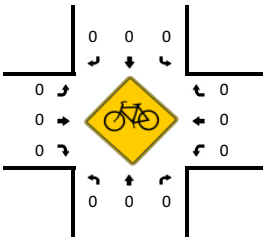



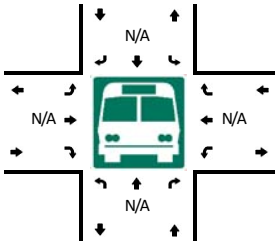

TRUE DATA TO IMPROVE MOBILITY





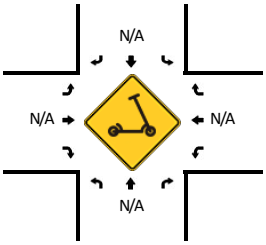











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 2) (Eastbound) | | | | Deer Valley Dr N (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 86 | 3 | 0 | 39 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 93 | 0 | 286 | |
| 3:45 PM | 0 | 109 | 3 | 0 | 45 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 78 | 0 | 315 | |
| 4:00 PM | 0 | 139 | 3 | 0 | 48 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 99 | 0 | 364 | |
| 4:15 PM | 0 | 136 | 2 | 0 | 36 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 95 | 0 | 332 | 1297 |
| 4:30 PM | 0 | 127 | 4 | 0 | 36 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 118 | 0 | 342 | 1353 |
| 4:45 PM | 0 | 122 | 4 | 0 | 37 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 103 | 0 | 318 | 1356 |
| 5:00 PM | 0 | 115 | 1 | 0 | 47 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 105 | 0 | 313 | 1305 |
| 5:15 PM | 0 | 95 | 5 | 0 | 49 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 74 | 0 | 263 | 1236 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 556 | 12 | 0 | 192 | 280 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 396 | 0 | 1456 |
| Heavy Trucks | 0 | 16 | 0 | | 16 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 16 | | 60 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 12 | | | | 0 | | | 12 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

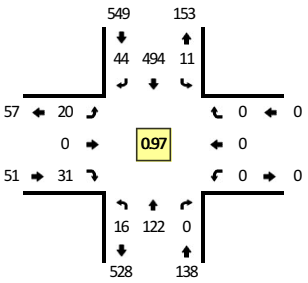
Type of peak hour being reported: Intersection Peak

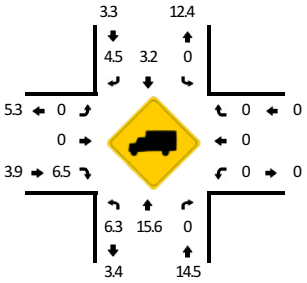
Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr W -- Royal St (Round 2)
**CITY/STATE:** Park City, UT

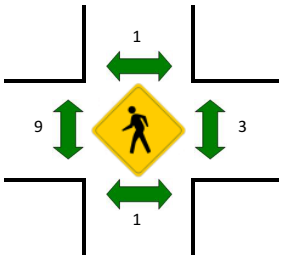
**QC JOB #:** 16467082
**DATE:** Fri, Feb 16 2024

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



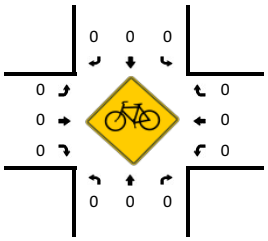



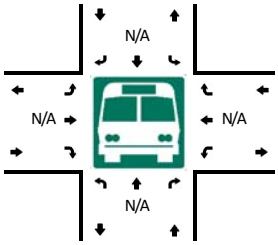

TRUE DATA TO IMPROVE MOBILITY





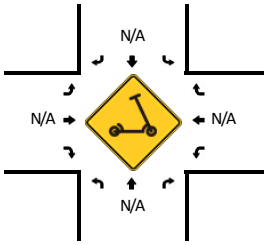











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Royal St (Round 2) (Eastbound) | | | | Royal St (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 4 | 17 | 0 | 0 | 0 | 118 | 5 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 155 | |
| 8:15 AM | 2 | 20 | 0 | 0 | 0 | 129 | 6 | 2 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 175 | |
| 8:30 AM | 3 | 23 | 0 | 0 | 0 | 134 | 8 | 2 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 185 | |
| 8:45 AM | 2 | 27 | 0 | 1 | 0 | 139 | 12 | 4 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 190 | 705 |
| 9:00 AM | 3 | 28 | 0 | 0 | 0 | 113 | 10 | 2 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 170 | 720 |
| 9:15 AM | 2 | 26 | 0 | 1 | 0 | 139 | 6 | 4 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 191 | 736 |
| 9:30 AM | 6 | 41 | 0 | 1 | 0 | 103 | 16 | 1 | 10 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 187 | 738 |
| 9:45 AM | 2 | 29 | 0 | 0 | 0 | 118 | 15 | 1 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 178 | 726 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 8 | 104 | 0 | 4 | 0 | 556 | 24 | 16 | 16 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 764 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 16 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 28 | | | | 0 | | | 28 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

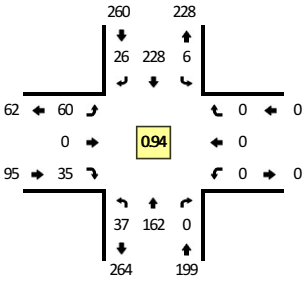
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr W -- Royal St (Round 2)
**CITY/STATE:** Park City, UT

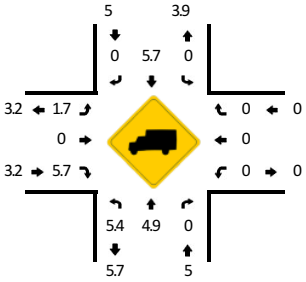
**QC JOB #:** 16467083
**DATE:** Fri, Feb 16 2024

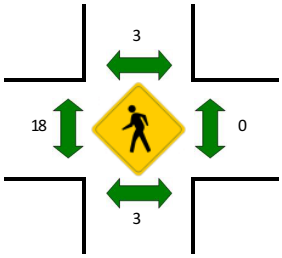
**Peak-Hour: 3:30 PM -- 4:30 PM**
**Peak 15-Min: 3:30 PM -- 3:45 PM**





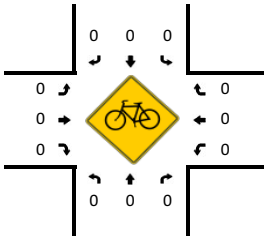


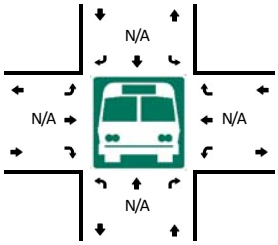




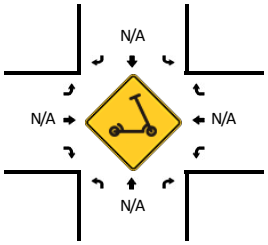











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Royal St (Round 2) (Eastbound) | | | | Royal St (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 7 | 45 | 0 | 0 | 0 | 59 | 4 | 3 | 18 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 147 | |
| 3:45 PM | 8 | 42 | 0 | 0 | 0 | 45 | 6 | 1 | 19 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 127 | |
| 4:00 PM | 13 | 50 | 0 | 0 | 0 | 60 | 7 | 1 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 144 | |
| 4:15 PM | 8 | 25 | 0 | 1 | 0 | 64 | 9 | 1 | 15 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 136 | 554 |
| 4:30 PM | 2 | 18 | 0 | 2 | 0 | 44 | 9 | 1 | 12 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 99 | 506 |
| 4:45 PM | 20 | 42 | 0 | 0 | 0 | 35 | 10 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 120 | 499 |
| 5:00 PM | 4 | 38 | 0 | 0 | 0 | 22 | 7 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 83 | 438 |
| 5:15 PM | 9 | 37 | 0 | 0 | 0 | 39 | 1 | 1 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 104 | 406 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 28 | 180 | 0 | 0 | 0 | 236 | 16 | 12 | 72 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 588 |
| Heavy Trucks | 0 | 8 | 0 | | 0 | 8 | 0 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 20 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

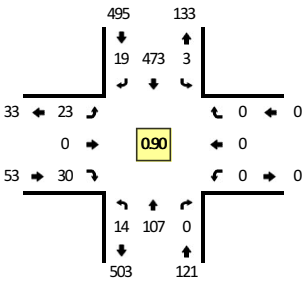
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr W -- Royal St (Round 2)
**CITY/STATE:** Park City, UT

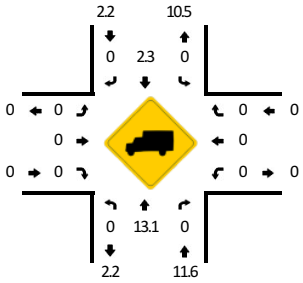
**QC JOB #:** 16467084
**DATE:** Sat, Feb 17 2024

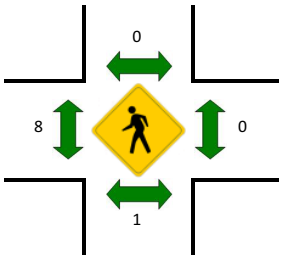
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:30 AM -- 8:45 AM**

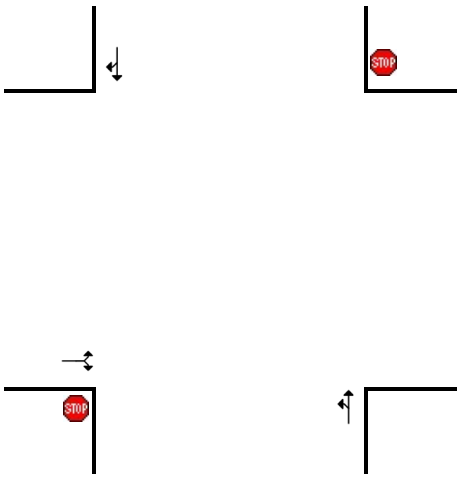


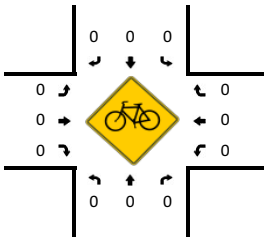


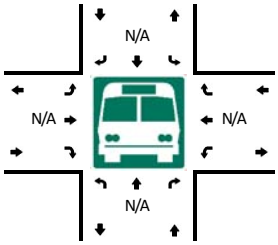




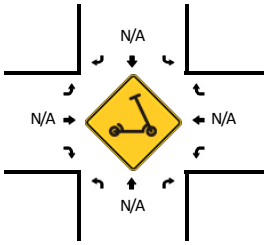










| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Royal St (Round 2) (Eastbound) | | | | Royal St (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 2 | 27 | 0 | 0 | 0 | 131 | 9 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 177 | |
| 8:15 AM | 5 | 21 | 0 | 0 | 0 | 113 | 5 | 2 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 160 | |
| 8:30 AM | 4 | 27 | 0 | 0 | 0 | 134 | 1 | 1 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 186 | |
| 8:45 AM | 3 | 32 | 0 | 0 | 0 | 95 | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 146 | 669 |
| 9:00 AM | 7 | 29 | 0 | 0 | 0 | 109 | 7 | 2 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 169 | 661 |
| 9:15 AM | 3 | 28 | 0 | 0 | 0 | 72 | 8 | 1 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 130 | 631 |
| 9:30 AM | 2 | 34 | 0 | 0 | 0 | 89 | 3 | 4 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 145 | 590 |
| 9:45 AM | 5 | 36 | 0 | 1 | 0 | 78 | 4 | 2 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 135 | 579 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 16 | 108 | 0 | 0 | 0 | 536 | 4 | 4 | 24 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 744 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 28 | | | | 0 | | | 28 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

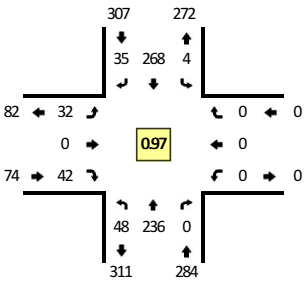
Type of peak hour being reported: Intersection Peak

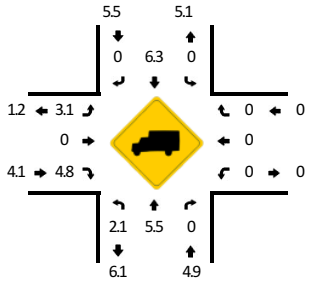
Method for determining peak hour: Total Entering Volume

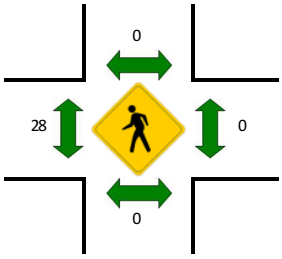
**LOCATION:** Deer Valley Dr W -- Royal St (Round 2)
**CITY/STATE:** Park City, UT

**QC JOB #:** 16467085
**DATE:** Sat, Feb 17 2024

**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:00 PM -- 4:15 PM**

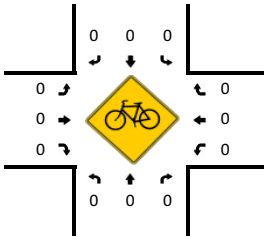


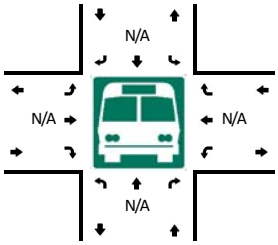





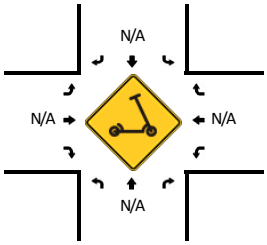











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Royal St (Round 2) (Eastbound) | | | | Royal St (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 6 | 46 | 0 | 0 | 0 | 63 | 2 | 1 | 7 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 138 | |
| 3:45 PM | 6 | 52 | 0 | 0 | 0 | 75 | 9 | 0 | 7 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 160 | |
| 4:00 PM | 13 | 61 | 0 | 0 | 0 | 67 | 9 | 1 | 11 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 172 | |
| 4:15 PM | 12 | 56 | 0 | 1 | 0 | 68 | 12 | 2 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 172 | 642 |
| 4:30 PM | 16 | 67 | 0 | 0 | 0 | 58 | 5 | 1 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 161 | 665 |
| 4:45 PM | 6 | 52 | 0 | 0 | 0 | 44 | 11 | 1 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 128 | 633 |
| 5:00 PM | 5 | 43 | 0 | 3 | 0 | 38 | 7 | 1 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 105 | 566 |
| 5:15 PM | 2 | 31 | 0 | 0 | 0 | 28 | 7 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 83 | 477 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 52 | 244 | 0 | 0 | 0 | 268 | 36 | 4 | 44 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 688 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 28 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 56 | | | | 0 | | | 56 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

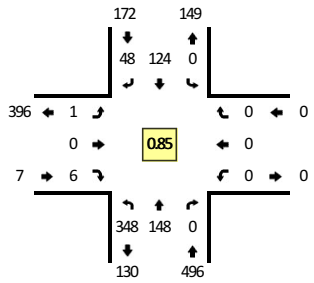
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 2)
**CITY/STATE:** Park City, UT

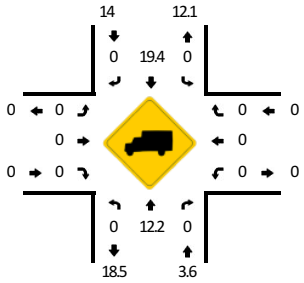
**QC JOB #:** 16467086
**DATE:** Fri, Feb 16 2024

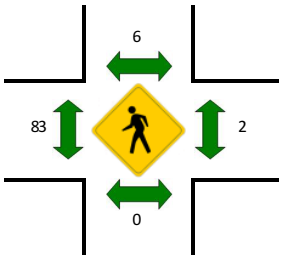
**Peak-Hour: 8:45 AM -- 9:45 AM**
**Peak 15-Min: 8:45 AM -- 9:00 AM**





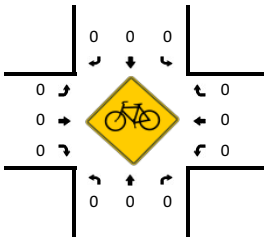


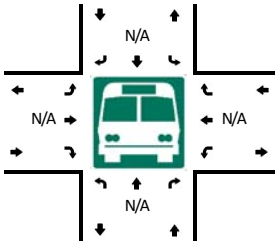




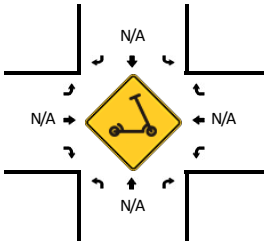











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 2) (Eastbound) | | | | Doe Pass Rd (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 2 | 27 | 0 | 0 | 0 | 63 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | |
| 8:15 AM | 6 | 23 | 0 | 0 | 0 | 54 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 92 | |
| 8:30 AM | 49 | 28 | 0 | 0 | 0 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | |
| 8:45 AM | 104 | 40 | 0 | 0 | 0 | 36 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 199 | 513 |
| 9:00 AM | 77 | 41 | 0 | 0 | 0 | 28 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 158 | 570 |
| 9:15 AM | 95 | 37 | 0 | 0 | 0 | 30 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 174 | 652 |
| 9:30 AM | 72 | 30 | 0 | 0 | 0 | 30 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 144 | 675 |
| 9:45 AM | 66 | 40 | 0 | 0 | 0 | 17 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 126 | 602 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 416 | 160 | 0 | 0 | 0 | 144 | 72 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 796 |
| Heavy Trucks | 0 | 24 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 60 | | | | 0 | | | 64 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

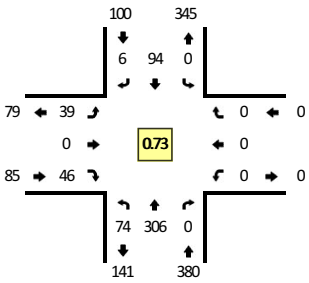
Type of peak hour being reported: Intersection Peak

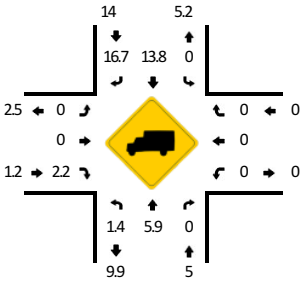
Method for determining peak hour: Total Entering Volume

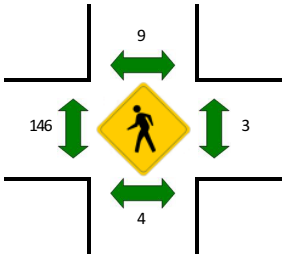
**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 2)
**CITY/STATE:** Park City, UT

**QC JOB #:** 16467087
**DATE:** Fri, Feb 16 2024

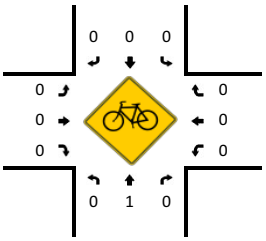
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

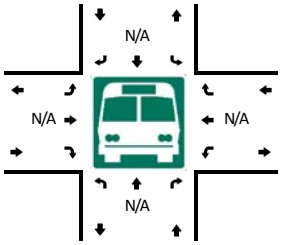


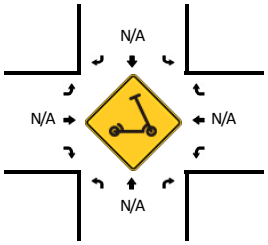








| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 2) (Eastbound) | | | | Doe Pass Rd (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 14 | 59 | 0 | 0 | 0 | 21 | 1 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 111 | |
| 3:45 PM | 18 | 45 | 0 | 0 | 0 | 20 | 2 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 102 | |
| 4:00 PM | 15 | 85 | 0 | 0 | 0 | 23 | 0 | 0 | 12 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 145 | |
| 4:15 PM | 16 | 102 | 0 | 0 | 0 | 33 | 3 | 0 | 19 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 194 | 552 |
| 4:30 PM | 24 | 74 | 0 | 1 | 0 | 18 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 124 | 565 |
| 4:45 PM | 15 | 59 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 100 | 563 |
| 5:00 PM | 18 | 54 | 0 | 0 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 84 | 502 |
| 5:15 PM | 6 | 51 | 0 | 1 | 0 | 13 | 4 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 82 | 390 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 64 | 408 | 0 | 0 | 0 | 132 | 12 | 0 | 76 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 776 |
| Heavy Trucks | 0 | 28 | 0 | | 0 | 24 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 56 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 16 | | | | 220 | | | | 4 | | | 244 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM

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

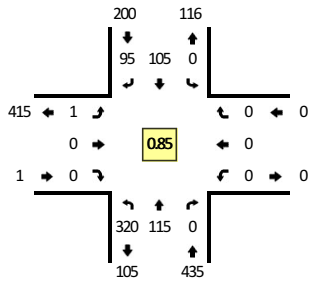
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

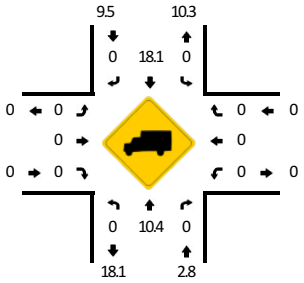
**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 2)
**CITY/STATE:** Park City, UT

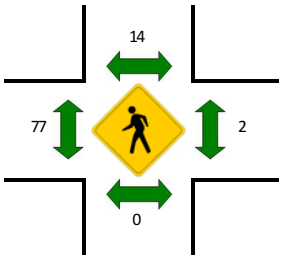
**QC JOB #:** 16467088
**DATE:** Sat, Feb 17 2024

**Peak-Hour: 8:15 AM -- 9:15 AM**
**Peak 15-Min: 8:15 AM -- 8:30 AM**



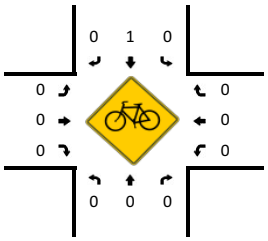

TRUE DATA TO IMPROVE MOBILITY

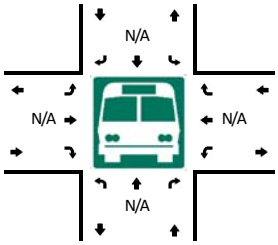




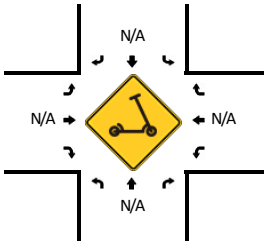











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 2) (Eastbound) | | | | Doe Pass Rd (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 23 | 21 | 0 | 0 | 0 | 51 | 24 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 120 | |
| 8:15 AM | 90 | 23 | 0 | 0 | 0 | 30 | 43 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | |
| 8:30 AM | 86 | 26 | 0 | 0 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | |
| 8:45 AM | 70 | 32 | 0 | 0 | 0 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 610 |
| 9:00 AM | 74 | 34 | 0 | 0 | 0 | 22 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 636 |
| 9:15 AM | 43 | 25 | 0 | 0 | 0 | 23 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 552 |
| 9:30 AM | 41 | 36 | 0 | 0 | 0 | 19 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 110 | 498 |
| 9:45 AM | 27 | 47 | 0 | 0 | 0 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 458 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 360 | 92 | 0 | 0 | 0 | 120 | 172 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 748 |
| Heavy Trucks | 0 | 4 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 20 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 60 | | | | 8 | | | 68 |
| Bicycles | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

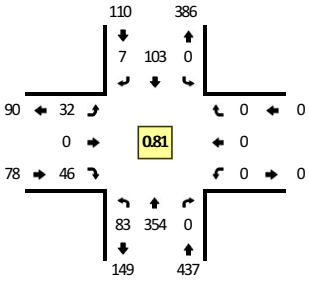
Report generated on 2/28/2024 7:03 AM

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

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

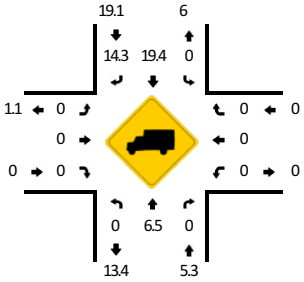
**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 2) | **QC JOB #:** 16467089
**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 17 2024

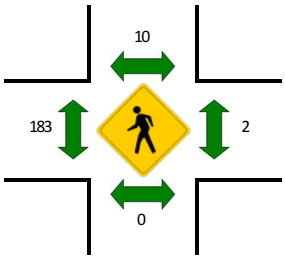
**Peak-Hour: 4:00 PM -- 5:00 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**





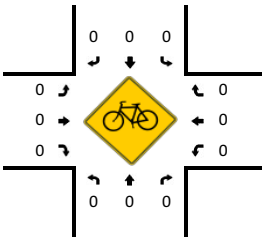


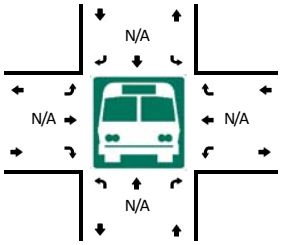




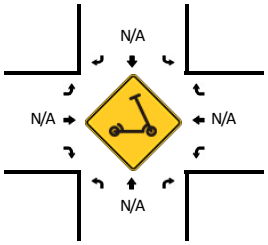











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 2) (Eastbound) | | | | Doe Pass Rd (Round 2) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 11 | 67 | 0 | 0 | 0 | 22 | 2 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 118 | |
| 3:45 PM | 16 | 57 | 0 | 0 | 0 | 15 | 0 | 0 | 10 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 106 | |
| 4:00 PM | 25 | 88 | 0 | 0 | 0 | 28 | 1 | 0 | 9 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 165 | |
| 4:15 PM | 16 | 120 | 0 | 0 | 0 | 32 | 3 | 0 | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 193 | 582 |
| 4:30 PM | 24 | 78 | 0 | 0 | 0 | 23 | 1 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 140 | 604 |
| 4:45 PM | 18 | 68 | 0 | 0 | 0 | 20 | 2 | 0 | 10 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 127 | 625 |
| 5:00 PM | 8 | 46 | 0 | 0 | 0 | 23 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 87 | 547 |
| 5:15 PM | 10 | 41 | 0 | 0 | 0 | 10 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 67 | 421 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 64 | 480 | 0 | 0 | 0 | 128 | 12 | 0 | 32 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 772 |
| Heavy Trucks | 0 | 12 | 0 | | 0 | 16 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 284 | | | | 8 | | | 296 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

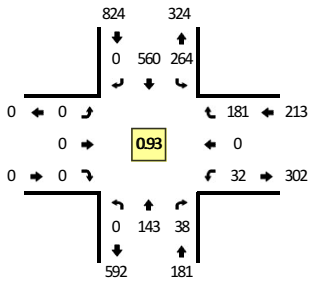
Type of peak hour being reported: Intersection Peak

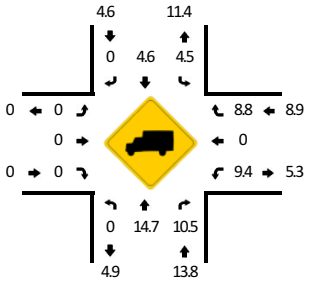
Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 3)
**CITY/STATE:** Park City, UT

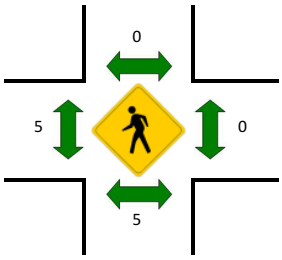
**QC JOB #:** 16467090
**DATE:** Fri, Feb 23 2024

**Peak-Hour: 9:00 AM -- 10:00 AM**
**Peak 15-Min: 9:45 AM -- 10:00 AM**



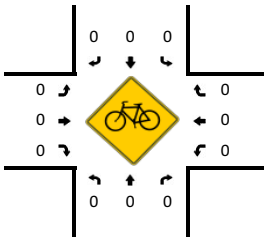



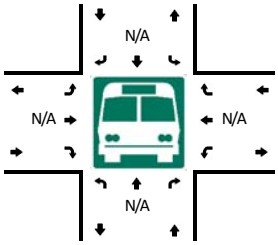

TRUE DATA TO IMPROVE MOBILITY





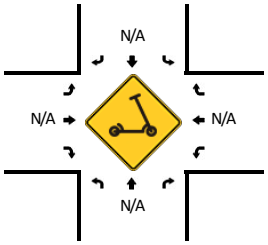











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 3) (Eastbound) | | | | Deer Valley Dr N (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 20 | 5 | 0 | 92 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 32 | 0 | 283 | |
| 8:15 AM | 0 | 28 | 4 | 0 | 70 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 44 | 0 | 318 | |
| 8:30 AM | 0 | 36 | 2 | 0 | 64 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 57 | 0 | 312 | |
| 8:45 AM | 0 | 20 | 6 | 0 | 69 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 36 | 0 | 266 | 1179 |
| 9:00 AM | 0 | 30 | 3 | 0 | 48 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 62 | 0 | 297 | 1193 |
| 9:15 AM | 0 | 28 | 8 | 0 | 72 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 37 | 0 | 300 | 1175 |
| 9:30 AM | 0 | 37 | 8 | 0 | 69 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 40 | 0 | 294 | 1157 |
| 9:45 AM | 0 | 48 | 19 | 0 | 75 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 42 | 0 | 327 | 1218 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 192 | 76 | 0 | 300 | 556 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 168 | 0 | 1308 |
| Heavy Trucks | 0 | 20 | 4 | | 16 | 32 | 0 | | 0 | 0 | 0 | | 4 | 0 | 24 | | 100 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM

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

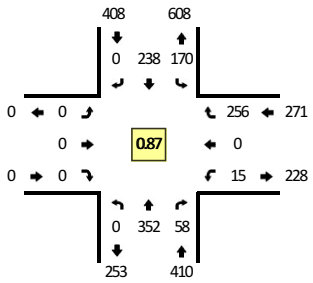
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 3)
**CITY/STATE:** Park City, UT

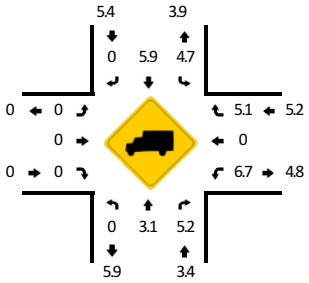
**QC JOB #:** 16467091
**DATE:** Fri, Feb 23 2024

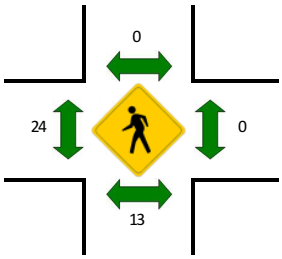
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 3:45 PM -- 4:00 PM**





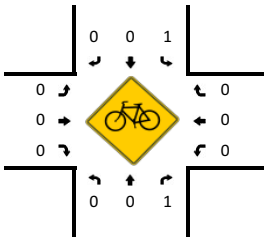


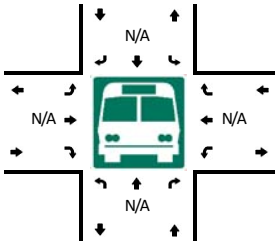




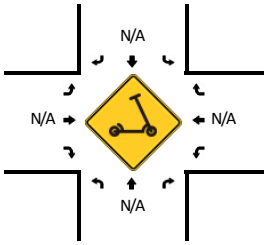











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 3) (Eastbound) | | | | Deer Valley Dr N (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 65 | 7 | 0 | 42 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 73 | 0 | 252 | |
| 3:45 PM | 0 | 103 | 5 | 0 | 37 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 93 | 0 | 314 | |
| 4:00 PM | 0 | 84 | 11 | 0 | 47 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 68 | 0 | 286 | |
| 4:15 PM | 0 | 68 | 20 | 0 | 46 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 41 | 0 | 228 | 1080 |
| 4:30 PM | 0 | 97 | 22 | 0 | 40 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 54 | 0 | 261 | 1089 |
| 4:45 PM | 0 | 86 | 20 | 0 | 32 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 65 | 0 | 245 | 1020 |
| 5:00 PM | 0 | 104 | 12 | 0 | 38 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 81 | 0 | 276 | 1010 |
| 5:15 PM | 0 | 65 | 2 | 0 | 51 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 97 | 0 | 248 | 1030 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 412 | 20 | 0 | 148 | 280 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 372 | 0 | 1256 |
| Heavy Trucks | 0 | 28 | 4 | | 4 | 12 | 0 | | 0 | 0 | 0 | | 4 | 0 | 16 | | 68 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 8 | | | | 0 | | | | 12 | | | | 0 | | | 20 |
| Bicycles | 0 | 0 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM

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

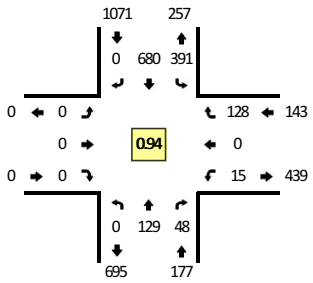
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 3)
**CITY/STATE:** Park City, UT

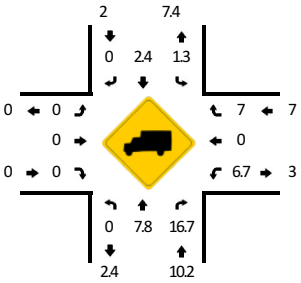
**QC JOB #:** 16467092
**DATE:** Sat, Feb 24 2024

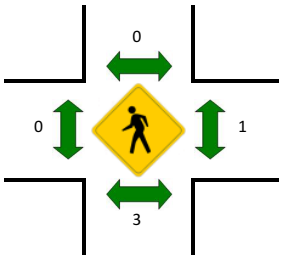
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:15 AM -- 8:30 AM**



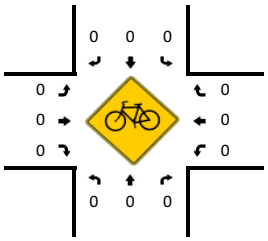


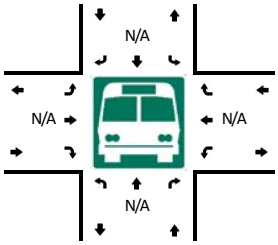




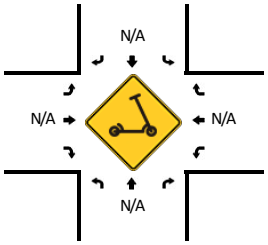








| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 3) (Eastbound) | | | | Deer Valley Dr N (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 0 | 16 | 5 | 0 | 83 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 24 | 0 | 333 | |
| 8:15 AM | 0 | 39 | 8 | 0 | 106 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 29 | 0 | 368 | |
| 8:30 AM | 0 | 36 | 20 | 0 | 94 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 44 | 0 | 362 | |
| 8:45 AM | 0 | 38 | 15 | 0 | 108 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 31 | 0 | 328 | 1391 |
| 9:00 AM | 0 | 35 | 23 | 0 | 84 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 32 | 0 | 296 | 1354 |
| 9:15 AM | 0 | 32 | 25 | 0 | 101 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 41 | 0 | 285 | 1271 |
| 9:30 AM | 0 | 50 | 16 | 0 | 65 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 40 | 0 | 257 | 1166 |
| 9:45 AM | 0 | 57 | 7 | 0 | 33 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 90 | 0 | 264 | 1102 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 156 | 32 | 0 | 424 | 724 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 116 | 0 | 1472 |
| Heavy Trucks | 0 | 16 | 0 | | 8 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 16 | | 56 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 8 | | | | 0 | | | | 0 | | | | 4 | | | 12 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM

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

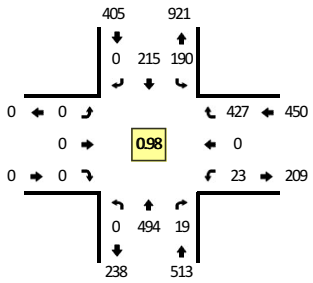
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr -- Deer Valley Dr N (Round 3)
**CITY/STATE:** Park City, UT

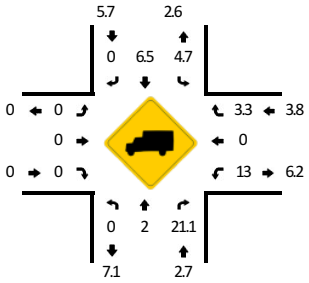
**QC JOB #:** 16467093
**DATE:** Sat, Feb 24 2024

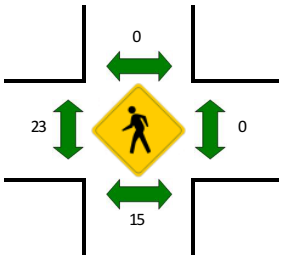
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:00 PM -- 4:15 PM**





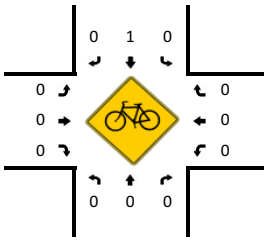


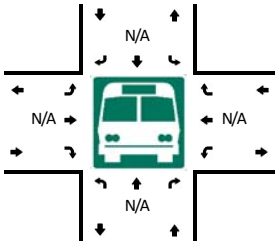




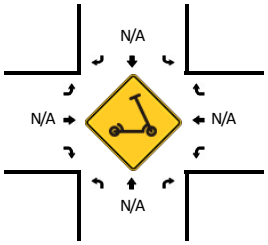











| 15-Min Count Period Beginning At | Deer Valley Dr (Northbound) | | | | Deer Valley Dr (Southbound) | | | | Deer Valley Dr N (Round 3) (Eastbound) | | | | Deer Valley Dr N (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 0 | 101 | 2 | 0 | 34 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 100 | 0 | 304 | |
| 3:45 PM | 0 | 114 | 4 | 0 | 56 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 102 | 0 | 343 | |
| 4:00 PM | 0 | 110 | 7 | 0 | 42 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 128 | 0 | 350 | |
| 4:15 PM | 0 | 133 | 6 | 0 | 46 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 98 | 0 | 337 | 1334 |
| 4:30 PM | 0 | 137 | 2 | 0 | 46 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 99 | 0 | 338 | 1368 |
| 4:45 PM | 0 | 111 | 5 | 0 | 33 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 93 | 0 | 306 | 1331 |
| 5:00 PM | 0 | 84 | 6 | 0 | 42 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 91 | 0 | 265 | 1246 |
| 5:15 PM | 0 | 72 | 4 | 0 | 39 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 79 | 0 | 238 | 1147 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 440 | 28 | 0 | 168 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 512 | 0 | 1400 |
| Heavy Trucks | 0 | 8 | 4 | | 4 | 16 | 0 | | 0 | 0 | 0 | | 4 | 0 | 4 | | 40 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 16 | | | | 0 | | | | 24 | | | | 0 | | | 40 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

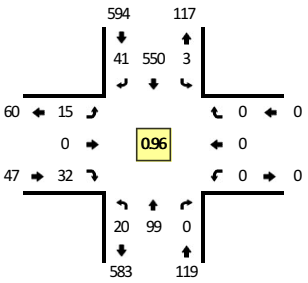
Report generated on 3/6/2024 8:14 AM

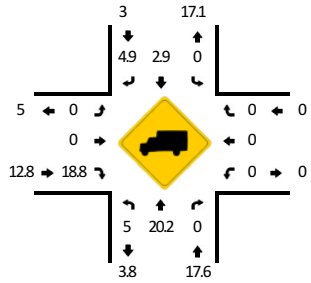
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

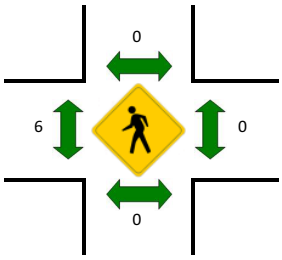
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr W -- Royal St (Round 3) | **QC JOB #:** 16467094
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 23 2024

**Peak-Hour: 8:30 AM -- 9:30 AM**
**Peak 15-Min: 9:15 AM -- 9:30 AM**

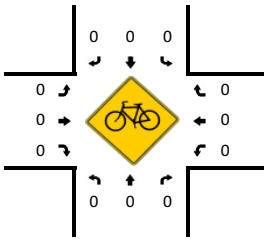


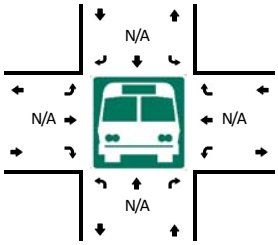





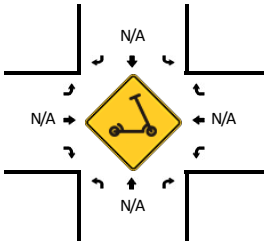











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Royal St (Round 3) (Eastbound) | | | | Royal St (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 2 | 20 | 0 | 0 | 0 | 118 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | |
| 8:15 AM | 3 | 19 | 0 | 0 | 0 | 158 | 4 | 1 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 194 | |
| 8:30 AM | 6 | 26 | 0 | 1 | 0 | 136 | 5 | 2 | 4 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 194 | |
| 8:45 AM | 5 | 23 | 0 | 0 | 0 | 137 | 10 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 188 | 720 |
| 9:00 AM | 4 | 25 | 0 | 0 | 0 | 137 | 10 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 180 | 756 |
| 9:15 AM | 4 | 25 | 0 | 0 | 0 | 140 | 16 | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 198 | 760 |
| 9:30 AM | 5 | 37 | 0 | 0 | 0 | 115 | 10 | 2 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 178 | 744 |
| 9:45 AM | 5 | 46 | 0 | 0 | 0 | 104 | 7 | 1 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 185 | 741 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 16 | 100 | 0 | 0 | 0 | 560 | 64 | 4 | 20 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 792 |
| Heavy Trucks | 0 | 24 | 0 | | 0 | 16 | 4 | | 0 | 0 | 8 | | 0 | 0 | 0 | | 52 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 16 | | | | 0 | | | 16 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

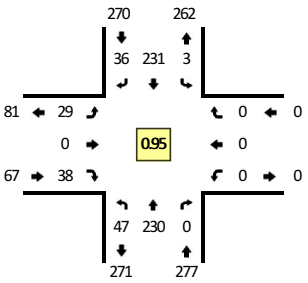
Type of peak hour being reported: Intersection Peak

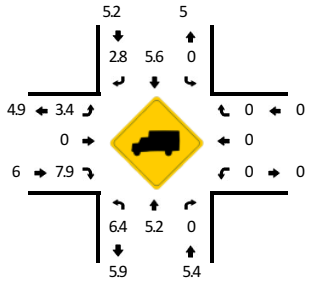
Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr W -- Royal St (Round 3)
**CITY/STATE:** Park City, UT

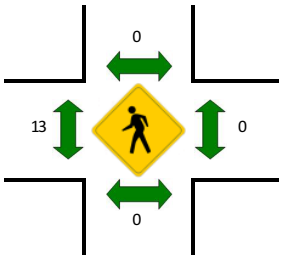
**QC JOB #:** 16467095
**DATE:** Fri, Feb 23 2024

**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 3:45 PM -- 4:00 PM**



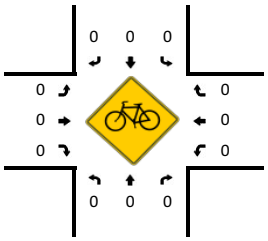



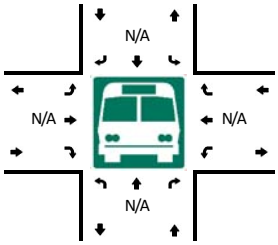

TRUE DATA TO IMPROVE MOBILITY





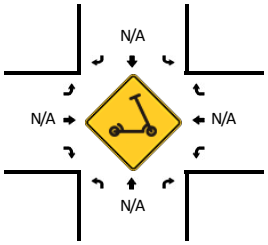











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Royal St (Round 3) (Eastbound) | | | | Royal St (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 9 | 37 | 0 | 0 | 0 | 59 | 5 | 1 | 13 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 131 | |
| 3:45 PM | 6 | 60 | 0 | 1 | 0 | 70 | 12 | 0 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 162 | |
| 4:00 PM | 6 | 52 | 0 | 0 | 0 | 71 | 8 | 3 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 159 | |
| 4:15 PM | 15 | 56 | 0 | 1 | 0 | 50 | 7 | 0 | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 151 | 603 |
| 4:30 PM | 18 | 62 | 0 | 0 | 0 | 40 | 9 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 142 | 614 |
| 4:45 PM | 9 | 57 | 0 | 0 | 0 | 40 | 4 | 4 | 13 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 136 | 588 |
| 5:00 PM | 7 | 33 | 0 | 0 | 0 | 41 | 3 | 0 | 10 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 103 | 532 |
| 5:15 PM | 8 | 25 | 0 | 1 | 0 | 25 | 5 | 2 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 76 | 457 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 24 | 240 | 0 | 4 | 0 | 280 | 48 | 0 | 24 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 648 |
| Heavy Trucks | 4 | 24 | 0 | | 0 | 16 | 0 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 48 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM

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

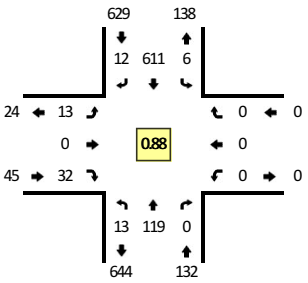
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr W -- Royal St (Round 3)
**CITY/STATE:** Park City, UT

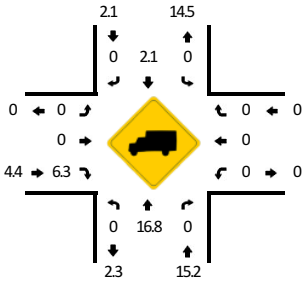
**QC JOB #:** 16467096
**DATE:** Sat, Feb 24 2024

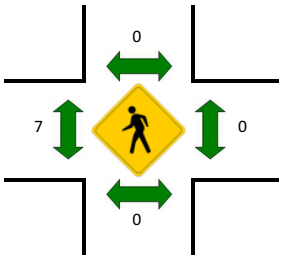
**Peak-Hour: 8:00 AM -- 9:00 AM**
**Peak 15-Min: 8:15 AM -- 8:30 AM**





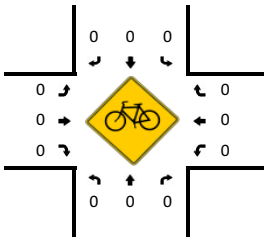


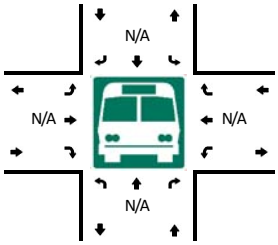




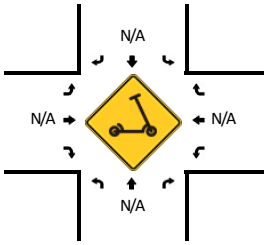











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Royal St (Round 3) (Eastbound) | | | | Royal St (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 2 | 11 | 0 | 0 | 0 | 192 | 2 | 1 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 218 | |
| 8:15 AM | 3 | 32 | 0 | 0 | 0 | 178 | 4 | 2 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 228 | |
| 8:30 AM | 3 | 39 | 0 | 0 | 0 | 128 | 4 | 2 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 186 | |
| 8:45 AM | 4 | 37 | 0 | 1 | 0 | 113 | 2 | 1 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 174 | 806 |
| 9:00 AM | 3 | 47 | 0 | 0 | 0 | 98 | 7 | 1 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 166 | 754 |
| 9:15 AM | 5 | 29 | 0 | 0 | 0 | 60 | 1 | 2 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 106 | 632 |
| 9:30 AM | 4 | 57 | 0 | 1 | 0 | 105 | 6 | 2 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 187 | 633 |
| 9:45 AM | 3 | 50 | 0 | 0 | 0 | 62 | 8 | 1 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 135 | 594 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 12 | 128 | 0 | 0 | 0 | 712 | 16 | 8 | 12 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 912 |
| Heavy Trucks | 0 | 12 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 28 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM

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

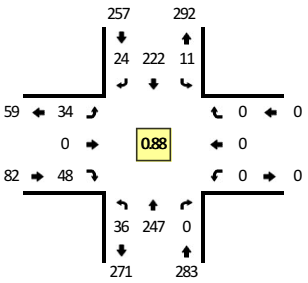
Type of peak hour being reported: Intersection Peak

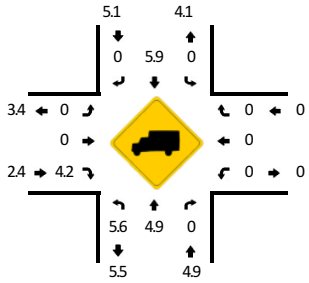
Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr W -- Royal St (Round 3)
**CITY/STATE:** Park City, UT

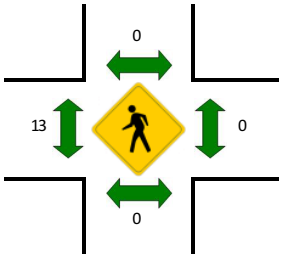
**QC JOB #:** 16467097
**DATE:** Sat, Feb 24 2024

**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 3:45 PM -- 4:00 PM**



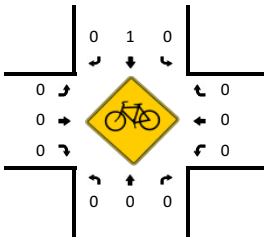



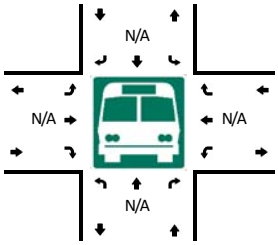

TRUE DATA TO IMPROVE MOBILITY





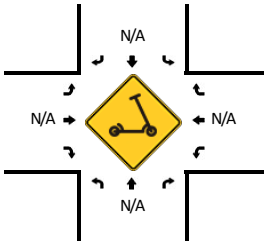











| 15-Min Count Period Beginning At | Deer Valley Dr W (Northbound) | | | | Deer Valley Dr W (Southbound) | | | | Royal St (Round 3) (Eastbound) | | | | Royal St (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 1 | 56 | 0 | 0 | 0 | 61 | 8 | 1 | 6 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 145 | |
| 3:45 PM | 10 | 63 | 0 | 1 | 0 | 65 | 8 | 2 | 7 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 176 | |
| 4:00 PM | 6 | 54 | 0 | 0 | 0 | 52 | 10 | 3 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 145 | |
| 4:15 PM | 8 | 59 | 0 | 0 | 0 | 49 | 2 | 3 | 14 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 144 | 610 |
| 4:30 PM | 11 | 71 | 0 | 0 | 0 | 56 | 4 | 3 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 157 | 622 |
| 4:45 PM | 6 | 52 | 0 | 0 | 0 | 50 | 5 | 0 | 7 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 131 | 577 |
| 5:00 PM | 6 | 37 | 0 | 0 | 0 | 45 | 4 | 2 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 112 | 544 |
| 5:15 PM | 3 | 31 | 0 | 0 | 0 | 33 | 4 | 1 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 91 | 491 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 40 | 252 | 0 | 4 | 0 | 260 | 32 | 8 | 28 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 704 |
| Heavy Trucks | 4 | 16 | 0 | | 0 | 16 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 40 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 16 | | | | 0 | | | 16 |
| Bicycles | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM

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

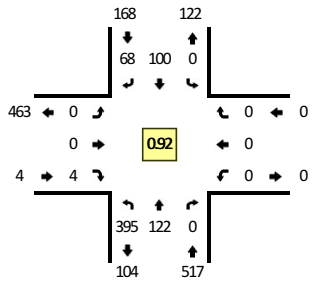
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 16467098

**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 23 2024

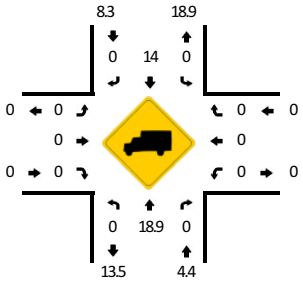
**Peak-Hour: 8:30 AM -- 9:30 AM**

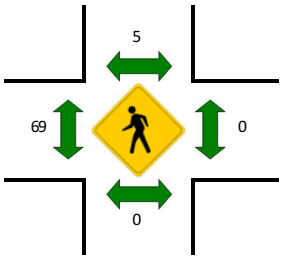
**Peak 15-Min: 8:30 AM -- 8:45 AM**





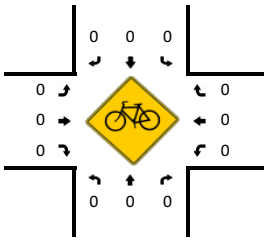


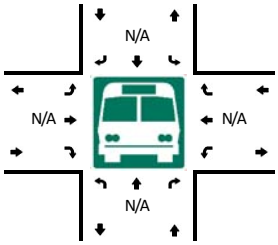




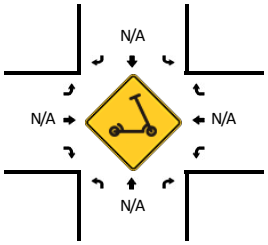











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 3) (Eastbound) | | | | Doe Pass Rd (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 4 | 16 | 0 | 0 | 0 | 71 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 99 | |
| 8:15 AM | 19 | 16 | 0 | 0 | 0 | 57 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 99 | |
| 8:30 AM | 121 | 23 | 0 | 0 | 0 | 23 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 188 | |
| 8:45 AM | 104 | 31 | 0 | 0 | 0 | 24 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 182 | 568 |
| 9:00 AM | 86 | 42 | 0 | 0 | 0 | 24 | 15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 169 | 638 |
| 9:15 AM | 84 | 26 | 0 | 0 | 0 | 29 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 689 |
| 9:30 AM | 38 | 40 | 0 | 0 | 0 | 18 | 19 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 119 | 620 |
| 9:45 AM | 46 | 30 | 0 | 0 | 0 | 50 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 135 | 573 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 484 | 92 | 0 | 0 | 0 | 92 | 80 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 752 |
| Heavy Trucks | 0 | 24 | 0 | | 0 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 36 | | | | 0 | | | 36 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

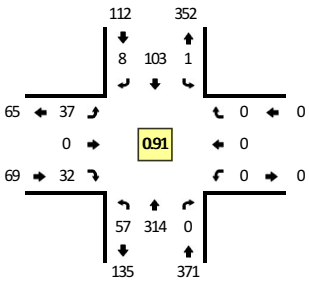
Report generated on 3/6/2024 8:14 AM

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

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

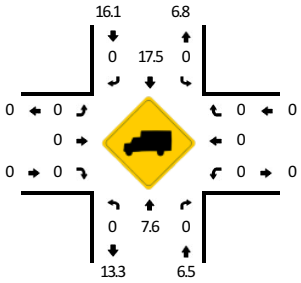
**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 16467099
**CITY/STATE:** Park City, UT | **DATE:** Fri, Feb 23 2024

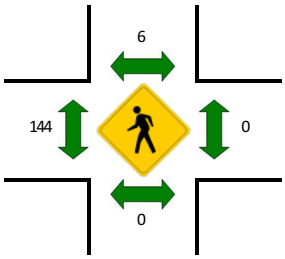
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:30 PM -- 4:45 PM**





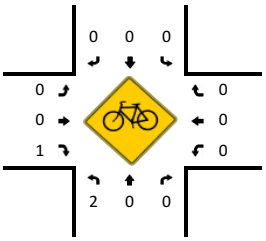


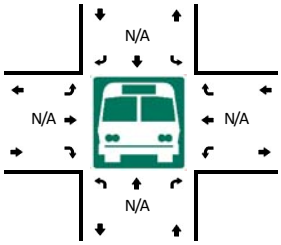




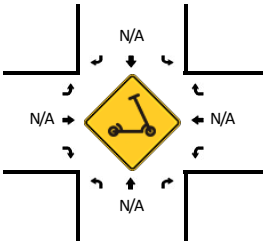











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 3) (Eastbound) | | | | Doe Pass Rd (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 8 | 66 | 0 | 0 | 0 | 27 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 110 | |
| 3:45 PM | 17 | 65 | 0 | 0 | 0 | 26 | 0 | 0 | 11 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 126 | |
| 4:00 PM | 17 | 83 | 0 | 0 | 0 | 20 | 2 | 0 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 135 | |
| 4:15 PM | 14 | 81 | 0 | 0 | 0 | 24 | 2 | 1 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 140 | 511 |
| 4:30 PM | 9 | 85 | 0 | 0 | 0 | 33 | 4 | 0 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 151 | 552 |
| 4:45 PM | 5 | 62 | 0 | 0 | 0 | 27 | 4 | 0 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 117 | 543 |
| 5:00 PM | 11 | 64 | 0 | 0 | 0 | 20 | 3 | 1 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 107 | 515 |
| 5:15 PM | 11 | 39 | 0 | 0 | 0 | 16 | 5 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 82 | 457 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 36 | 340 | 0 | 0 | 0 | 132 | 16 | 0 | 48 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 604 |
| Heavy Trucks | 0 | 20 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 176 | | | | 0 | | | 180 |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

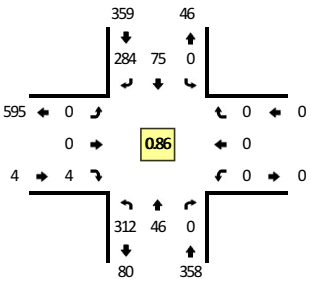
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 3)
**CITY/STATE:** Park City, UT

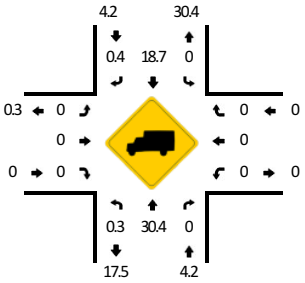
**QC JOB #:** 164670100
**DATE:** Sat, Feb 24 2024

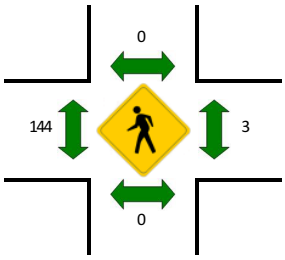
**Peak-Hour: 8:15 AM -- 9:15 AM**
**Peak 15-Min: 8:15 AM -- 8:30 AM**



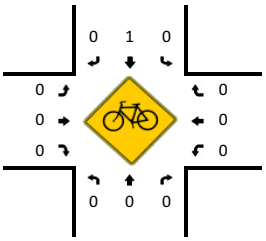


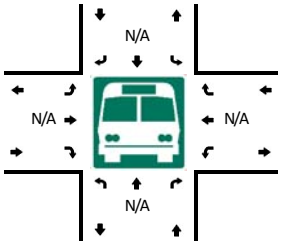




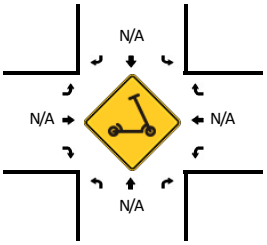









| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 3) (Eastbound) | | | | Doe Pass Rd (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 8:00 AM | 2 | 10 | 0 | 0 | 0 | 62 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | |
| 8:15 AM | 89 | 18 | 0 | 1 | 0 | 30 | 70 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 209 | |
| 8:30 AM | 81 | 11 | 0 | 0 | 0 | 18 | 80 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 192 | |
| 8:45 AM | 79 | 9 | 0 | 0 | 0 | 13 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 670 |
| 9:00 AM | 62 | 8 | 0 | 0 | 0 | 14 | 62 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 147 | 721 |
| 9:15 AM | 29 | 6 | 0 | 0 | 0 | 26 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 608 |
| 9:30 AM | 17 | 77 | 0 | 0 | 0 | 46 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 146 | 562 |
| 9:45 AM | 5 | 64 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 103 | 492 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 356 | 72 | 0 | 4 | 0 | 120 | 280 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 836 |
| Heavy Trucks | 0 | 28 | 0 | | 0 | 24 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 52 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 56 | | | | 0 | | | 56 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

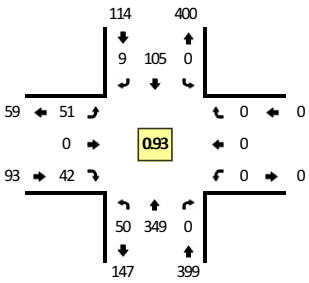
Report generated on 3/6/2024 8:14 AM

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

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

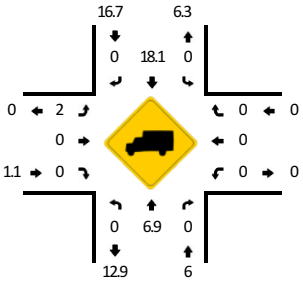
**LOCATION:** Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 164670101
**CITY/STATE:** Park City, UT | **DATE:** Sat, Feb 24 2024

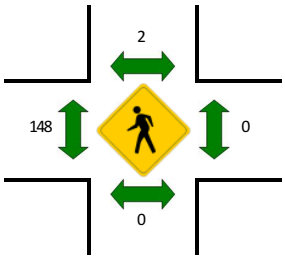
**Peak-Hour: 3:45 PM -- 4:45 PM**
**Peak 15-Min: 4:00 PM -- 4:15 PM**





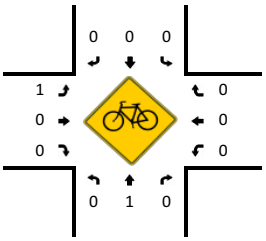


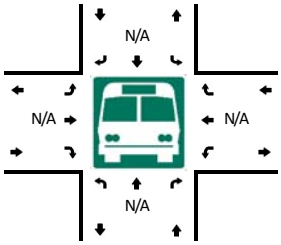




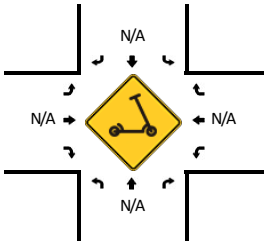











| 15-Min Count Period Beginning At | Deer Valley Dr E (Northbound) | | | | Deer Valley Dr E (Southbound) | | | | Doe Pass Rd (Round 3) (Eastbound) | | | | Doe Pass Rd (Round 3) (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:30 PM | 5 | 80 | 0 | 0 | 0 | 19 | 3 | 0 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 126 | |
| 3:45 PM | 8 | 69 | 0 | 0 | 0 | 32 | 6 | 0 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 144 | |
| 4:00 PM | 19 | 100 | 0 | 0 | 0 | 21 | 0 | 0 | 15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 163 | |
| 4:15 PM | 11 | 90 | 0 | 0 | 0 | 25 | 1 | 0 | 12 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 149 | 582 |
| 4:30 PM | 12 | 90 | 0 | 0 | 0 | 27 | 2 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 150 | 606 |
| 4:45 PM | 11 | 52 | 0 | 0 | 0 | 19 | 3 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 96 | 558 |
| 5:00 PM | 13 | 47 | 0 | 0 | 0 | 13 | 5 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 84 | 479 |
| 5:15 PM | 8 | 48 | 0 | 0 | 0 | 13 | 4 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 78 | 408 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 76 | 400 | 0 | 0 | 0 | 84 | 0 | 0 | 60 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 652 |
| Heavy Trucks | 0 | 28 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 44 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 108 | | | | 0 | | | 108 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

# Attachment C: Model Outputs

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 122 | 119 | 97.5% | 1.2 | 0.6 | A |
| | Right Turn | 35 | 33 | 94.6% | 3.3 | 1.7 | A |
| | Subtotal | 157 | 152 | 96.9% | 1.7 | 0.7 | A |
| SB | Left Turn | 346 | 349 | 100.8% | 2.0 | 0.5 | A |
| | Through | 607 | 591 | 97.4% | 0.7 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 953 | 940 | 98.6% | 1.2 | 0.2 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 12 | 11 | 92.5% | 18.6 | 10.2 | C |
| | Through | | | | | | |
| | Right Turn | 200 | 192 | 96.1% | 9.1 | 1.6 | A |
| | Subtotal | 212 | 203 | 95.8% | 9.5 | 1.8 | A |
| Total | | 1,322 | 1,295 | 98.0% | 2.4 | 0.3 | A |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 1 | 1 | 70.0% | 0.0 | 0.0 | A |
| | Through | | | | | | |
| | Right Turn | 15 | 15 | 102.0% | 8.7 | 2.4 | A |
| | Subtotal | 16 | 16 | 100.0% | 8.7 | 2.4 | A |
| EB | Left Turn | 16 | 17 | 103.8% | 2.2 | 1.3 | A |
| | Through | 365 | 365 | 100.0% | 1.0 | 0.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 381 | 382 | 100.1% | 1.0 | 0.4 | A |
| WB | Left Turn | | | | | | |
| | Through | 197 | 189 | 95.9% | 1.7 | 0.5 | A |
| | Right Turn | 1 | 1 | 90.0% | 0.2 | 0.3 | A |
| | Subtotal | 198 | 190 | 95.9% | 1.7 | 0.5 | A |
| Total | | 595 | 587 | 98.7% | 1.5 | 0.3 | A |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 36 | 33 | 90.6% | 10.5 | 3.1 | B |
| | Through | | | | | | |
| | Right Turn | 70 | 74 | 105.0% | 6.2 | 0.8 | A |
| | Subtotal | 106 | 106 | 100.1% | 7.6 | 1.3 | A |
| EB | Left Turn | 37 | 39 | 104.6% | 5.6 | 1.6 | A |
| | Through | 327 | 324 | 99.0% | 7.3 | 2.0 | A |
| | Right Turn | | | | | | |
| | Subtotal | 364 | 362 | 99.5% | 7.2 | 1.9 | A |
| WB | Left Turn | | | | | | |
| | Through | 109 | 98 | 90.2% | 0.7 | 0.1 | A |
| | Right Turn | 18 | 17 | 96.1% | 0.5 | 0.1 | A |
| | Subtotal | 127 | 116 | 91.0% | 0.6 | 0.1 | A |
| Total | | 597 | 584 | 97.8% | 6.0 | 1.2 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 97 | 86 | 88.5% | 0.3 | 0.2 | A |
| | Right Turn | 13 | 12 | 90.8% | 0.5 | 0.2 | A |
| | Subtotal | 110 | 98 | 88.7% | 0.4 | 0.2 | A |
| SB | Left Turn | 33 | 30 | 90.6% | 5.9 | 3.7 | A |
| | Through | 331 | 327 | 98.7% | 4.2 | 1.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 364 | 357 | 98.0% | 4.4 | 1.3 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 39 | 39 | 99.7% | 10.9 | 5.8 | B |
| | Through | | | | | | |
| | Right Turn | 37 | 37 | 99.7% | 6.1 | 2.2 | A |
| | Subtotal | 76 | 76 | 99.7% | 8.4 | 3.3 | A |
| Total | | 550 | 530 | 96.4% | 4.2 | 1.2 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 176 | 170 | 96.4% | 66.1 | 44.5 | F |
| | Through | 80 | 71 | 89.0% | 56.8 | 44.4 | F |
| | Right Turn | | | | | | |
| | Subtotal | 256 | 241 | 94.1% | 63.1 | 44.1 | F |
| SB | Left Turn | | | | | | |
| | Through | 246 | 243 | 98.6% | 7.2 | 1.5 | A |
| | Right Turn | 142 | 140 | 98.3% | 12.5 | 2.5 | B |
| | Subtotal | 388 | 382 | 98.5% | 9.2 | 1.7 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 1 | 0 | 0.0% | 0.0 | 0.0 | A |
| | Subtotal | 1 | 0 | 0.0% | 0.0 | 0.0 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 4 | 2 | 57.5% | 6.0 | 1.1 | A |
| | Subtotal | 4 | 2 | 57.5% | 6.0 | 1.1 | A |
| Total | | 649 | 625 | 96.4% | 31.3 | 22.5 | D |

**Intersection 6** **Deer Valley Drive West/Royal Street** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 12 | 13 | 105.0% | 4.9 | 5.0 | A |
| | Through | 112 | 109 | 97.5% | 2.5 | 0.9 | A |
| | Right Turn | | | | | | |
| | Subtotal | 124 | 122 | 98.2% | 2.9 | 1.3 | A |
| SB | Left Turn | 3 | 1 | 33.3% | 5.5 | 5.2 | A |
| | Through | 563 | 545 | 96.7% | 2.6 | 0.3 | A |
| | Right Turn | 16 | 17 | 103.8% | 2.7 | 2.8 | A |
| | Subtotal | 582 | 562 | 96.6% | 2.6 | 0.3 | A |
| EB | Left Turn | 18 | 18 | 102.2% | 13.1 | 5.5 | B |
| | Through | | | | | | |
| | Right Turn | 27 | 25 | 94.1% | 9.9 | 3.6 | A |
| | Subtotal | 45 | 44 | 97.3% | 11.1 | 3.8 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 751 | 728 | 96.9% | 3.2 | 0.4 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 133 | 129 | 96.6% | 0.3 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 133 | 129 | 96.6% | 0.3 | 0.1 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 12 | 12 | 102.5% | 9.2 | 1.0 | A |
| | Subtotal | 12 | 12 | 102.5% | 9.2 | 1.0 | A |
| Total | | 145 | 141 | 97.1% | 0.8 | 0.2 | A |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 4 | 4 | 92.5% | 17.0 | 13.8 | C |
| | Through | | | | | | |
| | Right Turn | 9 | 9 | 103.3% | 13.4 | 2.9 | B |
| | Subtotal | 13 | 13 | 100.0% | 13.8 | 3.6 | B |
| SB | Left Turn | 8 | 9 | 116.3% | 15.7 | 8.2 | C |
| | Through | | | | | | |
| | Right Turn | 10 | 9 | 88.0% | 6.4 | 2.4 | A |
| | Subtotal | 18 | 18 | 100.6% | 11.4 | 4.3 | B |
| EB | Left Turn | 6 | 7 | 116.7% | 7.6 | 7.1 | A |
| | Through | 936 | 922 | 98.5% | 5.4 | 0.9 | A |
| | Right Turn | 4 | 3 | 65.0% | 1.0 | 2.1 | A |
| | Subtotal | 946 | 932 | 98.5% | 5.4 | 0.9 | A |
| WB | Left Turn | 1 | 1 | 70.0% | 1.8 | 3.8 | A |
| | Through | 316 | 305 | 96.4% | 0.6 | 0.4 | A |
| | Right Turn | 5 | 6 | 110.0% | 0.3 | 0.2 | A |
| | Subtotal | 322 | 311 | 96.5% | 0.6 | 0.5 | A |
| Total | | 1,299 | 1,274 | 98.0% | 4.4 | 0.7 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 166 | 165 | 99.2% | 66.3 | 37.1 | F |
| | Right Turn | 83 | 83 | 100.2% | 60.3 | 31.9 | F |
| | Subtotal | 249 | 248 | 99.5% | 64.6 | 34.9 | F |
| SB | Left Turn | 899 | 888 | 98.8% | 12.4 | 3.0 | B |
| | Through | 342 | 329 | 96.1% | 4.0 | 0.7 | A |
| | Right Turn | 7 | 14 | 200.0% | 4.2 | 1.9 | A |
| | Subtotal | 1,248 | 1,230 | 98.6% | 10.1 | 2.3 | B |
| EB | Left Turn | 7 | 4 | 57.1% | 133.6 | 91.5 | F |
| | Through | 15 | 15 | 97.3% | 111.3 | 55.4 | F |
| | Right Turn | 5 | 6 | 120.0% | 126.1 | 60.6 | F |
| | Subtotal | 27 | 25 | 91.1% | 119.1 | 54.5 | F |
| WB | Left Turn | 45 | 45 | 98.9% | 6.7 | 2.0 | A |
| | Through | 18 | 10 | 57.2% | 8.5 | 2.0 | A |
| | Right Turn | 298 | 288 | 96.5% | 5.3 | 0.7 | A |
| | Subtotal | 361 | 343 | 94.9% | 5.5 | 0.8 | A |
| Total | | 1,885 | 1,845 | 97.9% | 17.4 | 5.0 | C |

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 498 | 510 | 102.5% | 57.6 | 4.6 | F |
| | Right Turn | 19 | 18 | 96.8% | 55.1 | 14.3 | F |
| | Subtotal | 517 | 529 | 102.3% | 57.6 | 4.7 | F |
| SB | Left Turn | 180 | 179 | 99.7% | 6.6 | 1.1 | A |
| | Through | 241 | 233 | 96.7% | 0.4 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 421 | 412 | 98.0% | 3.1 | 0.6 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 22 | 22 | 98.6% | 52.3 | 5.5 | F |
| | Through | | | | | | |
| | Right Turn | 418 | 406 | 97.2% | 48.6 | 4.6 | E |
| | Subtotal | 440 | 428 | 97.3% | 48.7 | 4.3 | E |
| Total | | 1,378 | 1,369 | 99.4% | 39.1 | 1.3 | E |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 4 | 4 | 97.5% | 4.4 | 7.8 | A |
| | Through | | | | | | |
| | Right Turn | 25 | 25 | 99.6% | 17.5 | 4.3 | C |
| | Subtotal | 29 | 29 | 99.3% | 17.2 | 4.2 | C |
| EB | Left Turn | 17 | 17 | 98.2% | 3.0 | 4.3 | A |
| | Through | 182 | 181 | 99.3% | 1.1 | 0.8 | A |
| | Right Turn | | | | | | |
| | Subtotal | 199 | 198 | 99.2% | 1.2 | 0.9 | A |
| WB | Left Turn | | | | | | |
| | Through | 415 | 406 | 97.8% | 228.6 | 35.3 | F |
| | Right Turn | 6 | 5 | 90.0% | 160.1 | 112.9 | F |
| | Subtotal | 421 | 411 | 97.6% | 228.5 | 35.0 | F |
| Total | | 649 | 637 | 98.2% | 150.2 | 25.6 | F |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 15 | 14 | 95.3% | 10.8 | 8.6 | B |
| | Through | | | | | | |
| | Right Turn | 59 | 59 | 100.3% | 6.6 | 1.1 | A |
| | Subtotal | 74 | 74 | 99.3% | 7.2 | 1.0 | A |
| EB | Left Turn | 60 | 61 | 100.8% | 6.2 | 3.8 | A |
| | Through | 125 | 122 | 97.2% | 5.3 | 2.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 185 | 182 | 98.4% | 5.6 | 2.3 | A |
| WB | Left Turn | | | | | | |
| | Through | 407 | 398 | 97.7% | 0.5 | 0.1 | A |
| | Right Turn | 38 | 38 | 100.5% | 0.5 | 0.0 | A |
| | Subtotal | 445 | 436 | 98.0% | 0.5 | 0.1 | A |
| Total | | 704 | 691 | 98.2% | 2.6 | 0.7 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 394 | 388 | 98.4% | 1.8 | 0.8 | A |
| | Right Turn | 57 | 56 | 98.1% | 1.3 | 0.5 | A |
| | Subtotal | 451 | 444 | 98.3% | 1.7 | 0.7 | A |
| SB | Left Turn | 48 | 46 | 94.8% | 6.2 | 3.5 | A |
| | Through | 96 | 92 | 96.3% | 3.3 | 1.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 144 | 138 | 95.8% | 4.2 | 1.7 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 23 | 25 | 107.8% | 8.8 | 2.3 | A |
| | Through | | | | | | |
| | Right Turn | 53 | 51 | 96.4% | 7.9 | 1.4 | A |
| | Subtotal | 76 | 76 | 99.9% | 8.3 | 1.5 | A |
| Total | | 671 | 657 | 98.0% | 3.0 | 0.7 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 70 | 72 | 102.3% | 4.1 | 2.1 | A |
| | Through | 343 | 339 | 98.7% | 1.3 | 0.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 413 | 410 | 99.3% | 1.8 | 0.7 | A |
| SB | Left Turn | | | | | | |
| | Through | 95 | 90 | 95.1% | 2.7 | 1.1 | A |
| | Right Turn | 11 | 13 | 113.6% | 3.3 | 4.0 | A |
| | Subtotal | 106 | 103 | 97.0% | 2.9 | 1.1 | A |
| EB | Left Turn | 34 | 34 | 99.1% | 13.9 | 1.7 | B |
| | Through | | | | | | |
| | Right Turn | 39 | 38 | 98.5% | 10.5 | 0.7 | B |
| | Subtotal | 73 | 72 | 98.8% | 12.2 | 0.9 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 592 | 585 | 98.8% | 3.2 | 0.4 | A |

**Intersection 6** **Deer Valley Drive West/Royal Street** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 39 | 38 | 97.2% | 3.6 | 1.2 | A |
| | Through | 240 | 232 | 96.5% | 2.3 | 0.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 279 | 270 | 96.6% | 2.5 | 0.4 | A |
| SB | Left Turn | 6 | 6 | 93.3% | 4.3 | 3.0 | A |
| | Through | 274 | 267 | 97.5% | 2.2 | 0.6 | A |
| | Right Turn | 27 | 25 | 93.0% | 1.9 | 1.8 | A |
| | Subtotal | 307 | 298 | 97.0% | 2.2 | 0.6 | A |
| EB | Left Turn | 29 | 28 | 96.9% | 10.7 | 4.1 | B |
| | Through | | | | | | |
| | Right Turn | 40 | 40 | 99.3% | 7.0 | 1.0 | A |
| | Subtotal | 69 | 68 | 98.3% | 8.3 | 1.8 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 655 | 635 | 97.0% | 3.0 | 0.3 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 275 | 265 | 96.5% | 6.7 | 5.7 | A |
| | Right Turn | | | | | | |
| | Subtotal | 275 | 265 | 96.5% | 6.7 | 5.7 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 325 | 323 | 99.3% | 71.8 | 63.8 | F |
| | Subtotal | 325 | 323 | 99.3% | 71.8 | 63.8 | F |
| Total | | 600 | 588 | 98.0% | 42.6 | 36.2 | E |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 10 | 10 | 98.0% | 17.8 | 25.4 | C |
| | Through | | | | | | |
| | Right Turn | 1 | 1 | 100.0% | 0.7 | 2.2 | A |
| | Subtotal | 11 | 11 | 98.2% | 13.6 | 12.4 | B |
| SB | Left Turn | 3 | 4 | 136.7% | 38.9 | 22.6 | E |
| | Through | 1 | 1 | 80.0% | 3.9 | 7.2 | A |
| | Right Turn | 4 | 3 | 85.0% | 17.5 | 14.7 | C |
| | Subtotal | 8 | 8 | 103.8% | 31.6 | 9.7 | D |
| EB | Left Turn | 3 | 3 | 90.0% | 20.1 | 34.6 | C |
| | Through | 417 | 409 | 98.0% | 7.0 | 8.6 | A |
| | Right Turn | 16 | 16 | 99.4% | 13.9 | 25.9 | B |
| | Subtotal | 436 | 427 | 98.0% | 7.6 | 9.6 | A |
| WB | Left Turn | 3 | 2 | 56.7% | 1.2 | 2.4 | A |
| | Through | 903 | 906 | 100.3% | 0.6 | 0.3 | A |
| | Right Turn | 10 | 8 | 80.0% | 0.3 | 0.1 | A |
| | Subtotal | 916 | 916 | 99.9% | 0.6 | 0.3 | A |
| Total | | 1,371 | 1,362 | 99.3% | 3.1 | 2.8 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| | Through | 500 | 487 | 97.3% | 155.7 | 98.9 | F |
| | Right Turn | 49 | 50 | 101.8% | 133.1 | 97.0 | F |
| | Subtotal | 551 | 536 | 97.4% | 153.3 | 98.5 | F |
| SB | Left Turn | 680 | 650 | 95.6% | 8.1 | 1.0 | A |
| | Through | 413 | 396 | 95.9% | 4.1 | 0.6 | A |
| | Right Turn | 3 | 6 | 186.7% | 6.7 | 5.8 | A |
| | Subtotal | 1,096 | 1,052 | 95.9% | 6.6 | 0.8 | A |
| EB | Left Turn | 8 | 4 | 50.0% | 47.1 | 29.9 | E |
| | Through | 17 | 16 | 95.3% | 32.8 | 21.2 | D |
| | Right Turn | 4 | 7 | 175.0% | 21.4 | 19.4 | C |
| | Subtotal | 29 | 27 | 93.8% | 31.6 | 14.4 | D |
| WB | Left Turn | 80 | 73 | 91.1% | 35.6 | 7.9 | E |
| | Through | 18 | 10 | 54.4% | 28.3 | 17.8 | D |
| | Right Turn | 838 | 848 | 101.2% | 15.8 | 3.4 | C |
| | Subtotal | 936 | 931 | 99.5% | 17.6 | 3.8 | C |
| Total | | 2,612 | 2,546 | 97.5% | 41.8 | 18.7 | E |

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 125 | 122 | 97.9% | 1.8 | 1.0 | A |
| | Right Turn | 40 | 36 | 89.3% | 4.9 | 4.8 | A |
| | Subtotal | 165 | 158 | 95.8% | 2.5 | 1.9 | A |
| SB | Left Turn | 350 | 356 | 101.6% | 2.3 | 0.5 | A |
| | Through | 610 | 593 | 97.2% | 0.8 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 960 | 948 | 98.8% | 1.4 | 0.2 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 15 | 14 | 93.3% | 14.9 | 8.9 | B |
| | Through | | | | | | |
| | Right Turn | 205 | 195 | 95.1% | 9.9 | 1.2 | A |
| | Subtotal | 220 | 209 | 95.0% | 10.4 | 1.6 | B |
| Total | | 1,345 | 1,315 | 97.8% | 2.8 | 0.2 | A |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 5 | 5 | 90.0% | 8.5 | 6.5 | A |
| | Through | | | | | | |
| | Right Turn | 15 | 14 | 96.0% | 6.9 | 3.6 | A |
| | Subtotal | 20 | 19 | 94.5% | 8.6 | 2.4 | A |
| EB | Left Turn | 20 | 21 | 102.5% | 1.6 | 1.2 | A |
| | Through | 370 | 371 | 100.2% | 0.8 | 0.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 390 | 391 | 100.3% | 0.8 | 0.4 | A |
| WB | Left Turn | | | | | | |
| | Through | 205 | 195 | 95.1% | 1.1 | 0.3 | A |
| | Right Turn | 5 | 4 | 74.0% | 0.6 | 1.4 | A |
| | Subtotal | 210 | 199 | 94.6% | 1.1 | 0.3 | A |
| Total | | 620 | 609 | 98.2% | 1.0 | 0.3 | A |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 40 | 37 | 91.3% | 10.7 | 2.8 | B |
| | Through | | | | | | |
| | Right Turn | 70 | 71 | 101.7% | 7.6 | 1.3 | A |
| | Subtotal | 110 | 108 | 97.9% | 8.7 | 1.7 | A |
| EB | Left Turn | 40 | 42 | 104.0% | 6.1 | 5.4 | A |
| | Through | 330 | 329 | 99.8% | 7.6 | 2.7 | A |
| | Right Turn | | | | | | |
| | Subtotal | 370 | 371 | 100.2% | 7.5 | 2.9 | A |
| WB | Left Turn | | | | | | |
| | Through | 110 | 99 | 90.1% | 0.5 | 0.2 | A |
| | Right Turn | 20 | 19 | 94.5% | 0.5 | 0.1 | A |
| | Subtotal | 130 | 118 | 90.8% | 0.5 | 0.2 | A |
| Total | | 610 | 597 | 97.8% | 6.5 | 1.8 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 100 | 88 | 88.3% | 0.5 | 0.3 | A |
| | Right Turn | 15 | 15 | 97.3% | 1.0 | 0.8 | A |
| | Subtotal | 115 | 103 | 89.5% | 0.6 | 0.3 | A |
| SB | Left Turn | 35 | 35 | 99.7% | 4.2 | 3.7 | A |
| | Through | 335 | 330 | 98.5% | 4.2 | 1.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 370 | 365 | 98.6% | 4.2 | 1.5 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 40 | 38 | 95.3% | 10.3 | 7.4 | B |
| | Through | | | | | | |
| | Right Turn | 40 | 40 | 99.8% | 6.1 | 0.8 | A |
| | Subtotal | 80 | 78 | 97.5% | 8.4 | 4.1 | A |
| Total | | 565 | 546 | 96.6% | 4.1 | 1.5 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 180 | 173 | 95.8% | 72.3 | 46.1 | F |
| | Through | 80 | 71 | 88.9% | 63.8 | 44.0 | F |
| | Right Turn | | | | | | |
| | Subtotal | 260 | 244 | 93.7% | 69.6 | 45.0 | F |
| SB | Left Turn | | | | | | |
| | Through | 250 | 250 | 100.2% | 7.5 | 2.4 | A |
| | Right Turn | 145 | 140 | 96.4% | 11.9 | 3.0 | B |
| | Subtotal | 395 | 390 | 98.8% | 9.1 | 2.5 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 5 | 5 | 106.0% | 10.4 | 1.6 | B |
| | Subtotal | 5 | 5 | 106.0% | 10.4 | 1.6 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 5 | 3 | 66.0% | 6.0 | 1.2 | A |
| | Subtotal | 5 | 3 | 66.0% | 6.0 | 1.2 | A |
| Total | | 665 | 642 | 96.6% | 33.3 | 20.7 | D |

**Intersection 6** **Deer Valley Drive West/Royal Street** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 15 | 15 | 101.3% | 4.9 | 4.5 | A |
| | Through | 115 | 113 | 98.2% | 2.4 | 0.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 130 | 128 | 98.5% | 2.9 | 0.8 | A |
| SB | Left Turn | 5 | 4 | 80.0% | 5.9 | 7.2 | A |
| | Through | 565 | 545 | 96.5% | 2.8 | 0.3 | A |
| | Right Turn | 20 | 21 | 102.5% | 2.6 | 1.6 | A |
| | Subtotal | 590 | 570 | 96.6% | 2.8 | 0.3 | A |
| EB | Left Turn | 20 | 20 | 101.0% | 12.8 | 5.8 | B |
| | Through | | | | | | |
| | Right Turn | 30 | 29 | 95.0% | 8.9 | 4.6 | A |
| | Subtotal | 50 | 49 | 97.4% | 10.9 | 3.3 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 770 | 747 | 97.0% | 3.2 | 0.2 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 140 | 137 | 97.6% | 0.3 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 140 | 137 | 97.6% | 0.3 | 0.1 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 15 | 14 | 94.7% | 9.4 | 0.7 | A |
| | Subtotal | 15 | 14 | 94.7% | 9.4 | 0.7 | A |
| Total | | 155 | 151 | 97.3% | 0.9 | 0.2 | A |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 5 | 4 | 84.0% | 6.6 | 12.2 | A |
| | Through | | | | | | |
| | Right Turn | 10 | 10 | 98.0% | 7.2 | 6.7 | A |
| | Subtotal | 15 | 14 | 93.3% | 12.9 | 10.1 | B |
| SB | Left Turn | 10 | 10 | 99.0% | 16.7 | 6.4 | C |
| | Through | | | | | | |
| | Right Turn | 10 | 8 | 83.0% | 7.9 | 3.2 | A |
| | Subtotal | 20 | 18 | 91.0% | 12.9 | 5.6 | B |
| EB | Left Turn | 10 | 10 | 99.0% | 3.9 | 2.9 | A |
| | Through | 940 | 929 | 98.8% | 4.8 | 0.4 | A |
| | Right Turn | 5 | 5 | 100.0% | 3.0 | 4.0 | A |
| | Subtotal | 955 | 944 | 98.8% | 4.8 | 0.4 | A |
| WB | Left Turn | 5 | 6 | 116.0% | 11.5 | 8.3 | B |
| | Through | 320 | 306 | 95.6% | 1.1 | 0.7 | A |
| | Right Turn | 5 | 5 | 102.0% | 0.8 | 1.3 | A |
| | Subtotal | 330 | 317 | 96.0% | 1.3 | 0.7 | A |
| Total | | 1,320 | 1,293 | 97.9% | 4.2 | 0.4 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 170 | 169 | 99.4% | 66.5 | 32.5 | F |
| | Right Turn | 85 | 85 | 99.4% | 52.2 | 23.4 | F |
| | Subtotal | 255 | 253 | 99.4% | 61.9 | 28.9 | F |
| SB | Left Turn | 910 | 900 | 98.9% | 9.6 | 1.9 | A |
| | Through | 345 | 333 | 96.6% | 4.0 | 0.7 | A |
| | Right Turn | 7 | 14 | 200.0% | 4.6 | 2.2 | A |
| | Subtotal | 1,262 | 1,248 | 98.9% | 8.0 | 1.3 | A |
| EB | Left Turn | 7 | 4 | 57.1% | 51.7 | 33.3 | F |
| | Through | 15 | 16 | 107.3% | 72.6 | 21.5 | F |
| | Right Turn | 5 | 6 | 120.0% | 78.4 | 38.0 | F |
| | Subtotal | 27 | 26 | 96.7% | 69.8 | 20.9 | F |
| WB | Left Turn | 45 | 43 | 94.7% | 9.3 | 2.3 | A |
| | Through | 18 | 11 | 62.8% | 11.0 | 4.0 | B |
| | Right Turn | 300 | 290 | 96.6% | 5.8 | 1.7 | A |
| | Subtotal | 363 | 344 | 94.7% | 6.4 | 1.4 | A |
| Total | | 1,907 | 1,871 | 98.1% | 16.6 | 4.9 | C |

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 500 | 512 | 102.3% | 56.0 | 7.3 | F |
| | Right Turn | 20 | 19 | 94.5% | 54.1 | 8.8 | F |
| | Subtotal | 520 | 531 | 102.0% | 56.0 | 7.2 | F |
| SB | Left Turn | 185 | 183 | 98.7% | 8.2 | 2.7 | A |
| | Through | 245 | 234 | 95.6% | 0.5 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 430 | 417 | 97.0% | 3.9 | 1.2 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 25 | 24 | 94.4% | 53.8 | 8.1 | F |
| | Through | | | | | | |
| | Right Turn | 420 | 404 | 96.3% | 49.3 | 4.7 | E |
| | Subtotal | 445 | 428 | 96.2% | 49.5 | 4.8 | E |
| Total | | 1,395 | 1,375 | 98.6% | 38.9 | 2.5 | E |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 5 | 4 | 88.0% | 5.8 | 8.5 | A |
| | Through | | | | | | |
| | Right Turn | 25 | 25 | 98.0% | 16.7 | 4.3 | C |
| | Subtotal | 30 | 29 | 96.3% | 16.3 | 4.6 | C |
| EB | Left Turn | 20 | 20 | 101.5% | 3.2 | 2.1 | A |
| | Through | 185 | 181 | 98.0% | 0.7 | 0.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 205 | 202 | 98.3% | 1.0 | 0.6 | A |
| WB | Left Turn | | | | | | |
| | Through | 420 | 407 | 96.8% | 195.2 | 66.3 | F |
| | Right Turn | 10 | 8 | 84.0% | 204.9 | 59.1 | F |
| | Subtotal | 430 | 415 | 96.5% | 195.3 | 66.1 | F |
| Total | | 665 | 646 | 97.1% | 127.8 | 44.6 | F |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 15 | 14 | 94.7% | 9.9 | 3.2 | A |
| | Through | | | | | | |
| | Right Turn | 60 | 59 | 99.0% | 7.0 | 1.2 | A |
| | Subtotal | 75 | 74 | 98.1% | 7.6 | 1.4 | A |
| EB | Left Turn | 60 | 58 | 96.8% | 9.4 | 2.7 | A |
| | Through | 125 | 123 | 98.3% | 6.4 | 1.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 185 | 181 | 97.8% | 7.3 | 1.4 | A |
| WB | Left Turn | | | | | | |
| | Through | 410 | 398 | 97.0% | 0.5 | 0.1 | A |
| | Right Turn | 40 | 40 | 100.0% | 0.6 | 0.0 | A |
| | Subtotal | 450 | 438 | 97.2% | 0.5 | 0.1 | A |
| Total | | 710 | 692 | 97.5% | 2.9 | 0.5 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 395 | 386 | 97.7% | 1.0 | 0.1 | A |
| | Right Turn | 60 | 59 | 98.3% | 1.2 | 0.3 | A |
| | Subtotal | 455 | 445 | 97.8% | 1.0 | 0.1 | A |
| SB | Left Turn | 50 | 50 | 100.0% | 6.8 | 2.4 | A |
| | Through | 100 | 95 | 95.0% | 4.9 | 1.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 150 | 145 | 96.7% | 5.4 | 1.3 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 25 | 26 | 105.2% | 9.6 | 3.4 | A |
| | Through | | | | | | |
| | Right Turn | 55 | 52 | 94.9% | 8.5 | 2.4 | A |
| | Subtotal | 80 | 79 | 98.1% | 8.9 | 2.6 | A |
| Total | | 685 | 669 | 97.6% | 3.0 | 0.5 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 70 | 71 | 101.0% | 3.8 | 1.2 | A |
| | Through | 345 | 338 | 98.0% | 1.5 | 0.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 415 | 409 | 98.5% | 1.9 | 0.4 | A |
| SB | Left Turn | | | | | | |
| | Through | 95 | 90 | 94.5% | 3.2 | 1.4 | A |
| | Right Turn | 15 | 14 | 94.7% | 6.7 | 5.3 | A |
| | Subtotal | 110 | 104 | 94.5% | 3.7 | 1.6 | A |
| EB | Left Turn | 35 | 34 | 98.0% | 13.8 | 1.3 | B |
| | Through | | | | | | |
| | Right Turn | 40 | 39 | 97.3% | 10.3 | 0.5 | B |
| | Subtotal | 75 | 73 | 97.6% | 12.0 | 0.8 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 600 | 586 | 97.7% | 3.4 | 0.4 | A |

**Intersection 6** **Deer Valley Drive West/Royal Street** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 40 | 40 | 100.0% | 3.7 | 1.2 | A |
| | Through | 240 | 231 | 96.2% | 2.2 | 0.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 280 | 271 | 96.7% | 2.4 | 0.5 | A |
| SB | Left Turn | 10 | 11 | 108.0% | 1.5 | 1.5 | A |
| | Through | 275 | 264 | 96.0% | 2.3 | 0.5 | A |
| | Right Turn | 30 | 27 | 89.3% | 1.9 | 1.1 | A |
| | Subtotal | 315 | 302 | 95.8% | 2.2 | 0.4 | A |
| EB | Left Turn | 30 | 29 | 95.0% | 12.2 | 2.9 | B |
| | Through | | | | | | |
| | Right Turn | 40 | 39 | 98.3% | 7.2 | 1.4 | A |
| | Subtotal | 70 | 68 | 96.9% | 9.0 | 1.7 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 665 | 640 | 96.3% | 3.0 | 0.3 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 280 | 270 | 96.3% | 6.5 | 5.0 | A |
| | Right Turn | | | | | | |
| | Subtotal | 280 | 270 | 96.3% | 6.5 | 5.0 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 330 | 325 | 98.5% | 88.1 | 69.1 | F |
| | Subtotal | 330 | 325 | 98.5% | 88.1 | 69.1 | F |
| Total | | 610 | 595 | 97.5% | 50.9 | 37.6 | F |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 10 | 8 | 79.0% | 11.7 | 5.2 | B |
| | Through | | | | | | |
| | Right Turn | 5 | 5 | 100.0% | 3.4 | 4.4 | A |
| | Subtotal | 15 | 13 | 86.0% | 10.4 | 3.1 | B |
| SB | Left Turn | 5 | 6 | 120.0% | 67.9 | 33.0 | F |
| | Through | 5 | 4 | 88.0% | 26.4 | 12.6 | D |
| | Right Turn | 5 | 4 | 72.0% | 29.1 | 17.6 | D |
| | Subtotal | 15 | 14 | 93.3% | 45.3 | 17.3 | E |
| EB | Left Turn | 5 | 5 | 104.0% | 15.0 | 18.8 | B |
| | Through | 420 | 407 | 96.8% | 4.7 | 2.5 | A |
| | Right Turn | 20 | 20 | 101.0% | 4.2 | 3.4 | A |
| | Subtotal | 445 | 432 | 97.1% | 4.8 | 2.8 | A |
| WB | Left Turn | 5 | 4 | 78.0% | 0.2 | 0.4 | A |
| | Through | 905 | 904 | 99.9% | 0.6 | 0.2 | A |
| | Right Turn | 10 | 8 | 76.0% | 0.3 | 0.0 | A |
| | Subtotal | 920 | 915 | 99.5% | 0.6 | 0.2 | A |
| Total | | 1,395 | 1,374 | 98.5% | 2.8 | 0.9 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| | Through | 505 | 480 | 95.0% | 242.1 | 122.8 | F |
| | Right Turn | 50 | 49 | 98.8% | 220.3 | 126.5 | F |
| | Subtotal | 557 | 529 | 95.0% | 239.8 | 123.1 | F |
| SB | Left Turn | 690 | 659 | 95.5% | 9.2 | 2.2 | A |
| | Through | 415 | 397 | 95.7% | 4.1 | 0.9 | A |
| | Right Turn | 3 | 6 | 190.0% | 5.6 | 2.6 | A |
| | Subtotal | 1,108 | 1,062 | 95.8% | 7.3 | 1.4 | A |
| EB | Left Turn | 8 | 4 | 50.0% | 31.2 | 15.5 | D |
| | Through | 17 | 16 | 93.5% | 37.1 | 23.7 | E |
| | Right Turn | 4 | 7 | 175.0% | 28.9 | 17.6 | D |
| | Subtotal | 29 | 27 | 92.8% | 33.7 | 16.7 | D |
| WB | Left Turn | 80 | 75 | 93.4% | 37.1 | 10.3 | E |
| | Through | 18 | 10 | 56.1% | 37.5 | 24.6 | E |
| | Right Turn | 845 | 850 | 100.6% | 19.1 | 8.9 | C |
| | Subtotal | 943 | 935 | 99.1% | 20.9 | 9.3 | C |
| Total | | 2,637 | 2,553 | 96.8% | 61.0 | 23.9 | F |

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Signal**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 135 | 125 | 92.4% | 22.4 | 3.9 | C |
| | Right Turn | 40 | 36 | 90.5% | 17.5 | 8.9 | B |
| | Subtotal | 175 | 161 | 91.9% | 21.3 | 4.1 | C |
| SB | Left Turn | 348 | 351 | 100.8% | 8.6 | 2.0 | A |
| | Through | 582 | 557 | 95.7% | 7.4 | 1.7 | A |
| | Right Turn | | | | | | |
| | Subtotal | 930 | 908 | 97.6% | 7.9 | 1.6 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 15 | 14 | 95.3% | 31.6 | 18.5 | C |
| | Through | | | | | | |
| | Right Turn | 239 | 215 | 89.9% | 5.1 | 0.7 | A |
| | Subtotal | 254 | 229 | 90.2% | 6.7 | 1.7 | A |
| Total | | 1,359 | 1,298 | 95.5% | 9.7 | 1.3 | A |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 5 | 5 | 90.0% | 8.2 | 5.5 | A |
| | Through | | | | | | |
| | Right Turn | 15 | 14 | 96.0% | 5.7 | 2.7 | A |
| | Subtotal | 20 | 19 | 94.5% | 7.9 | 2.4 | A |
| EB | Left Turn | 20 | 18 | 91.5% | 1.3 | 1.0 | A |
| | Through | 368 | 369 | 100.4% | 1.3 | 0.8 | A |
| | Right Turn | | | | | | |
| | Subtotal | 388 | 388 | 99.9% | 1.3 | 0.8 | A |
| WB | Left Turn | | | | | | |
| | Through | 239 | 215 | 89.9% | 0.9 | 0.2 | A |
| | Right Turn | 5 | 4 | 78.0% | 0.4 | 0.6 | A |
| | Subtotal | 244 | 219 | 89.7% | 0.9 | 0.2 | A |
| Total | | 652 | 625 | 95.9% | 1.2 | 0.5 | A |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 40 | 37 | 91.3% | 8.1 | 1.7 | A |
| | Through | | | | | | |
| | Right Turn | 70 | 71 | 101.7% | 6.1 | 0.4 | A |
| | Subtotal | 110 | 108 | 97.9% | 6.8 | 0.7 | A |
| EB | Left Turn | 40 | 43 | 107.5% | 4.6 | 4.4 | A |
| | Through | 328 | 324 | 98.6% | 5.5 | 1.8 | A |
| | Right Turn | | | | | | |
| | Subtotal | 368 | 367 | 99.6% | 5.3 | 1.8 | A |
| WB | Left Turn | | | | | | |
| | Through | 144 | 109 | 76.0% | 0.1 | 0.1 | A |
| | Right Turn | 20 | 18 | 88.5% | 0.5 | 0.1 | A |
| | Subtotal | 164 | 127 | 77.5% | 0.2 | 0.1 | A |
| Total | | 642 | 601 | 93.7% | 4.4 | 1.2 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 134 | 97 | 72.2% | 0.2 | 0.1 | A |
| | Right Turn | 15 | 14 | 90.0% | 0.5 | 0.1 | A |
| | Subtotal | 149 | 110 | 74.0% | 0.2 | 0.1 | A |
| SB | Left Turn | 35 | 35 | 101.1% | 2.1 | 0.6 | A |
| | Through | 333 | 326 | 97.8% | 3.6 | 0.9 | A |
| | Right Turn | | | | | | |
| | Subtotal | 368 | 361 | 98.1% | 3.5 | 0.8 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 40 | 38 | 95.3% | 6.9 | 1.1 | A |
| | Through | | | | | | |
| | Right Turn | 40 | 40 | 99.5% | 6.4 | 1.1 | A |
| | Subtotal | 80 | 78 | 97.4% | 6.7 | 0.9 | A |
| Total | | 597 | 549 | 92.0% | 3.4 | 0.5 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 175 | 150 | 85.9% | 7.6 | 1.0 | A |
| | Through | 147 | 114 | 77.3% | 7.3 | 0.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 322 | 264 | 82.0% | 7.5 | 0.6 | A |
| SB | Left Turn | | | | | | |
| | Through | 106 | 100 | 94.5% | 24.7 | 9.1 | C |
| | Right Turn | 165 | 163 | 99.0% | 21.2 | 6.5 | C |
| | Subtotal | 271 | 264 | 97.2% | 22.6 | 7.3 | C |
| EB | Left Turn | 6 | 5 | 90.0% | 5.8 | 3.9 | A |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 6 | 5 | 90.0% | 5.8 | 3.9 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 5 | 3 | 58.0% | 6.4 | 0.9 | A |
| | Subtotal | 5 | 3 | 58.0% | 6.4 | 0.9 | A |
| Total | | 604 | 536 | 88.7% | 15.4 | 4.3 | C |

**Intersection 6** **Deer Valley Drive West/Royal Street-Hotel Access** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 29 | 28 | 96.9% | 0.0 | 0.1 | A |
| | Through | 267 | 242 | 90.6% | 0.1 | 0.0 | A |
| | Right Turn | 35 | 33 | 95.4% | 0.1 | 0.0 | A |
| | Subtotal | 331 | 303 | 91.6% | 0.1 | 0.0 | A |
| EB | Left Turn | 20 | 20 | 102.0% | 7.8 | 1.1 | A |
| | Through | | | | | | |
| | Right Turn | 30 | 28 | 94.7% | 8.4 | 1.2 | A |
| | Subtotal | 50 | 49 | 97.6% | 8.2 | 0.9 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 13 | 12 | 92.3% | 6.0 | 0.2 | A |
| | Subtotal | 13 | 12 | 92.3% | 6.0 | 0.2 | A |
| Total | | 394 | 364 | 92.4% | 1.4 | 0.2 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 33 | 32 | 97.3% | 2.5 | 1.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 33 | 32 | 97.3% | 2.5 | 1.5 | A |
| SB | Left Turn | 253 | 238 | 94.1% | 4.0 | 0.9 | A |
| | Through | 309 | 287 | 92.9% | 3.8 | 0.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 562 | 525 | 93.5% | 3.9 | 0.5 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 22 | 22 | 100.5% | 3.2 | 1.6 | A |
| | Through | | | | | | |
| | Right Turn | 127 | 121 | 95.1% | 1.2 | 0.3 | A |
| | Subtotal | 149 | 143 | 95.9% | 1.5 | 0.3 | A |
| Total | | 744 | 700 | 94.1% | 3.3 | 0.5 | A |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 5 | 4 | 84.0% | 9.6 | 5.6 | A |
| | Through | | | | | | |
| | Right Turn | 10 | 10 | 98.0% | 11.5 | 7.7 | B |
| | Subtotal | 15 | 14 | 93.3% | 12.7 | 5.1 | B |
| SB | Left Turn | 10 | 10 | 98.0% | 17.9 | 9.8 | C |
| | Through | | | | | | |
| | Right Turn | 10 | 8 | 83.0% | 5.0 | 0.8 | A |
| | Subtotal | 20 | 18 | 90.5% | 12.9 | 6.3 | B |
| EB | Left Turn | 10 | 11 | 105.0% | 3.7 | 2.6 | A |
| | Through | 910 | 891 | 97.9% | 6.3 | 1.9 | A |
| | Right Turn | 5 | 5 | 102.0% | 5.5 | 6.4 | A |
| | Subtotal | 925 | 907 | 98.0% | 6.3 | 1.9 | A |
| WB | Left Turn | 5 | 5 | 96.0% | 9.7 | 7.7 | A |
| | Through | 364 | 330 | 90.6% | 0.7 | 0.6 | A |
| | Right Turn | 5 | 5 | 94.0% | 0.2 | 0.2 | A |
| | Subtotal | 374 | 339 | 90.7% | 0.9 | 0.7 | A |
| Total | | 1,334 | 1,278 | 95.8% | 5.4 | 1.7 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 170 | 167 | 98.2% | 46.3 | 26.2 | E |
| | Right Turn | 99 | 101 | 101.8% | 47.1 | 27.3 | E |
| | Subtotal | 269 | 268 | 99.5% | 46.6 | 25.4 | E |
| SB | Left Turn | 866 | 855 | 98.7% | 12.9 | 3.1 | B |
| | Through | 345 | 334 | 96.8% | 4.1 | 1.0 | A |
| | Right Turn | 7 | 20 | 278.6% | 21.6 | 11.5 | C |
| | Subtotal | 1,218 | 1,209 | 99.2% | 10.7 | 2.6 | B |
| EB | Left Turn | 7 | 4 | 57.1% | 108.9 | 88.6 | F |
| | Through | 15 | 15 | 98.7% | 95.4 | 47.0 | F |
| | Right Turn | 5 | 6 | 120.0% | 120.3 | 82.3 | F |
| | Subtotal | 27 | 25 | 91.9% | 105.8 | 55.4 | F |
| WB | Left Turn | 49 | 46 | 94.3% | 9.1 | 2.6 | A |
| | Through | 18 | 10 | 57.8% | 8.5 | 3.9 | A |
| | Right Turn | 340 | 309 | 90.8% | 8.3 | 1.0 | A |
| | Subtotal | 407 | 365 | 89.7% | 8.4 | 0.9 | A |
| Total | | 1,921 | 1,866 | 97.1% | 16.2 | 5.2 | C |

**Intersection 10** **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 4 | 4 | 87.5% | 10.4 | 2.4 | B |
| | Through | | | | | | |
| | Right Turn | 2 | 2 | 75.0% | 3.9 | 4.1 | A |
| | Subtotal | 6 | 5 | 83.3% | 10.0 | 2.3 | B |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | 101 | 97 | 96.2% | 0.2 | 0.1 | A |
| | Right Turn | 147 | 138 | 93.9% | 0.2 | 0.0 | A |
| | Subtotal | 248 | 235 | 94.8% | 0.2 | 0.0 | A |
| WB | Left Turn | 141 | 124 | 88.2% | 2.8 | 0.7 | A |
| | Through | 145 | 140 | 96.4% | 0.4 | 0.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 286 | 264 | 92.3% | 1.4 | 0.3 | A |
| Total | | 540 | 504 | 93.4% | 1.0 | 0.2 | A |

**Intersection 11** **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 45 | 45 | 99.1% | 8.9 | 0.6 | A |
| | Through | | | | | | |
| | Right Turn | 4 | 4 | 97.5% | 4.0 | 5.5 | A |
| | Subtotal | 49 | 49 | 99.0% | 8.9 | 0.5 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 7 | 6 | 87.1% | 9.2 | 3.7 | A |
| | Subtotal | 7 | 6 | 87.1% | 9.2 | 3.7 | A |
| EB | Left Turn | | | | | | |
| | Through | 2 | 2 | 75.0% | 0.1 | 0.1 | A |
| | Right Turn | 101 | 97 | 96.3% | 0.4 | 0.1 | A |
| | Subtotal | 103 | 99 | 95.9% | 0.4 | 0.1 | A |
| WB | Left Turn | 95 | 92 | 96.9% | 2.2 | 0.2 | A |
| | Through | 243 | 214 | 87.9% | 0.7 | 0.1 | A |
| | Right Turn | 11 | 8 | 74.5% | 0.4 | 0.1 | A |
| | Subtotal | 349 | 314 | 89.9% | 1.1 | 0.1 | A |
| Total | | 508 | 467 | 92.0% | 1.6 | 0.1 | A |

**Intersection 12** **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 42 | 33 | 79.0% | 2.9 | 1.8 | A |
| | Through | 116 | 79 | 68.0% | 0.0 | 0.0 | A |
| | Right Turn | | | | | | |
| | Subtotal | 158 | 112 | 70.9% | 0.9 | 0.5 | A |
| SB | Left Turn | | | | | | |
| | Through | 266 | 260 | 97.7% | 7.3 | 2.4 | A |
| | Right Turn | 107 | 104 | 97.5% | 7.2 | 2.0 | A |
| | Subtotal | 373 | 364 | 97.6% | 7.3 | 2.1 | A |
| EB | Left Turn | 3 | 3 | 83.3% | 17.3 | 18.5 | C |
| | Through | | | | | | |
| | Right Turn | 5 | 4 | 78.0% | 11.7 | 6.3 | B |
| | Subtotal | 8 | 6 | 80.0% | 20.0 | 7.0 | C |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 539 | 483 | 89.5% | 5.9 | 1.5 | A |

**Intersection 13** **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 75 | 63 | 84.1% | 1.7 | 0.7 | A |
| | Through | 320 | 264 | 82.5% | 0.2 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 395 | 327 | 82.8% | 0.4 | 0.2 | A |
| SB | Left Turn | | | | | | |
| | Through | 98 | 93 | 95.3% | 0.0 | 0.0 | A |
| | Right Turn | 8 | 7 | 82.5% | 0.3 | 0.2 | A |
| | Subtotal | 106 | 100 | 94.3% | 0.0 | 0.0 | A |
| EB | Left Turn | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 503 | 427 | 84.9% | 0.3 | 0.1 | A |

**Intersection 14** **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 98 | 79 | 80.7% | 3.9 | 0.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 98 | 79 | 80.7% | 3.9 | 0.4 | A |
| SB | Left Turn | | | | | | |
| | Through | 98 | 94 | 96.0% | 17.1 | 53.9 | C |
| | Right Turn | | | | | | |
| | Subtotal | 98 | 94 | 96.0% | 17.1 | 53.9 | C |
| EB | Left Turn | 297 | 248 | 83.5% | 12.6 | 4.9 | B |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 297 | 248 | 83.5% | 12.6 | 4.9 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 493 | 421 | 85.4% | 11.9 | 11.4 | B |

**Vissim Post-Processor** **Snow Park Village**
**Average Results from 10 Runs** **2030 Build Conditions**
**Volume and Delay by Movement** **PM Peak Hour**

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Signal**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 575 | 574 | 99.9% | 53.7 | 5.8 | D |
| | Right Turn | 20 | 19 | 94.5% | 47.4 | 17.5 | D |
| | Subtotal | 595 | 593 | 99.7% | 53.6 | 5.4 | D |
| SB | Left Turn | 290 | 263 | 90.5% | 26.6 | 8.4 | C |
| | Through | 299 | 277 | 92.6% | 10.4 | 2.1 | B |
| | Right Turn | | | | | | |
| | Subtotal | 589 | 539 | 91.6% | 18.6 | 5.1 | B |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 25 | 22 | 88.0% | 37.4 | 20.6 | D |
| | Through | | | | | | |
| | Right Turn | 395 | 377 | 95.5% | 28.5 | 5.5 | C |
| | Subtotal | 420 | 399 | 95.1% | 29.1 | 5.4 | C |
| Total | | 1,604 | 1,532 | 95.5% | 35.2 | 2.9 | D |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 5 | 4 | 88.0% | 3.5 | 3.7 | A |
| | Through | | | | | | |
| | Right Turn | 25 | 25 | 98.4% | 15.1 | 10.7 | C |
| | Subtotal | 30 | 29 | 96.7% | 13.5 | 7.6 | B |
| EB | Left Turn | 20 | 18 | 89.5% | 3.0 | 3.1 | A |
| | Through | 290 | 264 | 91.1% | 1.4 | 0.9 | A |
| | Right Turn | | | | | | |
| | Subtotal | 310 | 282 | 91.0% | 1.5 | 0.9 | A |
| WB | Left Turn | | | | | | |
| | Through | 395 | 376 | 95.2% | 6.6 | 4.4 | A |
| | Right Turn | 10 | 7 | 73.0% | 2.5 | 2.8 | A |
| | Subtotal | 405 | 383 | 94.7% | 6.5 | 4.3 | A |
| Total | | 745 | 695 | 93.2% | 4.9 | 3.1 | A |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 15 | 14 | 94.7% | 8.1 | 2.6 | A |
| | Through | | | | | | |
| | Right Turn | 60 | 60 | 99.2% | 7.0 | 1.0 | A |
| | Subtotal | 75 | 74 | 98.3% | 7.2 | 0.8 | A |
| EB | Left Turn | 60 | 58 | 96.3% | 5.6 | 2.4 | A |
| | Through | 230 | 206 | 89.3% | 4.4 | 1.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 290 | 263 | 90.8% | 4.7 | 1.3 | A |
| WB | Left Turn | | | | | | |
| | Through | 385 | 318 | 82.5% | 0.2 | 0.0 | A |
| | Right Turn | 40 | 34 | 85.8% | 0.5 | 0.1 | A |
| | Subtotal | 425 | 352 | 82.8% | 0.3 | 0.0 | A |
| Total | | 790 | 689 | 87.2% | 2.9 | 0.5 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 370 | 300 | 81.1% | 0.5 | 0.1 | A |
| | Right Turn | 60 | 54 | 90.7% | 0.5 | 0.1 | A |
| | Subtotal | 430 | 354 | 82.4% | 0.5 | 0.1 | A |
| SB | Left Turn | 50 | 49 | 98.6% | 4.0 | 1.5 | A |
| | Through | 205 | 180 | 87.7% | 3.2 | 1.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 255 | 229 | 89.8% | 3.4 | 1.4 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 25 | 26 | 105.2% | 7.3 | 1.1 | A |
| | Through | | | | | | |
| | Right Turn | 55 | 52 | 95.3% | 7.8 | 1.1 | A |
| | Subtotal | 80 | 79 | 98.4% | 7.6 | 0.9 | A |
| Total | | 765 | 662 | 86.5% | 2.3 | 0.5 | A |

**Vissim Post-Processor** **Snow Park Village**
**Average Results from 10 Runs** **2030 Build Conditions**
**Volume and Delay by Movement** **PM Peak Hour**

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 165 | 125 | 75.8% | 8.0 | 1.3 | A |
| | Through | 238 | 174 | 73.2% | 7.9 | 0.7 | A |
| | Right Turn | | | | | | |
| | Subtotal | 403 | 299 | 74.3% | 7.9 | 0.7 | A |
| SB | Left Turn | | | | | | |
| | Through | 33 | 23 | 68.8% | 13.0 | 9.2 | B |
| | Right Turn | 94 | 84 | 89.5% | 13.2 | 3.2 | B |
| | Subtotal | 127 | 107 | 84.1% | 14.0 | 3.7 | B |
| EB | Left Turn | 14 | 14 | 101.4% | 5.2 | 2.9 | A |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 14 | 14 | 101.4% | 5.2 | 2.9 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 544 | 420 | 77.3% | 9.4 | 1.2 | A |

**Intersection 6** **Deer Valley Drive West/Royal Street-Hotel Access** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 30 | 27 | 90.3% | 0.0 | 0.1 | A |
| | Through | 284 | 227 | 80.0% | 0.1 | 0.1 | A |
| | Right Turn | 70 | 57 | 81.1% | 0.2 | 0.1 | A |
| | Subtotal | 384 | 311 | 81.0% | 0.1 | 0.0 | A |
| EB | Left Turn | 30 | 30 | 101.3% | 8.9 | 1.9 | A |
| | Through | | | | | | |
| | Right Turn | 40 | 37 | 93.3% | 7.3 | 1.5 | A |
| | Subtotal | 70 | 68 | 96.7% | 7.8 | 0.9 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 37 | 35 | 94.3% | 6.4 | 0.4 | A |
| | Subtotal | 37 | 35 | 94.3% | 6.4 | 0.4 | A |
| Total | | 491 | 414 | 84.2% | 2.1 | 0.2 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 67 | 65 | 96.7% | 14.8 | 10.6 | B |
| | Right Turn | | | | | | |
| | Subtotal | 67 | 65 | 96.7% | 14.8 | 10.6 | B |
| SB | Left Turn | 34 | 63 | 184.4% | 12.2 | 6.5 | B |
| | Through | 335 | 270 | 80.7% | 3.7 | 1.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 369 | 333 | 90.2% | 5.2 | 1.7 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 49 | 46 | 93.9% | 36.5 | 17.2 | E |
| | Through | | | | | | |
| | Right Turn | 608 | 548 | 90.1% | 42.4 | 19.0 | E |
| | Subtotal | 657 | 594 | 90.4% | 41.9 | 18.7 | E |
| Total | | 1,093 | 992 | 90.7% | 28.0 | 11.8 | D |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 10 | 8 | 79.0% | 13.7 | 6.6 | B |
| | Through | | | | | | |
| | Right Turn | 5 | 5 | 100.0% | 3.8 | 6.1 | A |
| | Subtotal | 15 | 13 | 86.0% | 12.4 | 4.6 | B |
| SB | Left Turn | 5 | 6 | 118.0% | 32.9 | 18.4 | D |
| | Through | 5 | 4 | 88.0% | 38.1 | 27.7 | E |
| | Right Turn | 5 | 4 | 74.0% | 39.6 | 24.6 | E |
| | Subtotal | 15 | 14 | 93.3% | 37.9 | 14.7 | E |
| EB | Left Turn | 5 | 4 | 80.0% | 9.8 | 11.6 | A |
| | Through | 579 | 530 | 91.5% | 5.4 | 3.1 | A |
| | Right Turn | 20 | 18 | 89.0% | 4.1 | 3.7 | A |
| | Subtotal | 604 | 552 | 91.3% | 5.4 | 3.3 | A |
| WB | Left Turn | 5 | 4 | 88.0% | 7.7 | 8.5 | A |
| | Through | 955 | 940 | 98.4% | 3.2 | 0.4 | A |
| | Right Turn | 10 | 8 | 75.0% | 1.3 | 1.4 | A |
| | Subtotal | 970 | 952 | 98.1% | 3.2 | 0.4 | A |
| Total | | 1,604 | 1,531 | 95.4% | 4.6 | 1.3 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| | Through | 505 | 428 | 84.7% | 460.7 | 41.8 | F |
| | Right Turn | 66 | 55 | 83.9% | 434.7 | 43.4 | F |
| | Subtotal | 573 | 483 | 84.3% | 457.7 | 42.0 | F |
| SB | Left Turn | 833 | 760 | 91.2% | 13.1 | 1.9 | B |
| | Through | 415 | 382 | 92.0% | 4.2 | 0.7 | A |
| | Right Turn | 3 | 15 | 500.0% | 11.0 | 6.7 | B |
| | Subtotal | 1,251 | 1,157 | 92.5% | 10.3 | 1.5 | B |
| EB | Left Turn | 8 | 4 | 50.0% | 64.2 | 33.5 | F |
| | Through | 17 | 15 | 87.1% | 61.5 | 27.9 | F |
| | Right Turn | 4 | 6 | 150.0% | 84.2 | 64.2 | F |
| | Subtotal | 29 | 25 | 85.5% | 68.9 | 34.2 | F |
| WB | Left Turn | 95 | 86 | 90.0% | 53.2 | 11.3 | F |
| | Through | 18 | 9 | 48.9% | 43.2 | 23.8 | E |
| | Right Turn | 880 | 863 | 98.1% | 35.5 | 6.2 | E |
| | Subtotal | 993 | 957 | 96.4% | 37.2 | 6.9 | E |
| Total | | 2,846 | 2,622 | 92.1% | 103.1 | 10.1 | F |

**Intersection 10** **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 278 | 261 | 93.9% | 69.2 | 34.3 | F |
| | Through | | | | | | |
| | Right Turn | 8 | 8 | 98.8% | 40.4 | 51.9 | E |
| | Subtotal | 286 | 269 | 94.1% | 68.9 | 34.2 | F |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | 14 | 12 | 83.6% | 0.1 | 0.1 | A |
| | Right Turn | 10 | 8 | 83.0% | 0.1 | 0.1 | A |
| | Subtotal | 24 | 20 | 83.3% | 0.1 | 0.0 | A |
| WB | Left Turn | 43 | 38 | 88.4% | 3.6 | 2.8 | A |
| | Through | 379 | 337 | 88.9% | 12.6 | 7.8 | B |
| | Right Turn | | | | | | |
| | Subtotal | 422 | 375 | 88.9% | 11.6 | 7.1 | B |
| Total | | 732 | 664 | 90.7% | 33.8 | 16.2 | D |

**Intersection 11** **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 164 | 163 | 99.4% | 10.2 | 0.7 | B |
| | Through | | | | | | |
| | Right Turn | 6 | 6 | 98.3% | 10.0 | 2.7 | A |
| | Subtotal | 170 | 169 | 99.4% | 10.2 | 0.8 | B |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 42 | 42 | 98.8% | 8.4 | 0.6 | A |
| | Subtotal | 42 | 42 | 98.8% | 8.4 | 0.6 | A |
| EB | Left Turn | | | | | | |
| | Through | 8 | 8 | 103.8% | 0.2 | 0.1 | A |
| | Right Turn | 14 | 12 | 83.6% | 0.3 | 0.1 | A |
| | Subtotal | 22 | 20 | 90.9% | 0.3 | 0.1 | A |
| WB | Left Turn | 31 | 26 | 84.2% | 1.7 | 0.2 | A |
| | Through | 216 | 171 | 79.4% | 1.2 | 1.4 | A |
| | Right Turn | 12 | 12 | 96.7% | 0.4 | 0.2 | A |
| | Subtotal | 259 | 209 | 80.7% | 1.2 | 1.1 | A |
| Total | | 493 | 440 | 89.1% | 5.9 | 0.4 | A |

**Intersection 12** **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 14 | 11 | 77.9% | 0.5 | 0.6 | A |
| | Through | 238 | 167 | 70.3% | 0.1 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 252 | 178 | 70.8% | 0.1 | 0.1 | A |
| SB | Left Turn | | | | | | |
| | Through | 127 | 107 | 84.1% | 4.4 | 2.1 | A |
| | Right Turn | 103 | 99 | 96.2% | 4.3 | 1.8 | A |
| | Subtotal | 230 | 206 | 89.5% | 4.4 | 1.8 | A |
| EB | Left Turn | 117 | 115 | 98.1% | 24.0 | 4.4 | C |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 117 | 115 | 98.1% | 24.0 | 4.4 | C |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 599 | 499 | 83.3% | 8.5 | 1.3 | A |

**Intersection 13** **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 398 | 294 | 73.9% | 0.1 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 398 | 294 | 73.9% | 0.1 | 0.1 | A |
| SB | Left Turn | | | | | | |
| | Through | 31 | 21 | 68.7% | 0.0 | 0.0 | A |
| | Right Turn | 2 | 1 | 70.0% | 0.0 | 0.1 | A |
| | Subtotal | 33 | 23 | 68.8% | 0.0 | 0.0 | A |
| EB | Left Turn | 5 | 6 | 114.0% | 6.4 | 5.8 | A |
| | Through | | | | | | |
| | Right Turn | 43 | 41 | 96.0% | 8.2 | 0.3 | A |
| | Subtotal | 48 | 47 | 97.9% | 8.5 | 0.3 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 479 | 364 | 75.9% | 1.3 | 0.1 | A |

**Intersection 14** **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 74 | 50 | 67.7% | 3.1 | 0.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 74 | 50 | 67.7% | 3.1 | 0.6 | A |
| SB | Left Turn | | | | | | |
| | Through | 74 | 63 | 85.5% | 0.2 | 0.0 | A |
| | Right Turn | | | | | | |
| | Subtotal | 74 | 63 | 85.5% | 0.2 | 0.0 | A |
| EB | Left Turn | 324 | 244 | 75.2% | 10.0 | 3.3 | B |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 324 | 244 | 75.2% | 10.0 | 3.3 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 472 | 357 | 75.7% | 7.4 | 2.3 | A |

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 130 | 128 | 98.7% | 1.1 | 0.4 | A |
| | Right Turn | 40 | 36 | 89.0% | 3.6 | 2.1 | A |
| | Subtotal | 170 | 164 | 96.4% | 1.6 | 0.7 | A |
| SB | Left Turn | 355 | 362 | 101.9% | 2.1 | 0.4 | A |
| | Through | 615 | 599 | 97.3% | 0.8 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 970 | 960 | 99.0% | 1.3 | 0.2 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 15 | 14 | 94.7% | 19.6 | 5.4 | C |
| | Through | | | | | | |
| | Right Turn | 210 | 201 | 95.7% | 11.9 | 2.6 | B |
| | Subtotal | 225 | 215 | 95.6% | 12.6 | 2.3 | B |
| Total | | 1,365 | 1,339 | 98.1% | 3.4 | 0.5 | A |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 5 | 5 | 90.0% | 5.5 | 5.0 | A |
| | Through | | | | | | |
| | Right Turn | 15 | 14 | 96.0% | 8.4 | 1.0 | A |
| | Subtotal | 20 | 19 | 94.5% | 8.6 | 0.9 | A |
| EB | Left Turn | 20 | 20 | 101.0% | 2.2 | 1.4 | A |
| | Through | 375 | 377 | 100.5% | 1.0 | 0.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 395 | 397 | 100.5% | 1.1 | 0.6 | A |
| WB | Left Turn | | | | | | |
| | Through | 210 | 201 | 95.5% | 1.2 | 0.3 | A |
| | Right Turn | 5 | 4 | 74.0% | 0.4 | 0.4 | A |
| | Subtotal | 215 | 204 | 95.0% | 1.1 | 0.3 | A |
| Total | | 630 | 620 | 98.4% | 1.4 | 0.4 | A |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 40 | 36 | 91.0% | 10.1 | 2.3 | B |
| | Through | | | | | | |
| | Right Turn | 75 | 77 | 102.7% | 7.3 | 0.9 | A |
| | Subtotal | 115 | 113 | 98.6% | 8.1 | 0.8 | A |
| EB | Left Turn | 40 | 42 | 104.0% | 6.6 | 3.5 | A |
| | Through | 335 | 337 | 100.5% | 7.6 | 2.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 375 | 378 | 100.9% | 7.6 | 2.6 | A |
| WB | Left Turn | | | | | | |
| | Through | 115 | 105 | 91.4% | 0.8 | 0.7 | A |
| | Right Turn | 20 | 18 | 92.0% | 0.6 | 0.3 | A |
| | Subtotal | 135 | 124 | 91.5% | 0.8 | 0.6 | A |
| Total | | 625 | 615 | 98.4% | 6.4 | 1.6 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 105 | 93 | 88.8% | 1.2 | 1.5 | A |
| | Right Turn | 15 | 14 | 95.3% | 0.6 | 0.3 | A |
| | Subtotal | 120 | 108 | 89.6% | 1.1 | 1.4 | A |
| SB | Left Turn | 35 | 35 | 98.9% | 3.6 | 2.8 | A |
| | Through | 340 | 338 | 99.5% | 4.1 | 1.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 375 | 373 | 99.4% | 4.1 | 1.1 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 40 | 38 | 95.3% | 10.6 | 5.9 | B |
| | Through | | | | | | |
| | Right Turn | 40 | 40 | 99.5% | 6.1 | 1.0 | A |
| | Subtotal | 80 | 78 | 97.4% | 8.4 | 2.8 | A |
| Total | | 575 | 558 | 97.1% | 4.1 | 1.2 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 180 | 172 | 95.7% | 74.4 | 34.1 | F |
| | Through | 85 | 75 | 88.4% | 63.4 | 36.4 | F |
| | Right Turn | | | | | | |
| | Subtotal | 265 | 247 | 93.3% | 71.3 | 34.4 | F |
| SB | Left Turn | | | | | | |
| | Through | 255 | 257 | 100.8% | 7.5 | 2.1 | A |
| | Right Turn | 145 | 139 | 96.0% | 14.0 | 5.1 | B |
| | Subtotal | 400 | 396 | 99.1% | 9.8 | 3.1 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 5 | 5 | 106.0% | 9.5 | 0.5 | A |
| | Subtotal | 5 | 5 | 106.0% | 9.5 | 0.5 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 5 | 3 | 66.0% | 5.7 | 0.4 | A |
| | Subtotal | 5 | 3 | 66.0% | 5.7 | 0.4 | A |
| Total | | 675 | 652 | 96.6% | 33.5 | 15.3 | D |

**Intersection 6** **Deer Valley Drive West/Royal Street** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 15 | 14 | 96.0% | 5.7 | 4.0 | A |
| | Through | 120 | 118 | 97.9% | 2.2 | 0.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 135 | 132 | 97.7% | 2.7 | 0.7 | A |
| SB | Left Turn | 5 | 4 | 80.0% | 3.9 | 6.2 | A |
| | Through | 570 | 551 | 96.6% | 2.6 | 0.2 | A |
| | Right Turn | 20 | 20 | 102.0% | 2.6 | 0.9 | A |
| | Subtotal | 595 | 575 | 96.7% | 2.6 | 0.2 | A |
| EB | Left Turn | 20 | 20 | 100.5% | 13.6 | 6.6 | B |
| | Through | | | | | | |
| | Right Turn | 30 | 29 | 95.0% | 8.9 | 1.9 | A |
| | Subtotal | 50 | 49 | 97.2% | 10.7 | 2.6 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 780 | 756 | 96.9% | 3.2 | 0.2 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 145 | 141 | 97.4% | 0.2 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 145 | 141 | 97.4% | 0.2 | 0.1 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 15 | 14 | 94.7% | 9.4 | 0.7 | A |
| | Subtotal | 15 | 14 | 94.7% | 9.4 | 0.7 | A |
| Total | | 160 | 156 | 97.2% | 0.8 | 0.2 | A |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 5 | 4 | 84.0% | 13.0 | 5.5 | B |
| | Through | | | | | | |
| | Right Turn | 10 | 10 | 97.0% | 9.8 | 3.0 | A |
| | Subtotal | 15 | 14 | 92.7% | 10.8 | 3.3 | B |
| SB | Left Turn | 10 | 10 | 98.0% | 17.6 | 5.6 | C |
| | Through | | | | | | |
| | Right Turn | 10 | 8 | 83.0% | 6.6 | 2.2 | A |
| | Subtotal | 20 | 18 | 90.5% | 12.0 | 3.7 | B |
| EB | Left Turn | 10 | 9 | 86.0% | 6.0 | 4.3 | A |
| | Through | 950 | 941 | 99.0% | 5.3 | 0.9 | A |
| | Right Turn | 5 | 5 | 108.0% | 4.5 | 6.0 | A |
| | Subtotal | 965 | 955 | 99.0% | 5.3 | 0.9 | A |
| WB | Left Turn | 5 | 7 | 130.0% | 10.9 | 9.1 | B |
| | Through | 330 | 317 | 96.2% | 0.6 | 0.6 | A |
| | Right Turn | 5 | 5 | 100.0% | 0.4 | 0.2 | A |
| | Subtotal | 340 | 329 | 96.7% | 0.8 | 0.7 | A |
| Total | | 1,340 | 1,316 | 98.2% | 4.4 | 0.7 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 170 | 169 | 99.1% | 75.1 | 40.0 | F |
| | Right Turn | 85 | 85 | 99.9% | 61.0 | 31.8 | F |
| | Subtotal | 255 | 253 | 99.4% | 70.3 | 36.7 | F |
| SB | Left Turn | 925 | 914 | 98.8% | 10.9 | 3.4 | B |
| | Through | 350 | 339 | 96.9% | 3.9 | 0.6 | A |
| | Right Turn | 7 | 14 | 200.0% | 4.3 | 1.5 | A |
| | Subtotal | 1,282 | 1,267 | 98.8% | 9.0 | 2.5 | A |
| EB | Left Turn | 7 | 4 | 57.1% | 122.2 | 87.1 | F |
| | Through | 15 | 16 | 105.3% | 65.7 | 18.9 | F |
| | Right Turn | 5 | 6 | 120.0% | 82.9 | 50.8 | F |
| | Subtotal | 27 | 26 | 95.6% | 78.3 | 29.4 | F |
| WB | Left Turn | 50 | 47 | 94.6% | 7.0 | 3.1 | A |
| | Through | 18 | 11 | 62.2% | 9.6 | 2.9 | A |
| | Right Turn | 305 | 294 | 96.5% | 4.8 | 0.8 | A |
| | Subtotal | 373 | 353 | 94.6% | 5.3 | 1.0 | A |
| Total | | 1,937 | 1,899 | 98.0% | 18.1 | 6.4 | C |

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 505 | 512 | 101.5% | 55.7 | 6.1 | F |
| | Right Turn | 20 | 19 | 94.5% | 45.3 | 12.8 | E |
| | Subtotal | 525 | 531 | 101.2% | 55.4 | 6.2 | F |
| SB | Left Turn | 190 | 188 | 98.7% | 7.6 | 2.0 | A |
| | Through | 250 | 238 | 95.1% | 0.5 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 440 | 425 | 96.7% | 3.6 | 0.8 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 25 | 23 | 93.6% | 49.4 | 6.5 | E |
| | Through | | | | | | |
| | Right Turn | 425 | 404 | 95.1% | 48.9 | 2.6 | E |
| | Subtotal | 450 | 428 | 95.0% | 49.0 | 2.7 | E |
| Total | | 1,415 | 1,384 | 97.8% | 38.1 | 1.7 | E |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 5 | 4 | 88.0% | 3.9 | 4.3 | A |
| | Through | | | | | | |
| | Right Turn | 25 | 25 | 98.0% | 17.0 | 4.8 | C |
| | Subtotal | 30 | 29 | 96.3% | 16.1 | 4.6 | C |
| EB | Left Turn | 20 | 20 | 100.5% | 3.8 | 2.8 | A |
| | Through | 190 | 186 | 97.9% | 1.3 | 1.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 210 | 206 | 98.2% | 1.6 | 1.2 | A |
| WB | Left Turn | | | | | | |
| | Through | 425 | 406 | 95.5% | 215.6 | 46.9 | F |
| | Right Turn | 10 | 9 | 86.0% | 193.6 | 87.4 | F |
| | Subtotal | 435 | 414 | 95.2% | 215.5 | 46.9 | F |
| Total | | 675 | 649 | 96.2% | 139.4 | 32.3 | F |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 15 | 14 | 94.7% | 9.0 | 2.8 | A |
| | Through | | | | | | |
| | Right Turn | 60 | 59 | 98.7% | 8.1 | 1.3 | A |
| | Subtotal | 75 | 73 | 97.9% | 8.3 | 1.2 | A |
| EB | Left Turn | 65 | 63 | 97.2% | 10.1 | 4.7 | B |
| | Through | 130 | 127 | 97.5% | 6.3 | 1.9 | A |
| | Right Turn | | | | | | |
| | Subtotal | 195 | 190 | 97.4% | 7.7 | 2.7 | A |
| WB | Left Turn | | | | | | |
| | Through | 415 | 400 | 96.3% | 0.5 | 0.1 | A |
| | Right Turn | 40 | 40 | 99.0% | 0.6 | 0.1 | A |
| | Subtotal | 455 | 439 | 96.5% | 0.5 | 0.1 | A |
| Total | | 725 | 703 | 96.9% | 3.2 | 0.7 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 400 | 391 | 97.8% | 1.6 | 0.6 | A |
| | Right Turn | 60 | 59 | 98.5% | 1.4 | 1.3 | A |
| | Subtotal | 460 | 450 | 97.9% | 1.6 | 0.6 | A |
| SB | Left Turn | 50 | 49 | 97.6% | 6.6 | 2.7 | A |
| | Through | 105 | 100 | 95.5% | 4.3 | 1.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 155 | 149 | 96.2% | 5.0 | 1.3 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 25 | 26 | 105.2% | 9.2 | 2.4 | A |
| | Through | | | | | | |
| | Right Turn | 55 | 52 | 94.9% | 8.4 | 1.3 | A |
| | Subtotal | 80 | 79 | 98.1% | 8.7 | 1.1 | A |
| Total | | 695 | 678 | 97.5% | 3.1 | 0.5 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 75 | 75 | 99.7% | 3.5 | 1.1 | A |
| | Through | 350 | 343 | 97.9% | 1.5 | 0.8 | A |
| | Right Turn | | | | | | |
| | Subtotal | 425 | 417 | 98.2% | 1.9 | 0.9 | A |
| SB | Left Turn | | | | | | |
| | Through | 100 | 94 | 94.2% | 2.5 | 1.1 | A |
| | Right Turn | 15 | 15 | 102.7% | 5.7 | 6.2 | A |
| | Subtotal | 115 | 110 | 95.3% | 2.9 | 1.1 | A |
| EB | Left Turn | 35 | 34 | 98.0% | 14.6 | 2.7 | B |
| | Through | | | | | | |
| | Right Turn | 40 | 39 | 97.3% | 10.6 | 1.1 | B |
| | Subtotal | 75 | 73 | 97.6% | 12.6 | 1.7 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 615 | 600 | 97.6% | 3.3 | 0.8 | A |

**Intersection 6** **Deer Valley Drive West/Royal Street** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 45 | 45 | 99.1% | 4.8 | 1.6 | A |
| | Through | 245 | 235 | 95.7% | 2.4 | 0.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 290 | 279 | 96.2% | 2.8 | 0.4 | A |
| SB | Left Turn | 10 | 11 | 108.0% | 3.0 | 2.4 | A |
| | Through | 280 | 270 | 96.4% | 2.3 | 0.5 | A |
| | Right Turn | 30 | 27 | 90.0% | 2.3 | 1.7 | A |
| | Subtotal | 320 | 308 | 96.1% | 2.3 | 0.4 | A |
| EB | Left Turn | 30 | 29 | 95.7% | 12.9 | 2.6 | B |
| | Through | | | | | | |
| | Right Turn | 45 | 45 | 100.9% | 6.8 | 0.9 | A |
| | Subtotal | 75 | 74 | 98.8% | 8.7 | 1.1 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 685 | 661 | 96.5% | 3.2 | 0.3 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 285 | 274 | 96.1% | 7.4 | 4.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 285 | 274 | 96.1% | 7.4 | 4.4 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 330 | 323 | 97.8% | 92.5 | 65.4 | F |
| | Subtotal | 330 | 323 | 97.8% | 92.5 | 65.4 | F |
| Total | | 615 | 597 | 97.0% | 53.3 | 34.9 | F |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 10 | 8 | 79.0% | 9.5 | 1.4 | A |
| | Through | | | | | | |
| | Right Turn | 5 | 5 | 100.0% | 7.3 | 3.5 | A |
| | Subtotal | 15 | 13 | 86.0% | 8.9 | 1.3 | A |
| SB | Left Turn | 5 | 6 | 120.0% | 53.9 | 49.3 | F |
| | Through | 5 | 4 | 88.0% | 13.4 | 13.0 | B |
| | Right Turn | 5 | 4 | 74.0% | 21.4 | 27.5 | C |
| | Subtotal | 15 | 14 | 94.0% | 40.3 | 30.5 | E |
| EB | Left Turn | 5 | 5 | 98.0% | 12.0 | 11.2 | B |
| | Through | 430 | 414 | 96.3% | 4.3 | 1.5 | A |
| | Right Turn | 20 | 21 | 104.5% | 5.4 | 5.4 | A |
| | Subtotal | 455 | 440 | 96.7% | 4.5 | 1.9 | A |
| WB | Left Turn | 5 | 4 | 70.0% | 1.1 | 1.8 | A |
| | Through | 915 | 906 | 99.0% | 0.6 | 0.3 | A |
| | Right Turn | 10 | 8 | 76.0% | 0.3 | 0.1 | A |
| | Subtotal | 930 | 917 | 98.6% | 0.6 | 0.3 | A |
| Total | | 1,415 | 1,385 | 97.8% | 2.2 | 0.6 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| | Through | 510 | 482 | 94.6% | 258.7 | 94.0 | F |
| | Right Turn | 50 | 49 | 98.4% | 238.5 | 96.3 | F |
| | Subtotal | 562 | 532 | 94.6% | 256.6 | 94.0 | F |
| SB | Left Turn | 700 | 662 | 94.6% | 9.0 | 1.3 | A |
| | Through | 420 | 400 | 95.3% | 4.2 | 0.5 | A |
| | Right Turn | 3 | 6 | 196.7% | 6.1 | 4.0 | A |
| | Subtotal | 1,123 | 1,069 | 95.2% | 7.3 | 0.9 | A |
| EB | Left Turn | 8 | 4 | 50.0% | 30.9 | 26.2 | D |
| | Through | 17 | 16 | 94.7% | 38.4 | 19.2 | E |
| | Right Turn | 4 | 7 | 175.0% | 34.0 | 18.0 | D |
| | Subtotal | 29 | 27 | 93.4% | 36.0 | 14.2 | E |
| WB | Left Turn | 85 | 77 | 90.8% | 38.5 | 13.8 | E |
| | Through | 18 | 10 | 53.9% | 35.9 | 22.0 | E |
| | Right Turn | 850 | 848 | 99.7% | 17.9 | 6.9 | C |
| | Subtotal | 953 | 935 | 98.1% | 19.9 | 8.0 | C |
| Total | | 2,667 | 2,562 | 96.1% | 64.1 | 18.5 | F |

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Signal**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 135 | 126 | 93.0% | 20.6 | 2.8 | C |
| | Right Turn | 40 | 37 | 91.8% | 17.0 | 3.8 | B |
| | Subtotal | 175 | 162 | 92.7% | 20.0 | 2.2 | B |
| SB | Left Turn | 353 | 350 | 99.3% | 8.9 | 1.5 | A |
| | Through | 587 | 560 | 95.5% | 7.1 | 1.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 940 | 911 | 96.9% | 7.8 | 1.1 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 15 | 14 | 96.0% | 35.2 | 17.9 | D |
| | Through | | | | | | |
| | Right Turn | 249 | 218 | 87.7% | 6.5 | 0.9 | A |
| | Subtotal | 264 | 233 | 88.1% | 8.5 | 1.1 | A |
| Total | | 1,379 | 1,306 | 94.7% | 9.8 | 0.9 | A |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 5 | 5 | 90.0% | 8.1 | 5.2 | A |
| | Through | | | | | | |
| | Right Turn | 15 | 14 | 96.0% | 6.8 | 4.0 | A |
| | Subtotal | 20 | 19 | 94.5% | 8.3 | 1.8 | A |
| EB | Left Turn | 20 | 18 | 90.5% | 1.7 | 1.3 | A |
| | Through | 373 | 369 | 99.0% | 1.5 | 1.0 | A |
| | Right Turn | | | | | | |
| | Subtotal | 393 | 387 | 98.5% | 1.5 | 1.0 | A |
| WB | Left Turn | | | | | | |
| | Through | 249 | 218 | 87.7% | 1.1 | 0.3 | A |
| | Right Turn | 5 | 4 | 76.0% | 1.2 | 1.9 | A |
| | Subtotal | 254 | 222 | 87.5% | 1.1 | 0.3 | A |
| Total | | 667 | 628 | 94.2% | 1.5 | 0.6 | A |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 40 | 36 | 91.0% | 7.5 | 1.2 | A |
| | Through | | | | | | |
| | Right Turn | 75 | 77 | 102.7% | 7.2 | 0.9 | A |
| | Subtotal | 115 | 113 | 98.6% | 7.3 | 0.9 | A |
| EB | Left Turn | 40 | 43 | 108.0% | 4.3 | 2.0 | A |
| | Through | 333 | 325 | 97.5% | 4.4 | 1.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 373 | 368 | 98.7% | 4.4 | 1.2 | A |
| WB | Left Turn | | | | | | |
| | Through | 154 | 113 | 73.3% | 0.1 | 0.1 | A |
| | Right Turn | 20 | 18 | 88.5% | 0.4 | 0.2 | A |
| | Subtotal | 174 | 131 | 75.1% | 0.1 | 0.1 | A |
| Total | | 662 | 612 | 92.4% | 4.3 | 0.7 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 144 | 101 | 70.0% | 0.3 | 0.1 | A |
| | Right Turn | 15 | 13 | 86.0% | 0.5 | 0.1 | A |
| | Subtotal | 159 | 114 | 71.5% | 0.3 | 0.1 | A |
| SB | Left Turn | 35 | 35 | 99.4% | 3.4 | 1.2 | A |
| | Through | 338 | 327 | 96.7% | 3.9 | 0.8 | A |
| | Right Turn | | | | | | |
| | Subtotal | 373 | 362 | 96.9% | 3.8 | 0.7 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 40 | 38 | 95.3% | 6.6 | 0.7 | A |
| | Through | | | | | | |
| | Right Turn | 40 | 40 | 99.5% | 6.6 | 1.3 | A |
| | Subtotal | 80 | 78 | 97.4% | 6.6 | 0.8 | A |
| Total | | 612 | 553 | 90.4% | 3.5 | 0.4 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 175 | 151 | 86.1% | 8.0 | 0.7 | A |
| | Through | 157 | 116 | 73.9% | 7.4 | 0.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 332 | 267 | 80.3% | 7.8 | 0.5 | A |
| SB | Left Turn | | | | | | |
| | Through | 111 | 100 | 90.0% | 24.6 | 8.4 | C |
| | Right Turn | 165 | 165 | 99.9% | 22.0 | 6.8 | C |
| | Subtotal | 276 | 265 | 95.9% | 22.9 | 6.9 | C |
| EB | Left Turn | 6 | 5 | 90.0% | 6.4 | 4.7 | A |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 6 | 5 | 90.0% | 6.4 | 4.7 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 5 | 3 | 58.0% | 6.2 | 0.9 | A |
| | Subtotal | 5 | 3 | 58.0% | 6.2 | 0.9 | A |
| Total | | 619 | 540 | 87.2% | 15.5 | 3.9 | C |

**Intersection 6** **Deer Valley Drive West/Royal Street** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 29 | 28 | 96.6% | 0.0 | 0.1 | A |
| | Through | 272 | 246 | 90.6% | 0.1 | 0.0 | A |
| | Right Turn | 35 | 33 | 92.9% | 0.2 | 0.0 | A |
| | Subtotal | 336 | 307 | 91.3% | 0.1 | 0.0 | A |
| EB | Left Turn | 20 | 20 | 102.0% | 7.4 | 2.0 | A |
| | Through | | | | | | |
| | Right Turn | 30 | 28 | 94.7% | 8.6 | 2.2 | A |
| | Subtotal | 50 | 49 | 97.6% | 8.0 | 1.6 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 13 | 12 | 92.3% | 6.2 | 0.2 | A |
| | Subtotal | 13 | 12 | 92.3% | 6.2 | 0.2 | A |
| Total | | 399 | 368 | 92.1% | 1.4 | 0.2 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 33 | 32 | 97.3% | 2.2 | 1.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 33 | 32 | 97.3% | 2.2 | 1.3 | A |
| SB | Left Turn | 253 | 238 | 94.2% | 3.8 | 0.7 | A |
| | Through | 314 | 292 | 93.0% | 3.9 | 0.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 567 | 530 | 93.5% | 3.8 | 0.5 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 22 | 21 | 96.8% | 2.5 | 1.7 | A |
| | Through | | | | | | |
| | Right Turn | 127 | 122 | 96.0% | 1.0 | 0.3 | A |
| | Subtotal | 149 | 143 | 96.1% | 1.2 | 0.4 | A |
| Total | | 749 | 706 | 94.2% | 3.2 | 0.4 | A |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 5 | 4 | 84.0% | 8.6 | 5.8 | A |
| | Through | | | | | | |
| | Right Turn | 10 | 10 | 97.0% | 13.2 | 7.2 | B |
| | Subtotal | 15 | 14 | 92.7% | 13.9 | 4.3 | B |
| SB | Left Turn | 10 | 10 | 98.0% | 20.0 | 13.3 | C |
| | Through | | | | | | |
| | Right Turn | 10 | 8 | 83.0% | 7.3 | 4.5 | A |
| | Subtotal | 20 | 18 | 90.5% | 14.7 | 8.3 | B |
| EB | Left Turn | 10 | 11 | 109.0% | 4.0 | 3.6 | A |
| | Through | 920 | 893 | 97.1% | 5.7 | 1.4 | A |
| | Right Turn | 5 | 6 | 126.0% | 3.1 | 3.5 | A |
| | Subtotal | 935 | 911 | 97.4% | 5.6 | 1.4 | A |
| WB | Left Turn | 5 | 5 | 98.0% | 6.0 | 6.8 | A |
| | Through | 374 | 334 | 89.3% | 0.5 | 0.3 | A |
| | Right Turn | 5 | 4 | 88.0% | 0.3 | 0.2 | A |
| | Subtotal | 384 | 343 | 89.4% | 0.6 | 0.3 | A |
| Total | | 1,354 | 1,286 | 95.0% | 4.9 | 1.2 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 170 | 168 | 98.5% | 49.9 | 29.2 | E |
| | Right Turn | 99 | 101 | 101.5% | 52.0 | 28.4 | F |
| | Subtotal | 269 | 268 | 99.6% | 50.5 | 27.8 | F |
| SB | Left Turn | 881 | 865 | 98.2% | 12.3 | 2.4 | B |
| | Through | 350 | 339 | 96.7% | 4.4 | 1.0 | A |
| | Right Turn | 7 | 21 | 292.9% | 19.0 | 8.5 | C |
| | Subtotal | 1,238 | 1,224 | 98.9% | 10.3 | 1.8 | B |
| EB | Left Turn | 7 | 4 | 57.1% | 84.4 | 65.2 | F |
| | Through | 15 | 15 | 99.3% | 102.6 | 49.4 | F |
| | Right Turn | 5 | 6 | 120.0% | 125.9 | 56.8 | F |
| | Subtotal | 27 | 25 | 92.2% | 106.8 | 50.8 | F |
| WB | Left Turn | 54 | 51 | 94.3% | 9.9 | 4.1 | A |
| | Through | 18 | 10 | 57.8% | 8.9 | 3.0 | A |
| | Right Turn | 345 | 308 | 89.3% | 8.7 | 1.8 | A |
| | Subtotal | 417 | 369 | 88.6% | 8.8 | 2.0 | A |
| Total | | 1,951 | 1,887 | 96.7% | 16.5 | 4.6 | C |

**Intersection 10** **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 4 | 4 | 87.5% | 10.0 | 2.6 | A |
| | Through | | | | | | |
| | Right Turn | 2 | 2 | 75.0% | 3.9 | 4.2 | A |
| | Subtotal | 6 | 5 | 83.3% | 9.3 | 1.6 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | 101 | 97 | 96.0% | 0.3 | 0.1 | A |
| | Right Turn | 147 | 138 | 93.7% | 0.1 | 0.0 | A |
| | Subtotal | 248 | 235 | 94.6% | 0.2 | 0.0 | A |
| WB | Left Turn | 140 | 123 | 87.7% | 2.8 | 0.6 | A |
| | Through | 145 | 139 | 96.1% | 0.4 | 0.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 285 | 262 | 92.0% | 1.4 | 0.3 | A |
| Total | | 539 | 502 | 93.1% | 1.0 | 0.2 | A |

**Intersection 11** **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 45 | 45 | 99.1% | 9.1 | 0.4 | A |
| | Through | | | | | | |
| | Right Turn | 4 | 4 | 97.5% | 5.0 | 4.5 | A |
| | Subtotal | 49 | 49 | 99.0% | 9.0 | 0.3 | A |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 7 | 6 | 85.7% | 7.9 | 1.0 | A |
| | Subtotal | 7 | 6 | 85.7% | 7.9 | 1.0 | A |
| EB | Left Turn | | | | | | |
| | Through | 2 | 2 | 75.0% | 0.2 | 0.4 | A |
| | Right Turn | 101 | 97 | 95.6% | 0.4 | 0.1 | A |
| | Subtotal | 103 | 98 | 95.2% | 0.4 | 0.1 | A |
| WB | Left Turn | 95 | 93 | 97.9% | 2.3 | 0.4 | A |
| | Through | 233 | 212 | 90.9% | 0.6 | 0.1 | A |
| | Right Turn | 12 | 11 | 87.5% | 0.5 | 0.1 | A |
| | Subtotal | 340 | 315 | 92.8% | 1.1 | 0.1 | A |
| Total | | 499 | 468 | 93.8% | 2.1 | 0.1 | A |

**Intersection 12** **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 42 | 33 | 77.9% | 2.5 | 2.1 | A |
| | Through | 126 | 82 | 64.7% | 0.2 | 0.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 168 | 114 | 68.0% | 0.8 | 0.9 | A |
| SB | Left Turn | | | | | | |
| | Through | 271 | 261 | 96.2% | 6.2 | 1.8 | A |
| | Right Turn | 107 | 104 | 97.6% | 7.0 | 4.0 | A |
| | Subtotal | 378 | 365 | 96.6% | 6.4 | 2.1 | A |
| EB | Left Turn | 3 | 3 | 83.3% | 17.2 | 17.2 | C |
| | Through | | | | | | |
| | Right Turn | 5 | 4 | 78.0% | 11.9 | 6.5 | B |
| | Subtotal | 8 | 6 | 80.0% | 19.2 | 5.5 | C |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 554 | 486 | 87.7% | 5.2 | 1.4 | A |

**Intersection 13** **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 75 | 64 | 85.3% | 1.9 | 0.8 | A |
| | Through | 330 | 266 | 80.7% | 0.1 | 0.0 | A |
| | Right Turn | | | | | | |
| | Subtotal | 405 | 330 | 81.6% | 0.5 | 0.2 | A |
| SB | Left Turn | | | | | | |
| | Through | 103 | 93 | 90.6% | 0.0 | 0.0 | A |
| | Right Turn | 8 | 7 | 82.5% | 0.3 | 0.2 | A |
| | Subtotal | 111 | 100 | 90.0% | 0.1 | 0.0 | A |
| EB | Left Turn | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 518 | 430 | 83.1% | 0.4 | 0.2 | A |

**Intersection 14** **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 103 | 80 | 77.9% | 4.2 | 0.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 103 | 80 | 77.9% | 4.2 | 0.6 | A |
| SB | Left Turn | | | | | | |
| | Through | 103 | 94 | 90.8% | 4.8 | 9.9 | A |
| | Right Turn | | | | | | |
| | Subtotal | 103 | 94 | 90.8% | 4.8 | 9.9 | A |
| EB | Left Turn | 302 | 251 | 83.0% | 14.4 | 3.8 | B |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 302 | 251 | 83.0% | 14.4 | 3.8 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 508 | 424 | 83.5% | 10.6 | 3.8 | B |

**Intersection 1** **Deer Valley Drive West/Deer Valley Drive East** **Signal**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 575 | 575 | 100.1% | 54.2 | 4.9 | D |
| | Right Turn | 20 | 19 | 95.5% | 35.3 | 20.9 | D |
| | Subtotal | 595 | 595 | 99.9% | 53.8 | 5.0 | D |
| SB | Left Turn | 295 | 264 | 89.3% | 25.7 | 5.7 | C |
| | Through | 304 | 279 | 91.7% | 10.3 | 2.5 | B |
| | Right Turn | | | | | | |
| | Subtotal | 599 | 542 | 90.6% | 18.1 | 3.8 | B |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 25 | 22 | 88.0% | 53.1 | 23.7 | D |
| | Through | | | | | | |
| | Right Turn | 405 | 379 | 93.5% | 32.3 | 9.6 | C |
| | Subtotal | 430 | 401 | 93.2% | 33.4 | 9.2 | C |
| Total | | 1,624 | 1,538 | 94.7% | 36.4 | 3.8 | D |

**Intersection 2** **Amber Road/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 5 | 4 | 88.0% | 5.9 | 6.5 | A |
| | Through | | | | | | |
| | Right Turn | 25 | 25 | 98.0% | 13.4 | 9.1 | B |
| | Subtotal | 30 | 29 | 96.3% | 13.7 | 9.0 | B |
| EB | Left Turn | 20 | 18 | 88.5% | 2.6 | 2.7 | A |
| | Through | 295 | 265 | 89.7% | 1.7 | 1.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 315 | 282 | 89.6% | 1.7 | 1.2 | A |
| WB | Left Turn | | | | | | |
| | Through | 405 | 379 | 93.5% | 10.0 | 11.7 | A |
| | Right Turn | 10 | 7 | 73.0% | 5.1 | 6.2 | A |
| | Subtotal | 415 | 386 | 93.0% | 9.9 | 11.7 | A |
| Total | | 760 | 697 | 91.7% | 7.0 | 7.5 | A |

**Intersection 3** **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 15 | 14 | 94.7% | 8.3 | 2.1 | A |
| | Through | | | | | | |
| | Right Turn | 60 | 60 | 99.2% | 6.9 | 1.3 | A |
| | Subtotal | 75 | 74 | 98.3% | 7.1 | 0.9 | A |
| EB | Left Turn | 65 | 62 | 95.2% | 6.1 | 2.2 | A |
| | Through | 235 | 207 | 87.9% | 4.1 | 0.9 | A |
| | Right Turn | | | | | | |
| | Subtotal | 300 | 268 | 89.5% | 4.6 | 1.0 | A |
| WB | Left Turn | | | | | | |
| | Through | 395 | 321 | 81.2% | 0.3 | 0.0 | A |
| | Right Turn | 40 | 35 | 87.3% | 0.5 | 0.2 | A |
| | Subtotal | 435 | 356 | 81.7% | 0.3 | 0.0 | A |
| Total | | 810 | 698 | 86.1% | 2.9 | 0.3 | A |

**Intersection 4** **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 380 | 304 | 79.9% | 0.4 | 0.1 | A |
| | Right Turn | 60 | 55 | 92.3% | 0.5 | 0.1 | A |
| | Subtotal | 440 | 359 | 81.6% | 0.4 | 0.1 | A |
| SB | Left Turn | 50 | 49 | 97.6% | 2.8 | 0.9 | A |
| | Through | 210 | 181 | 86.1% | 3.2 | 1.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 260 | 230 | 88.3% | 3.1 | 1.0 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 25 | 26 | 105.2% | 7.6 | 1.6 | A |
| | Through | | | | | | |
| | Right Turn | 55 | 53 | 95.5% | 7.4 | 1.1 | A |
| | Subtotal | 80 | 79 | 98.5% | 7.5 | 1.1 | A |
| Total | | 780 | 668 | 85.6% | 2.1 | 0.3 | A |

**Intersection 5** **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 169 | 129 | 76.5% | 8.5 | 3.6 | A |
| | Through | 249 | 178 | 71.5% | 7.7 | 0.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 418 | 307 | 73.5% | 8.1 | 1.7 | A |
| SB | Left Turn | | | | | | |
| | Through | 38 | 23 | 61.1% | 11.1 | 7.1 | B |
| | Right Turn | 94 | 85 | 90.0% | 11.7 | 4.0 | B |
| | Subtotal | 132 | 108 | 81.7% | 12.0 | 4.0 | B |
| EB | Left Turn | 14 | 15 | 107.1% | 5.3 | 2.0 | A |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 14 | 15 | 107.1% | 5.3 | 2.0 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 564 | 430 | 76.3% | 9.0 | 1.8 | A |

**Intersection 6** **Deer Valley Drive West/Royal Street** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | 30 | 26 | 86.3% | 0.0 | 0.1 | A |
| | Through | 289 | 230 | 79.5% | 0.1 | 0.0 | A |
| | Right Turn | 75 | 61 | 81.6% | 0.2 | 0.0 | A |
| | Subtotal | 394 | 317 | 80.4% | 0.1 | 0.0 | A |
| EB | Left Turn | 30 | 31 | 102.0% | 8.3 | 1.5 | A |
| | Through | | | | | | |
| | Right Turn | 45 | 43 | 96.2% | 7.6 | 1.3 | A |
| | Subtotal | 75 | 74 | 98.5% | 7.9 | 1.1 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 37 | 35 | 94.3% | 6.3 | 0.2 | A |
| | Subtotal | 37 | 35 | 94.3% | 6.3 | 0.2 | A |
| Total | | 506 | 426 | 84.1% | 1.7 | 0.1 | A |

**Intersection 7** **Deer Valley Drive West/Doe Pass Road** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 67 | 65 | 97.3% | 17.8 | 6.0 | C |
| | Right Turn | | | | | | |
| | Subtotal | 67 | 65 | 97.3% | 17.8 | 6.0 | C |
| SB | Left Turn | 34 | 63 | 184.1% | 18.8 | 6.7 | C |
| | Through | 340 | 272 | 80.0% | 4.1 | 1.5 | A |
| | Right Turn | | | | | | |
| | Subtotal | 374 | 335 | 89.5% | 6.8 | 1.9 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 54 | 51 | 93.7% | 36.8 | 8.9 | E |
| | Through | | | | | | |
| | Right Turn | 608 | 553 | 90.9% | 46.6 | 7.7 | E |
| | Subtotal | 662 | 604 | 91.2% | 45.7 | 7.7 | E |
| Total | | 1,103 | 1,003 | 91.0% | 31.4 | 4.8 | D |

**Intersection 8** **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 10 | 8 | 79.0% | 13.2 | 5.7 | B |
| | Through | | | | | | |
| | Right Turn | 5 | 5 | 100.0% | 6.0 | 11.8 | A |
| | Subtotal | 15 | 13 | 86.0% | 13.6 | 5.3 | B |
| SB | Left Turn | 5 | 6 | 118.0% | 77.7 | 45.8 | F |
| | Through | 5 | 4 | 88.0% | 37.5 | 29.1 | E |
| | Right Turn | 5 | 4 | 74.0% | 45.5 | 31.6 | E |
| | Subtotal | 15 | 14 | 93.3% | 54.3 | 30.1 | F |
| EB | Left Turn | 5 | 4 | 86.0% | 16.9 | 20.2 | C |
| | Through | 589 | 532 | 90.3% | 6.3 | 4.4 | A |
| | Right Turn | 20 | 18 | 90.0% | 4.9 | 3.6 | A |
| | Subtotal | 614 | 554 | 90.2% | 6.4 | 4.6 | A |
| WB | Left Turn | 5 | 4 | 82.0% | 2.7 | 4.1 | A |
| | Through | 965 | 942 | 97.6% | 3.3 | 0.7 | A |
| | Right Turn | 10 | 8 | 80.0% | 2.1 | 2.6 | A |
| | Subtotal | 980 | 954 | 97.3% | 3.3 | 0.7 | A |
| Total | | 1,624 | 1,534 | 94.5% | 5.3 | 2.1 | A |

**Intersection 9** **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 2 | 0 | 0.0% | 0.0 | 0.0 | A |
| | Through | 510 | 424 | 83.1% | 492.1 | 54.9 | F |
| | Right Turn | 66 | 54 | 81.4% | 471.5 | 61.0 | F |
| | Subtotal | 578 | 478 | 82.6% | 489.9 | 55.3 | F |
| SB | Left Turn | 843 | 763 | 90.5% | 12.8 | 2.0 | B |
| | Through | 420 | 386 | 91.8% | 4.6 | 0.7 | A |
| | Right Turn | 3 | 15 | 486.7% | 12.5 | 6.1 | B |
| | Subtotal | 1,266 | 1,163 | 91.8% | 10.2 | 1.5 | B |
| EB | Left Turn | 8 | 4 | 50.0% | 33.8 | 31.2 | D |
| | Through | 17 | 15 | 88.8% | 59.4 | 31.5 | F |
| | Right Turn | 4 | 6 | 150.0% | 89.8 | 61.2 | F |
| | Subtotal | 29 | 25 | 86.6% | 64.2 | 34.3 | F |
| WB | Left Turn | 100 | 89 | 89.1% | 55.0 | 13.2 | F |
| | Through | 18 | 9 | 49.4% | 48.8 | 17.1 | E |
| | Right Turn | 885 | 861 | 97.3% | 36.1 | 6.7 | E |
| | Subtotal | 1,003 | 959 | 95.6% | 38.1 | 7.1 | E |
| Total | | 2,876 | 2,625 | 91.3% | 108.0 | 8.7 | F |

**Intersection 10** **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 283 | 268 | 94.7% | 71.6 | 27.7 | F |
| | Through | | | | | | |
| | Right Turn | 8 | 9 | 113.8% | 63.3 | 64.0 | F |
| | Subtotal | 291 | 277 | 95.3% | 71.4 | 27.8 | F |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| EB | Left Turn | | | | | | |
| | Through | 14 | 11 | 81.4% | 0.1 | 0.0 | A |
| | Right Turn | 10 | 8 | 82.0% | 0.1 | 0.1 | A |
| | Subtotal | 24 | 20 | 81.7% | 0.1 | 0.0 | A |
| WB | Left Turn | 45 | 40 | 87.8% | 3.7 | 3.3 | A |
| | Through | 379 | 339 | 89.3% | 12.5 | 4.5 | B |
| | Right Turn | | | | | | |
| | Subtotal | 424 | 378 | 89.2% | 11.7 | 4.2 | B |
| Total | | 739 | 675 | 91.3% | 35.4 | 11.9 | E |

**Intersection 11** **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 164 | 163 | 99.4% | 10.4 | 3.0 | B |
| | Through | | | | | | |
| | Right Turn | 6 | 6 | 98.3% | 5.5 | 3.9 | A |
| | Subtotal | 170 | 169 | 99.4% | 10.3 | 2.8 | B |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 42 | 41 | 98.3% | 9.0 | 1.2 | A |
| | Subtotal | 42 | 41 | 98.3% | 9.0 | 1.2 | A |
| EB | Left Turn | | | | | | |
| | Through | 8 | 9 | 113.8% | 0.2 | 0.1 | A |
| | Right Turn | 14 | 11 | 81.4% | 0.3 | 0.0 | A |
| | Subtotal | 22 | 21 | 93.2% | 0.3 | 0.1 | A |
| WB | Left Turn | 32 | 27 | 84.1% | 1.7 | 0.2 | A |
| | Through | 218 | 175 | 80.4% | 2.9 | 2.8 | A |
| | Right Turn | 13 | 12 | 90.0% | 2.2 | 5.6 | A |
| | Subtotal | 263 | 214 | 81.3% | 2.7 | 2.7 | A |
| Total | | 497 | 445 | 89.4% | 5.9 | 1.8 | A |

**Intersection 12** **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | 15 | 12 | 78.7% | 2.2 | 1.7 | A |
| | Through | 248 | 171 | 69.0% | 0.1 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 263 | 183 | 69.6% | 0.2 | 0.1 | A |
| SB | Left Turn | | | | | | |
| | Through | 132 | 108 | 81.7% | 4.1 | 1.0 | A |
| | Right Turn | 103 | 99 | 95.9% | 3.7 | 2.0 | A |
| | Subtotal | 235 | 207 | 88.0% | 3.9 | 1.2 | A |
| EB | Left Turn | 117 | 115 | 98.1% | 23.1 | 2.3 | C |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 117 | 115 | 98.1% | 23.1 | 2.3 | C |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 615 | 505 | 82.0% | 8.0 | 0.8 | A |

**Intersection 13** **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 413 | 302 | 73.0% | 0.2 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 413 | 302 | 73.0% | 0.2 | 0.1 | A |
| SB | Left Turn | | | | | | |
| | Through | 36 | 22 | 60.8% | 0.0 | 0.1 | A |
| | Right Turn | 2 | 1 | 65.0% | 0.1 | 0.2 | A |
| | Subtotal | 38 | 23 | 61.1% | 0.0 | 0.1 | A |
| EB | Left Turn | 5 | 6 | 114.0% | 7.4 | 4.1 | A |
| | Through | | | | | | |
| | Right Turn | 43 | 41 | 96.0% | 8.2 | 0.4 | A |
| | Subtotal | 48 | 47 | 97.9% | 8.3 | 0.4 | A |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 499 | 372 | 74.5% | 1.2 | 0.1 | A |

**Intersection 14** **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) Average | Served Volume (vph) Percent | Total Delay (sec/veh) Average | Total Delay (sec/veh) Std. Dev. | Total Delay (sec/veh) LOS |
|---|---|---|---|---|---|---|---|
| NB | Left Turn | | | | | | |
| | Through | 79 | 50 | 63.7% | 2.9 | 0.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 79 | 50 | 63.7% | 2.9 | 0.4 | A |
| SB | Left Turn | | | | | | |
| | Through | 79 | 64 | 80.6% | 0.2 | 0.1 | A |
| | Right Turn | | | | | | |
| | Subtotal | 79 | 64 | 80.6% | 0.2 | 0.1 | A |
| EB | Left Turn | 334 | 251 | 75.1% | 11.1 | 3.7 | B |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | 334 | 251 | 75.1% | 11.1 | 3.7 | B |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| Total | | 492 | 365 | 74.2% | 8.3 | 2.9 | A |

95th % Queue

| Intersection & Movement | Storage Length | Existing | | 2030 Background | | 2040 Background | | 2030 Plus Project | | 2040 Plus Project | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| DVDE_DVDW_NBT | 1600 | 0 | 432 | 0 | 404 | 0 | 444 | 47 | 572 | 48 | 642 |
| DVDE_DVDW_NBR | 1600 | 0 | 432 | 0 | 404 | 0 | 444 | 47 | 572 | 48 | 642 |
| DVDE_DVDW_SBL | 120 | 0 | 0 | 0 | 0 | 0 | 10 | 65 | 90 | 66 | 88 |
| DVDE_DVDW_SBT | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 49 | 108 | 47 |
| DVDE_DVDW_WBL | 170 | 46 | 194 | 46 | 191 | 47 | 191 | 41 | 127 | 39 | 133 |
| DVDE_DVDW_WBR | 170 | 46 | 193 | 46 | 191 | 47 | 191 | 40 | 127 | 39 | 132 |
| DVDE_Amber_SBL | 230 | 0 | 22 | 0 | 22 | 0 | 22 | 0 | 22 | 0 | 22 |
| DVDE_Amber_SBR | 230 | 0 | 23 | 0 | 23 | 0 | 23 | 0 | 22 | 0 | 22 |
| DVDE_Amber_EBL | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_Amber_EBT | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_Amber_WBT | 1800 | 0 | 308 | 0 | 222 | 0 | 288 | 0 | 0 | 0 | 0 |
| DVDE_Amber_WBR | 1800 | 0 | 308 | 0 | 222 | 0 | 288 | 0 | 0 | 0 | 0 |
| DVDE_Solamere_SBL | 2000 | 25 | 25 | 25 | 25 | 25 | 25 | 26 | 25 | 26 | 25 |
| DVDE_Solamere_SBR | 2000 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| DVDE_Solamere_EBL | 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_Solamere_EBT | 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_Solamere_WBT | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_Solamere_WBR | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_QE_NBT | 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_QE_NBR | 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_QE_SBL | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_QE_SBT | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_QE_WBL | 2000 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| DVDE_QE_WBR | 2000 | 24 | 24 | 24 | 24 | 24 | 24 | 25 | 25 | 25 | 25 |
| DVDE_DoePass_NBL | 1000 | 112 | 0 | 102 | 0 | 127 | 0 | 40 | 43 | 41 | 44 |
| DVDE_DoePass_NBT | 1000 | 112 | 0 | 102 | 0 | 126 | 0 | 40 | 43 | 40 | 44 |
| DVDE_DoePass_SBT | 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 26 | 70 | 26 |
| DVDE_DoePass_SBR | 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 26 | 70 | 26 |
| DVDE_DoePass_EBL | 200 | 0 | 24 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 |
| DVDE_DoePass_EBR | 200 | 0 | 24 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 |
| DVDE_DoePass_WBL | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_DoePass_WBR | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_NBL | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_NBT | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_SBL/SBU | 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_SBT | 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_SBR | 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_EBL | 2000 | 26 | 27 | 27 | 27 | 27 | 27 | 25 | 25 | 25 | 25 |
| DVDW_Royal_EBR | 2000 | 27 | 27 | 27 | 27 | 27 | 27 | 25 | 25 | 25 | 25 |
| DVDW_Royal_WBR | 100 | - | - | - | - | - | - | 0 | 22 | 0 | 22 |
| DVDW_DoePass_NB | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_DoePass_SB | 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_DoePass_WB | 200 | 0 | 75 | 0 | 76 | 0 | 87 | 0 | 62 | 0 | 67 |
| DVD_Mellow_NBL | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_NBT | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_NBR | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_SBL | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_SBT | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_SBR | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_EBL | 2500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_EBT | 2500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_EBR | 2500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVD_Mellow_WBL | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 0 | 218 |
| DVD_Mellow_WBT | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 0 | 218 |
| DVD_Mellow_WBR | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 0 | 218 |
| DVD_Marsac_NBLT | 1500 | 89 | 633 | 90 | 954 | 94 | 960 | 74 | 2029 | 75 | 2039 |
| DVD_Marsac_NBR | 1500 | 29 | 0 | 30 | 0 | 31 | 0 | 31 | 0 | 32 | 70 |
| DVD_Marsac_SBL | 4500 | 112 | 50 | 106 | 66 | 128 | 64 | 99 | 89 | 99 | 101 |
| DVD_Marsac_SBTR | 4500 | 112 | 50 | 107 | 65 | 128 | 64 | 99 | 89 | 99 | 100 |
| DVD_Marsac_EBLT | 300 | 73 | 71 | 73 | 71 | 73 | 71 | 71 | 72 | 72 | 71 |
| DVD_Marsac_EBR | 300 | 73 | 72 | 73 | 71 | 73 | 71 | 72 | 72 | 73 | 72 |
| DVD_Marsac_WBLT | 2500 | 0 | 18 | 0 | 35 | 0 | 36 | 0 | 18 | 0 | 33 |
| DVD_Marsac_WBR | 2500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DoePass_MDriveway_NBL | 200 | - | - | - | - | - | - | 0 | 70 | 0 | 83 |
| DoePass_MDriveway_NBR | 200 | - | - | - | - | - | - | 0 | 70 | 0 | 83 |
| DoePass_MDriveway_EBT | 270 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_MDriveway_EBR | 270 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_MDriveway_WBL | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_MDriveway_WBT | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_NBL | 200 | - | - | - | - | - | - | 22 | 42 | 22 | 42 |
| DoePass_EDriveway_NBR | 200 | - | - | - | - | - | - | 23 | 43 | 23 | 43 |
| DoePass_EDriveway_SBL | 200 | - | - | - | - | - | - | 0 | 23 | 0 | 23 |
| DoePass_EDriveway_SBR | 200 | - | - | - | - | - | - | 0 | 23 | 0 | 23 |
| DoePass_EDriveway_EBL | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_EBT | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_EBR | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_WBL | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_WBT | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_WBR | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_NDriveway_NBL | 275 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_NDriveway_NBT | 275 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_NDriveway_SBT | 1200 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_NDriveway_SBR | 1200 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_NDriveway_EBL | 200 | - | - | - | - | - | - | 0 | 26 | 0 | 26 |
| DVDE_NDriveway_EBR | 200 | - | - | - | - | - | - | 0 | 26 | 0 | 26 |
| DVDE_SDriveway_NBL | 110 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_SDriveway_NBT | 300 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_SDriveway_SBT | 270 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_SDriveway_SBR | 270 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_SDriveway_EBL | 200 | - | - | - | - | - | - | 0 | 23 | 0 | 23 |
| DVDE_SDriveway_EBR | 200 | - | - | - | - | - | - | 0 | 23 | 0 | 23 |
| DVDE_Tunnel_NBT | 200 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_Tunnel_SBT | 300 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_Tunnel_EBL | 300 | - | - | - | - | - | - | 61 | 54 | 61 | 70 |

95th % Queue

| | | Existing | | 2030 Background | | 2040 Background | | 2030 Plus Project | | 2040 Plus Project | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection & Movement | Storage Length | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| DVDE_DVDW_NBT | 1600 | 0 | 1690 | 0 | 1690 | 0 | 1692 | 154 | 1738 | 161 | 1724 |
| DVDE_DVDW_NBR | 1600 | 0 | 1690 | 0 | 1690 | 0 | 1691 | 154 | 1738 | 161 | 1724 |
| DVDE_DVDW_SBL | 120 | 49 | 91 | 57 | 77 | 69 | 86 | 184 | 257 | 184 | 273 |
| DVDE_DVDW_SBT | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 347 | 158 | 348 | 164 |
| DVDE_DVDW_WBL | 170 | 143 | 258 | 129 | 257 | 130 | 257 | 90 | 270 | 86 | 271 |
| DVDE_DVDW_WBR | 170 | 143 | 258 | 129 | 257 | 129 | 257 | 90 | 269 | 86 | 270 |
| DVDE_Amber_SBL | 230 | 26 | 27 | 26 | 27 | 26 | 28 | 26 | 30 | 27 | 29 |
| DVDE_Amber_SBR | 230 | 27 | 27 | 27 | 27 | 27 | 28 | 26 | 29 | 26 | 29 |
| DVDE_Amber_EBL | 170 | 0 | 1 | 30 | 0 | 30 | 27 | 0 | 31 | 32 | 0 |
| DVDE_Amber_EBT | 170 | 0 | 16 | 30 | 0 | 30 | 27 | 0 | 30 | 32 | 0 |
| DVDE_Amber_WBT | 1800 | 72 | 1548 | 77 | 1454 | 73 | 1515 | 53 | 113 | 49 | 106 |
| DVDE_Amber_WBR | 1800 | 72 | 1548 | 76 | 1454 | 73 | 1515 | 53 | 112 | 49 | 106 |
| DVDE_Solamere_SBL | 2000 | 51 | 47 | 65 | 47 | 62 | 47 | 58 | 47 | 54 | 47 |
| DVDE_Solamere_SBR | 2000 | 51 | 47 | 65 | 47 | 62 | 47 | 58 | 47 | 54 | 47 |
| DVDE_Solamere_EBL | 1800 | 102 | 57 | 128 | 73 | 135 | 75 | 0 | 0 | 0 | 0 |
| DVDE_Solamere_EBT | 1800 | 102 | 57 | 128 | 73 | 134 | 75 | 0 | 0 | 0 | 0 |
| DVDE_Solamere_WBT | 600 | 123 | 190 | 125 | 214 | 123 | 234 | 0 | 0 | 0 | 0 |
| DVDE_Solamere_WBR | 600 | 123 | 190 | 125 | 214 | 123 | 234 | 105 | 106 | 105 | 105 |
| DVDE_QE_NBT | 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_QE_NBR | 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDE_QE_SBL | 600 | 319 | 147 | 340 | 147 | 325 | 165 | 0 | 0 | 0 | 0 |
| DVDE_QE_SBT | 600 | 318 | 147 | 340 | 147 | 324 | 165 | 251 | 156 | 250 | 158 |
| DVDE_QE_WBL | 2000 | 48 | 47 | 46 | 47 | 46 | 47 | 47 | 47 | 47 | 47 |
| DVDE_QE_WBR | 2000 | 48 | 47 | 46 | 47 | 46 | 47 | 47 | 47 | 47 | 48 |
| DVDE_DoePass_NBL | 1000 | 437 | 52 | 423 | 59 | 399 | 56 | 67 | 70 | 70 | 71 |
| DVDE_DoePass_NBT | 1000 | 436 | 52 | 422 | 59 | 398 | 55 | 67 | 70 | 69 | 71 |
| DVDE_DoePass_SBT | 1500 | 202 | 0 | 184 | 0 | 217 | 0 | 273 | 127 | 296 | 128 |
| DVDE_DoePass_SBR | 1500 | 203 | 0 | 184 | 0 | 218 | 0 | 272 | 127 | 295 | 128 |
| DVDE_DoePass_EBL | 200 | 0 | 50 | 24 | 52 | 24 | 51 | 25 | 27 | 25 | 26 |
| DVDE_DoePass_EBR | 200 | 0 | 50 | 24 | 52 | 24 | 51 | 25 | 27 | 25 | 26 |
| DVDE_DoePass_WBL | 100 | 21 | 0 | 21 | 0 | 21 | 0 | 22 | 0 | 22 | 0 |
| DVDE_DoePass_WBR | 100 | 21 | 0 | 21 | 0 | 21 | 0 | 22 | 0 | 22 | 0 |
| DVDW_Royal_NBL | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_NBT | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_SBL/SBU | 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_SBT | 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_SBR | 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DVDW_Royal_EBL | 2000 | 34 | 48 | 45 | 48 | 45 | 50 | 46 | 48 | 46 | 50 |
| DVDW_Royal_EBR | 2000 | 34 | 48 | 45 | 48 | 46 | 50 | 46 | 48 | 46 | 50 |
| DVDW_Royal_WBR | 100 | - | - | - | - | - | - | 25 | 31 | 25 | 31 |
| DVDW_DoePass_NB | 220 | 0 | 23 | 0 | 27 | 0 | 37 | 0 | 2 | 0 | 2 |
| DVDW_DoePass_SB | 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 82 | 149 | 78 |
| DVDW_DoePass_WB | 200 | 25 | 409 | 25 | 410 | 25 | 410 | 0 | 372 | 0 | 372 |
| DVD_Mellow_NBL | 100 | 25 | 24 | 25 | 25 | 25 | 25 | 26 | 25 | 25 | 25 |
| DVD_Mellow_NBT | 100 | 24 | 24 | 24 | 24 | 24 | 24 | 26 | 25 | 25 | 25 |
| DVD_Mellow_NBR | 100 | 24 | 24 | 24 | 24 | 24 | 24 | 26 | 25 | 25 | 25 |
| DVD_Mellow_SBL | 800 | 26 | 25 | 26 | 30 | 26 | 26 | 26 | 25 | 25 | 31 |
| DVD_Mellow_SBT | 800 | 25 | 24 | 26 | 30 | 26 | 26 | 26 | 25 | 25 | 31 |
| DVD_Mellow_SBR | 800 | 26 | 25 | 26 | 30 | 26 | 26 | 26 | 25 | 25 | 31 |
| DVD_Mellow_EBL | 2500 | 0 | 51 | 0 | 65 | 0 | 65 | 355 | 106 | 322 | 145 |
| DVD_Mellow_EBT | 2500 | 0 | 51 | 0 | 65 | 0 | 65 | 355 | 106 | 322 | 145 |
| DVD_Mellow_EBR | 2500 | 0 | 51 | 0 | 65 | 0 | 65 | 355 | 106 | 322 | 145 |
| DVD_Mellow_WBL | 270 | 52 | 300 | 57 | 340 | 58 | 244 | 55 | 387 | 82 | 387 |
| DVD_Mellow_WBT | 270 | 52 | 300 | 57 | 340 | 58 | 244 | 55 | 387 | 82 | 387 |
| DVD_Mellow_WBR | 270 | 52 | 300 | 57 | 340 | 58 | 244 | 56 | 387 | 82 | 387 |
| DVD_Marsac_NBLT | 1500 | 290 | 1382 | 327 | 1985 | 361 | 1977 | 291 | 2044 | 321 | 2047 |
| DVD_Marsac_NBR | 1500 | 182 | 390 | 152 | 63 | 175 | 1342 | 170 | 2039 | 192 | 2040 |
| DVD_Marsac_SBL | 4500 | 396 | 260 | 395 | 278 | 440 | 279 | 367 | 380 | 375 | 373 |
| DVD_Marsac_SBTR | 4500 | 396 | 260 | 395 | 278 | 440 | 279 | 366 | 380 | 374 | 373 |
| DVD_Marsac_EBLT | 300 | 121 | 120 | 158 | 120 | 160 | 120 | 213 | 209 | 212 | 209 |
| DVD_Marsac_EBR | 300 | 121 | 120 | 159 | 120 | 160 | 120 | 213 | 210 | 213 | 210 |
| DVD_Marsac_WBLT | 2500 | 38 | 89 | 40 | 447 | 40 | 86 | 40 | 132 | 39 | 497 |
| DVD_Marsac_WBR | 2500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DoePass_MDriveway_NBL | 200 | - | - | - | - | - | - | 23 | 186 | 23 | 186 |
| DoePass_MDriveway_NBR | 200 | - | - | - | - | - | - | 23 | 186 | 23 | 186 |
| DoePass_MDriveway_EBT | 270 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_MDriveway_EBR | 270 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_MDriveway_WBL | 80 | - | - | - | - | - | - | 44 | 149 | 44 | 150 |
| DoePass_MDriveway_WBT | 80 | - | - | - | - | - | - | 44 | 150 | 44 | 150 |
| DoePass_EDriveway_NBL | 200 | - | - | - | - | - | - | 45 | 82 | 45 | 81 |
| DoePass_EDriveway_NBR | 200 | - | - | - | - | - | - | 46 | 83 | 46 | 82 |
| DoePass_EDriveway_SBL | 200 | - | - | - | - | - | - | 25 | 31 | 25 | 35 |
| DoePass_EDriveway_SBR | 200 | - | - | - | - | - | - | 24 | 31 | 24 | 34 |
| DoePass_EDriveway_EBL | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_EBT | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_EBR | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_WBL | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_WBT | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DoePass_EDriveway_WBR | 80 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_NDriveway_NBL | 275 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_NDriveway_NBT | 275 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_NDriveway_SBT | 1200 | - | - | - | - | - | - | 38 | 0 | 61 | 0 |
| DVDE_NDriveway_SBR | 1200 | - | - | - | - | - | - | 38 | 0 | 61 | 0 |
| DVDE_NDriveway_EBL | 200 | - | - | - | - | - | - | 23 | 80 | 23 | 82 |
| DVDE_NDriveway_EBR | 200 | - | - | - | - | - | - | 23 | 80 | 23 | 82 |
| DVDE_SDriveway_NBL | 110 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_SDriveway_NBT | 300 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_SDriveway_SBT | 270 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_SDriveway_SBR | 270 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_SDriveway_EBL | 200 | - | - | - | - | - | - | 0 | 30 | 0 | 30 |
| DVDE_SDriveway_EBR | 200 | - | - | - | - | - | - | 0 | 30 | 0 | 30 |
| DVDE_Tunnel_NBT | 200 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_Tunnel_SBT | 300 | - | - | - | - | - | - | 0 | 0 | 0 | 0 |
| DVDE_Tunnel_EBL | 300 | - | - | - | - | - | - | 193 | 272 | 226 | 428 |

# Attachment D:
# Calibration Memorandum

FEHR PEERS

# MEMORANDUM

Date: October 2, 2024

To: Park City Municipal Corporation, Engineering

From: Fehr & Peers

**Subject:** **Snow Park Transportation Impact Study – Existing Conditions Model Calibration Memo**

*UT24-2481*

The purpose of this memorandum is to provide details of the calibration of existing conditions of the simulation model developed for the proposed Snow Park Village. This memorandum is a supplement to the Snow Park Village Traffic Impact Study (TIS), October 2024.

As mentioned in Section 2.2 of the TIS, traffic operations for the project site were modeled in Vissim, a microsimulation traffic analysis software. Vissim was used in order to model characteristics included in the proposed design such as a new transit hub, a shared mobility lane that only allows buses in the winter season, pick-up/drop-off operations, transit operations, and intersection operations.

It is important that microsimulation models be validated against existing conditions. A validated existing conditions model provides analysts with more confidence that projected 'plus project' conditions are correct. Without proper validation, inaccuracies in the base model could propagate into the future year scenarios. For this study, it was necessary to focus the validation on weekend AM and PM peak hour conditions to reflect a busy peak winter season weekend for the resort. For this study, the following metrics were evaluated for calibration:

- Volumes served at the study intersections
- Intersection LOS and delays
- Visual queueing and congestion compared to observed conditions

**Figure 1** illustrates existing conditions of the Snow Park Village and surrounding area with labels for roadways and parking lots.




**Figure 1: Existing Roadway Conditions**

# Volume Calibration

The vehicle volumes served at each study intersection was measured to compare against observed vehicles from the traffic data collection. Calibration targets presented in the *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software* (2004), published by the Federal Highway Administration (FHWA) were used for volume calibration for this model. GEH statistic is a formula used in traffic engineering for comparing two sets of volumes; in this case, the modeled vs. observed volumes. The calibration targets presented by FHWA are shown in **Table 1.** Note that the targets are presented for a freeway model but was applied for intersection volumes for this study.

**Table 1: Model Calibration Criteria**

| Criteria and Measures | Calibration Acceptance Targets |
|---|---|
| **Hourly Flows, Model Versus Observed** | |
| Individual Link (Intersection) Flows | |
| Within 15%, for 700 veh/h<Flow<2700 veh/h | >85% of cases |
| Within 100 veh/h, for Flow<700 veh/h | >85% of cases |
| Within 400 veh/h, for Flow>2700 veh/h | >85% of cases |
| Sum of All Link (Intersection) Flows | Within 5% of sum of all link (intersection) counts |
| GEH Statistic < 5 for Individual Link (Intersection) Flows | >85% of cases |
| GEH Statistic for Sum of All Link (Intersection) Flows | GEH < 4 for sum of all link counts |

Source: *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software (2004), Table 4 (FHWA)*.

The modeled and observed (demand) volumes are shown in **Table 2** below. The modeled served volumes at all approaches and all overall intersections were all within 100 vehicles for less than 700 vehicles/hour, or within 15% for vehicles between 700 and 2700 vehicles/hour for both AM and PM peak hours. All approaches and intersections also showed GEH statistic values less than 5 for both AM and PM peak hours. This suggests that volume calibration targets were met for the Snow Park Village model.

**Table 2: Existing 2024 Background Conditions Saturday AM & PM Peak Hour Intersection Volumes**

| Intersection | | | Saturday AM Peak Hour | | | | Saturday PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ID | Location | Approach | Demand Volume (vph) | Served Volume (vph) | % Volume Served | GEH | Demand Volume (vph) | Served Volume (vph) | % Volume Served | GEH |
| 1 | Deer Valley Dr West / Deer Valley Dr East | NB | 157 | 152 | 97% | 0.4 | 517 | 529 | 102% | 0.5 |
| | | SB | 953 | 940 | 99% | 0.4 | 421 | 412 | 98% | 0.4 |
| | | WB | 212 | 203 | 96% | 0.6 | 440 | 428 | 97% | 0.6 |
| | | **Overall** | **1,322** | **1,295** | **98%** | **0.7** | **1,378** | **1,369** | **99%** | **0.2** |
| 2 | Amber Rd / Deer Valley Dr East | SB | 16 | 16 | 100% | 0.0 | 29 | 29 | 99% | 0.0 |
| | | EB | 381 | 382 | 100% | 0.0 | 199 | 198 | 99% | 0.1 |
| | | WB | 198 | 190 | 96% | 0.6 | 421 | 411 | 98% | 0.5 |
| | | **Overall** | **595** | **587** | **99%** | **0.3** | **649** | **637** | **98%** | **0.5** |
| 3 | Solamere Dr / Deer Valley Dr East | SB | 106 | 106 | 100% | 0.0 | 74 | 74 | 99% | 0.1 |
| | | EB | 364 | 362 | 99% | 0.1 | 185 | 182 | 98% | 0.2 |
| | | WB | 127 | 116 | 91% | 1.0 | 445 | 436 | 98% | 0.4 |
| | | **Overall** | **597** | **584** | **98%** | **0.5** | **704** | **691** | **98%** | **0.5** |
| 4 | Deer Valley Dr East / Queen Esther Dr | NB | 110 | 98 | 89% | 1.2 | 451 | 444 | 98% | 0.4 |
| | | SB | 364 | 357 | 98% | 0.4 | 144 | 138 | 96% | 0.5 |
| | | WB | 76 | 76 | 100% | 0.0 | 76 | 76 | 100% | 0.0 |
| | | **Overall** | **550** | **530** | **96%** | **0.9** | **671** | **657** | **98%** | **0.5** |
| 5 | Deer Valley Dr East / Doe Pass Rd | NB | 256 | 241 | 94% | 1.0 | 413 | 410 | 99% | 0.1 |
| | | SB | 388 | 382 | 99% | 0.3 | 106 | 103 | 97% | 0.3 |
| | | EB | 1 | 0 | 0% | 1.4 | 73 | 72 | 99% | 0.1 |
| | | WB | 4 | 2 | 58% | 1.0 | - | - | - | - |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **Overall** | **649** | **625** | **96%** | **0.9** | **592** | **585** | **99%** | **0.3** |
| 6 | Deer Valley Dr West / Royal St | NB | 124 | 122 | 98% | 0.2 | 279 | 270 | 97% | 0.6 |
| | | SB | 582 | 562 | 97% | 0.8 | 307 | 298 | 97% | 0.5 |
| | | EB | 45 | 44 | 97% | 0.2 | 69 | 68 | 98% | 0.1 |
| | | **Overall** | **751** | **728** | **97%** | **0.9** | **655** | **635** | **97%** | **0.8** |
| 7 | Deer Valley Dr West / Doe Pass Rd | NB | 133 | 129 | 97% | 0.4 | 275 | 265 | 97% | 0.6 |
| | | WB | 12 | 12 | 102% | 0.1 | 325 | 323 | 99% | 0.1 |
| | | **Overall** | **145** | **141** | **97%** | **0.4** | **600** | **588** | **98%** | **0.5** |
| 8 | Mellow Mountain Rd / Deer Valley Dr | NB | 13 | 13 | 100% | 0.0 | 11 | 11 | 98% | 0.1 |
| | | SB | 18 | 18 | 100% | 0.0 | 8 | 8 | 104% | 0.1 |
| | | EB | 946 | 932 | 99% | 0.5 | 436 | 427 | 98% | 0.4 |
| | | WB | 322 | 311 | 97% | 0.6 | 916 | 916 | 100% | 0.0 |
| | | **Overall** | **1,299** | **1,274** | **98%** | **0.7** | **1,371** | **1,362** | **99%** | **0.2** |
| 9 | Deer Valley Dr / Marsac Ave | NB | 249 | 248 | 99% | 0.1 | 551 | 536 | 97% | 0.6 |
| | | SB | 1,248 | 1,230 | 99% | 0.5 | 1,096 | 1,052 | 96% | 1.4 |
| | | EB | 27 | 25 | 91% | 0.5 | 29 | 27 | 94% | 0.3 |
| | | WB | 361 | 343 | 95% | 1.0 | 936 | 931 | 99% | 0.2 |
| | | **Overall** | **1,885** | **1,845** | **98%** | **0.9** | **2,612** | **2,546** | **97%** | **1.3** |

# Intersection LOS and Delay

**Table 3** displays the existing average Level of Service (LOS) and delay at the study intersections for the weekend AM and PM peak hours. It is important to note the following regarding these results:

- The reported LOS and average delay is based on conditions during the busiest 15-minute interval of each peak hour (per the Highway Capacity Manual (HCM) standards for calculating LOS).
- For the roundabout, the reported LOS and delay is the weighted average of all vehicles passing through a given intersection. However, this averaging of delay may not align with a driver's experience driving through the intersection, since the driver is on a single approach.
- For two-way stop controlled (TWSC) intersections, the LOS and delay for the worst movement is reported (per the HCM standards).

**Table 3: Snow Park Village Saturday AM and PM Peak Hour Existing Level of Service**

| Intersection | | | LOS / Average Delay (sec/veh) | |
|---|---|---|---|---|
| ID | Location | Traffic Control | AM Peak Hour | PM Peak Hour |
| 1 | Deer Valley Dr West / Deer Valley Dr East | TWSC | 19 / C | 58 / F |
| 2 | Amber Rd / Deer Valley Dr East | TWSC | 9 / A | 229 / F |
| 3 | Solamere Dr / Deer Valley Dr East | TWSC | 11 / B | 11 / B |
| 4 | Deer Valley Dr East / Queen Esther Dr | TWSC | 11 / B | 9 / A |
| 5 | Deer Valley Dr East / Doe Pass Rd | TWSC | 66 / F | 14 / B |
| 6 | Deer Valley Dr West / Royal St | TWSC | 13 / B | 11 / B |
| 7 | Deer Valley Dr West / Doe Pass Rd | TWSC | 9 / A | 72 / F |
| 8 | Mellow Mountain Rd / Deer Valley Dr | TWSC | 17 / C | 39 / E |
| 9 | Deer Valley Dr / Marsac Ave | Roundabout | 17 / C | 42 / E |

As shown in **Table 3**, the following study intersections currently operate worse than the established LOS D threshold. These include:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the

free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS E, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS E in the PM peak hour
    - This is caused by the queues between the Marsac roundabout and the Y-intersection, making it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS E in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

# Visual Queueing and Congestion

The following key locations were observed to have queueing and congestion issues currently in the study area, as also reflected in the LOS and delay results in **Table 3**:

- Deer Valley Drive East / Doe Pass Road - AM peak hour
    - The parking operations at Lot 5 slow down the speeds of vehicles entering Doe Pass Road, causing queues from vehicles turning onto Doe Pass Road on Deer Valley East Drive. The model was coded to add friction on Doe Pass Road to simulate the observed queuing and delays. **Figure 2** below shows the observed vs. modeled queues at this intersection.



**Figure 2: Observed vs. Modeled Queues at Deer Valley Drive East / Doe Pass Road in the AM Peak Hour**

- Deer Valley Drive East / Deer Valley Drive West (Y-intersection) – PM Peak Hour
    - A slow, constant rolling queue is observed between the Marsac roundabout and the Y-intersection in the PM peak hour. This queue backs up past the Y-intersection, causing high delays and queues for the stop-controlled westbound approach. Also, when this congestion occurs, it was observed that the free-flow vehicles on the northbound approach allow for the westbound vehicles to make a turn as a "zipper merge", also causing queues and delays on the northbound approach.
    - The following aspects were coded into the Vissim model to replicate the observed queueing and congestion:

- Slower speeds along Deer Valley Drive between the Marsac roundabout the Y-intersection
- Additional vehicles at the Y-intersection on the northbound and westbound approaches to account for latent demand (vehicles stuck in the queue at the end of the data collection peak hour)
- Priority rule on the northbound approach to allow for the "zipper merge" when the intersection is congested

- **Figure 3**, **Figure 4**, and **Figure 5** below show the observed vs. modeled queues at the Y-intersection, Deer Valley Drive East / Solamere Drive, and Deer Valley Drive West / Doe Pass Road, respectively.



**Figure 3: Observed vs. Modeled Queues at the Y-intersection in the PM Peak Hour**



**Figure 4: Observed vs. Modeled Queues at Deer Valley Drive West / Doe Pass Road in the PM Peak Hour**



**Figure 5: Observed vs. Modeled Queues along Deer Valley Drive East at Solamere Drive in the PM Peak Hour**



# Snow Park Village

## Construction Mitigation Plan

November 6, 2024

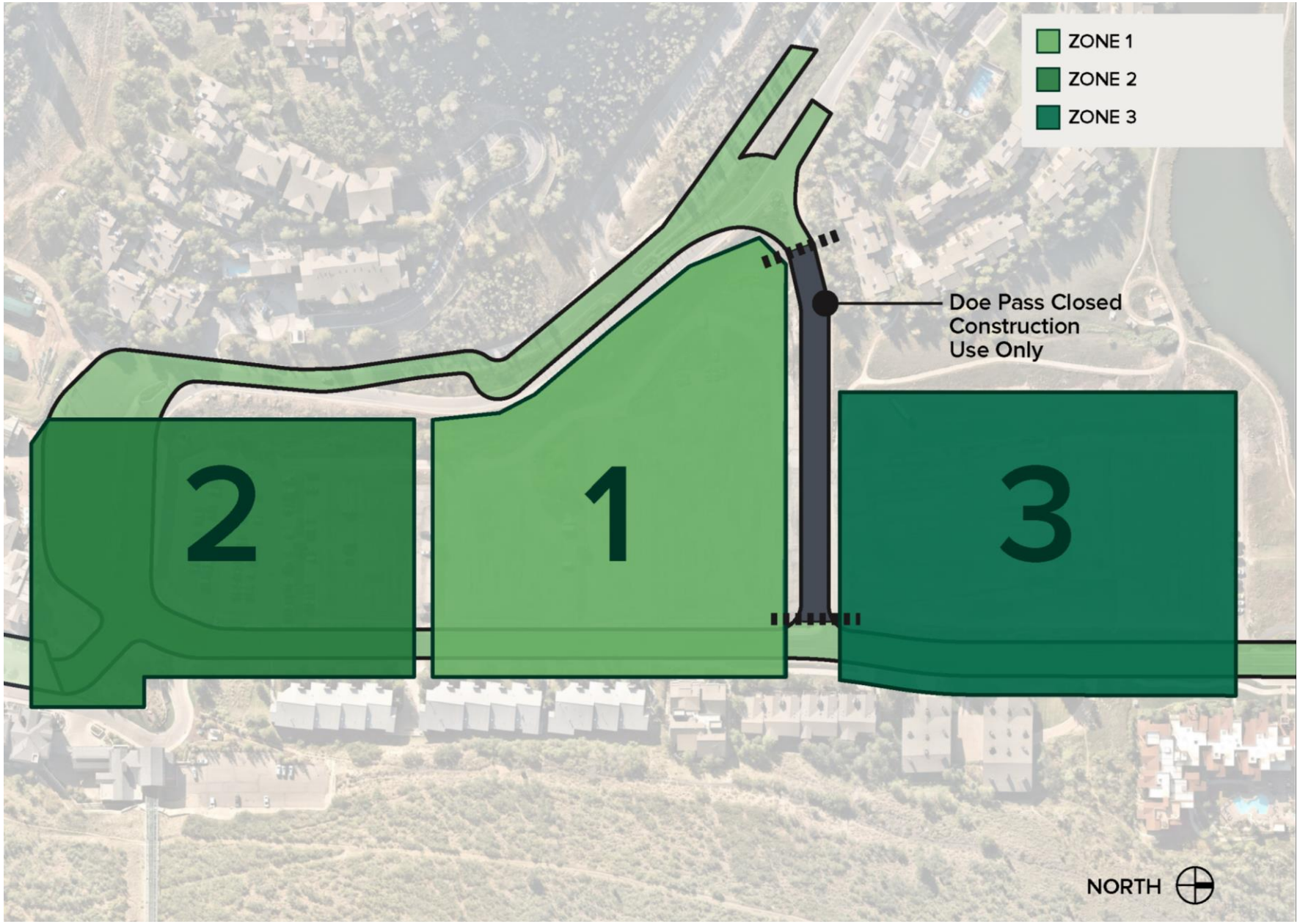
# 01

# Construction Mitigation Plan + Phasing



CONSTRUCTION MITIGATION PLAN TIMELINE

# Major Milestones




**2024**

- Design & Entitlement in Process
- Ongoing Public Engagement

**2025 - 2027**

- **May 2025** - Groundbreaking for Zone 1 of the Garage & Infrastructure
- 2026 – Zone 1 & 2 of the Garage under construction
- **2027** – Completion of Zone 1 and Zone 2 Garage construction & Commencement of Zone 3 garage construction

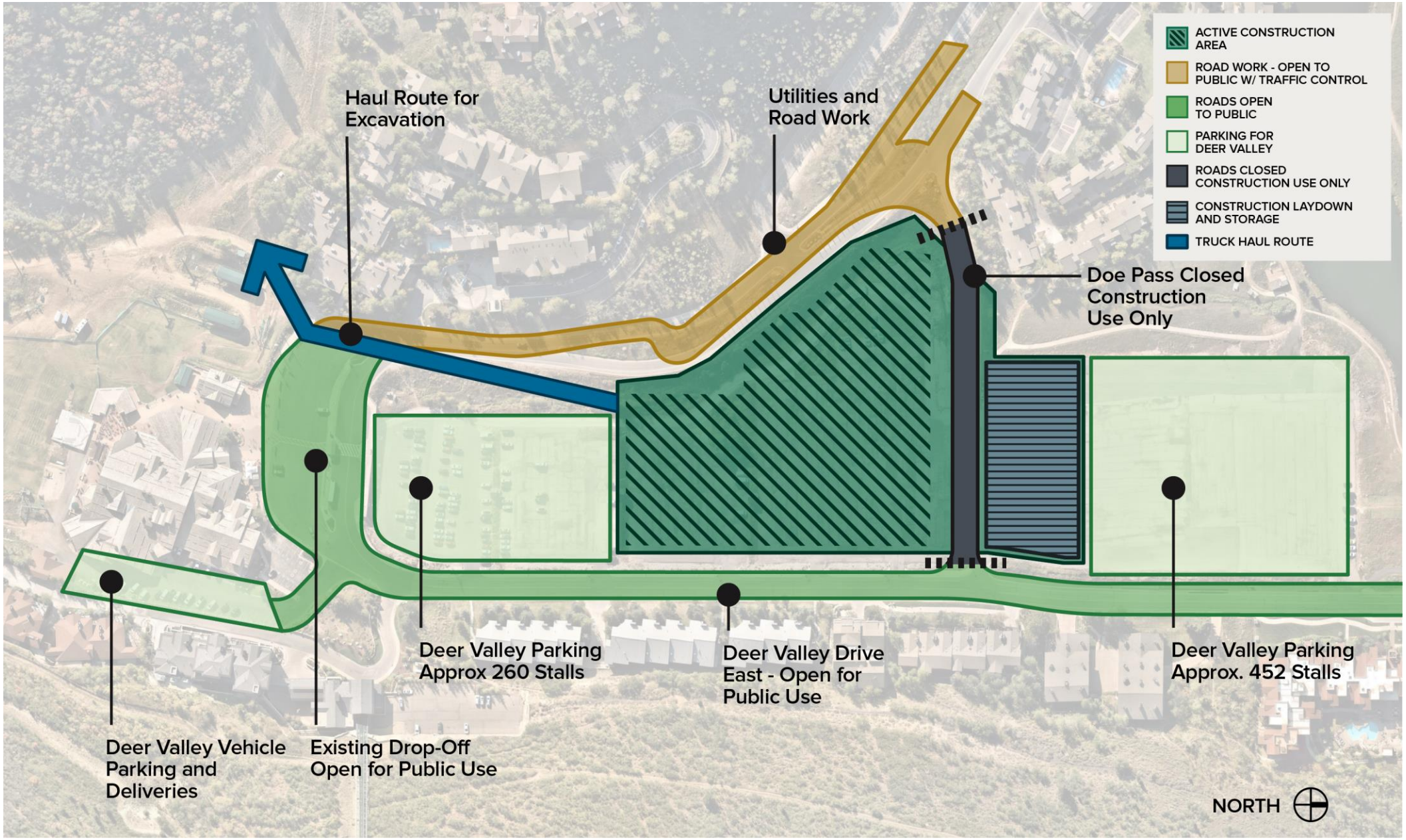
**2028 - 2030**

- **2028-2030** - Vertical Village construction of the hotel, residences, event center and retail. Completed in phases South to North (Zones 2, 1, then 3)
- **2029** - Expanded Ski Beach & Silver Lake Gondola

**2034 PARK CITY HOSTS THE WINTER OLYMPIC GAMES**

CONSTRUCTION MITIGATION PLAN

# Summer 2025




**ROADWAY**

- Roadwork will be on Deer Valley Drive West. Access will be maintained while roadway is under construction.
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

**DROP-OFF**

- The existing drop-off will be open as is for public use.
- Bus Routes not anticipated to be disrupted along the loop.

**UTILITIES**

- Significant utility work will be in process along Deer Valley Drive West, including replacement of the main Sanitary Line from the Y in.
- Specifics will be provided as work is further sequenced.

**PARKING**

- Total parking spaces: 712
- Lots 1, 2, 5 & 6 will be available for Parking.
- Lots 3 & 4 and Doe Pass Road will be closed for construction

**HAULING**

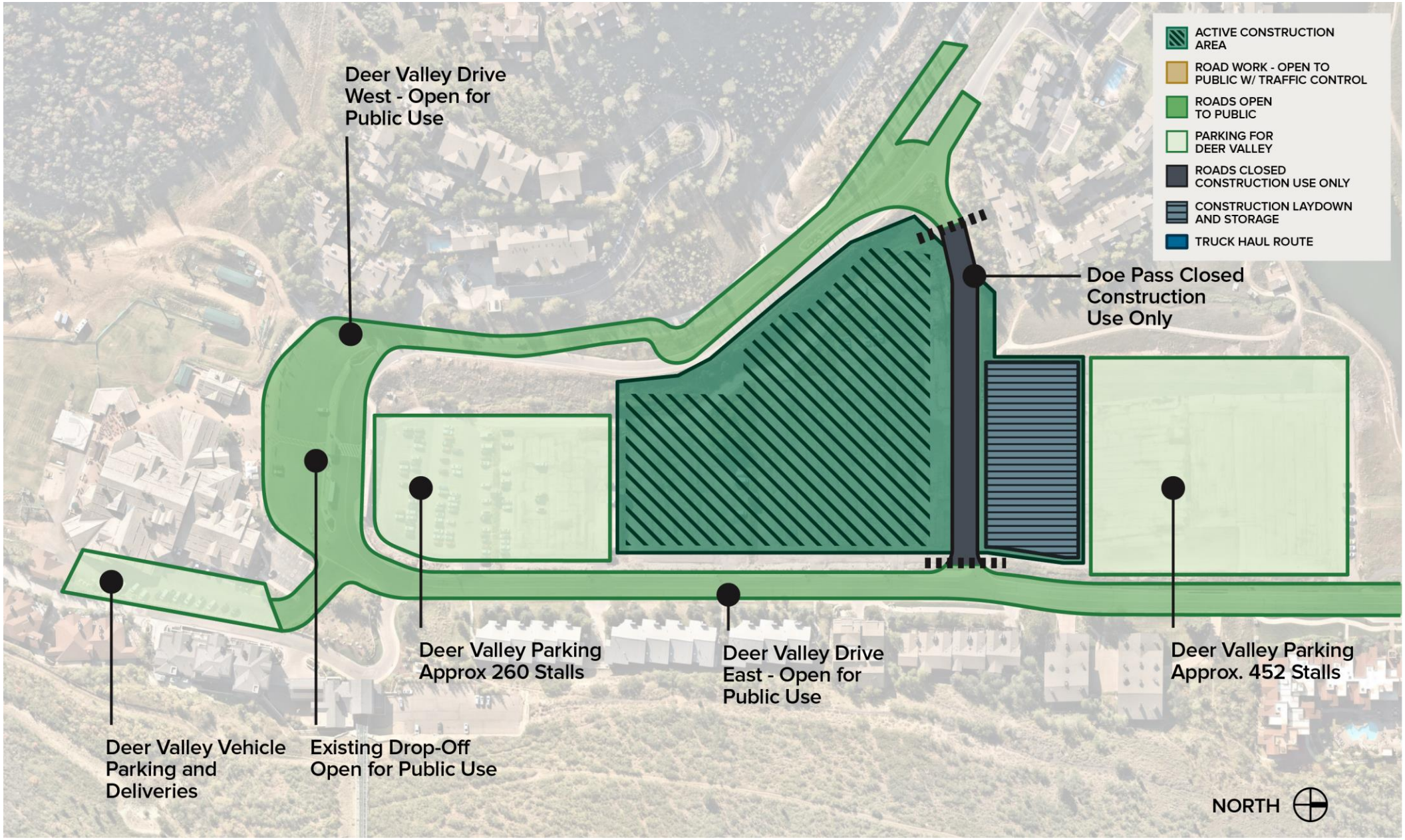
- Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

**ON-MOUNTAIN IMPACTS**

- Deer Valley will work to limit any impacts to on-mountain activities.

CONSTRUCTION MITIGATION PLAN

# Ski Season 2025/2026




**ROADWAY**

- All roadways open during ski season. No roadway construction activities
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

**DROP-OFF**

- The existing drop-off will be open as is for public use.
- Bus Routes not anticipated to be disrupted along the Loop.

**UTILITIES**

- No utility work in roadways during Ski Season.

**PARKING**

- Total parking spaces: 712
- Lots 1, 2, 5 & 6 will be available for Parking.
- Lots 3 & 4 and Doe Pass Road will be closed for Construction

**HAULING**

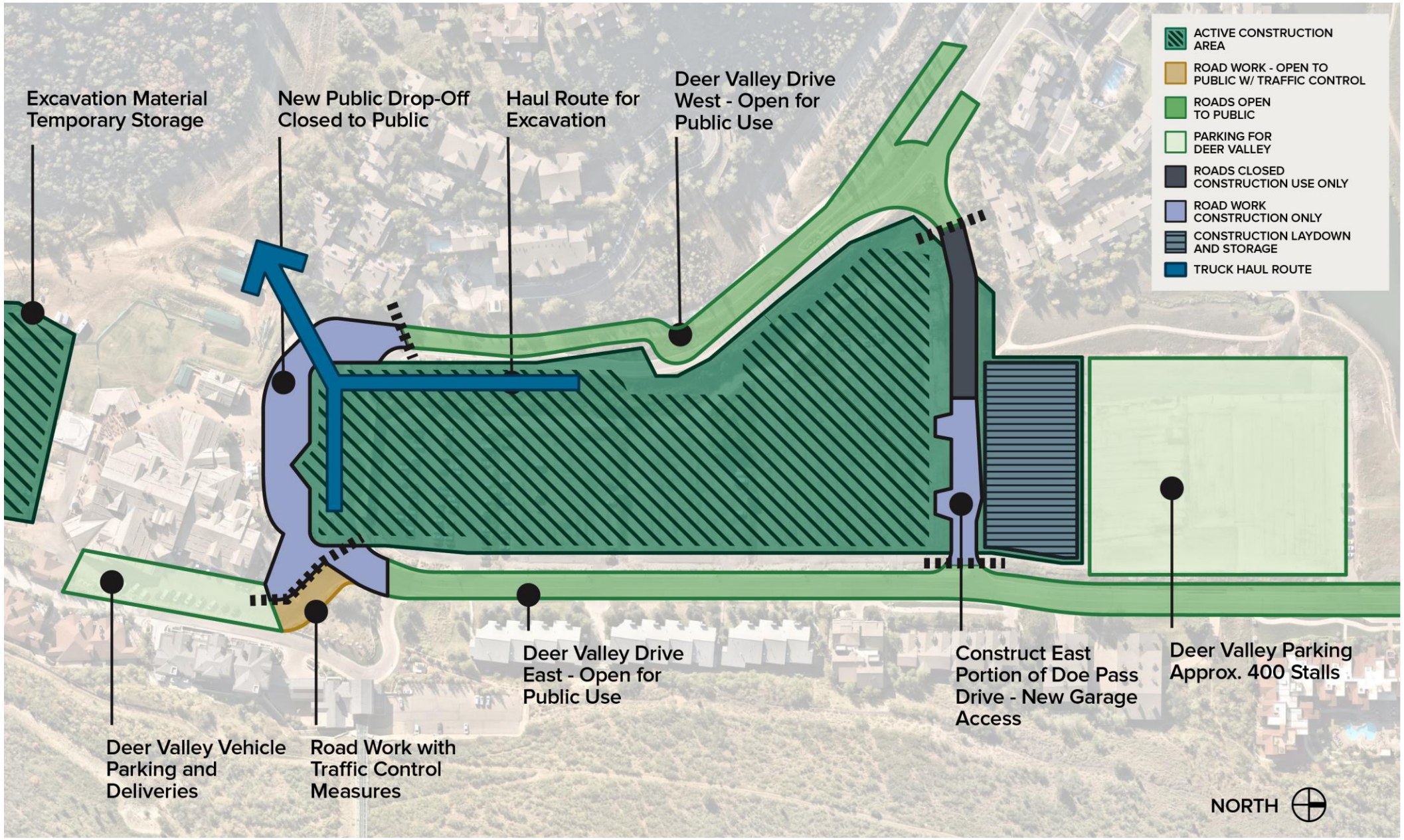
- No dirt hauling during Ski Season

**ON-MOUNTAIN IMPACTS**

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

# Summer 2026




**ROADWAY**

- •Temporary drop-off zone near Snow Park Lodge will be under construction. Roadway will terminate in either direction at dashed black line. Traffic will not be able to continuously travel around loop. Deer Valley will have access to turnarounds on either side of the road, but discourage vehicles from traveling to those dead ends with signage at convenient turn around points.
- •Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

**DROP-OFF**

- •Temporary drop-off under construction

**UTILITIES**

- •Utility work will take place only in construction zones.

**PARKING**

- •Total parking spaces: 400
- •Lots 5 & 6 will be available for Parking.
- •Lots 1, 2, 3 & 4 and Doe Pass Road will be closed for Construction

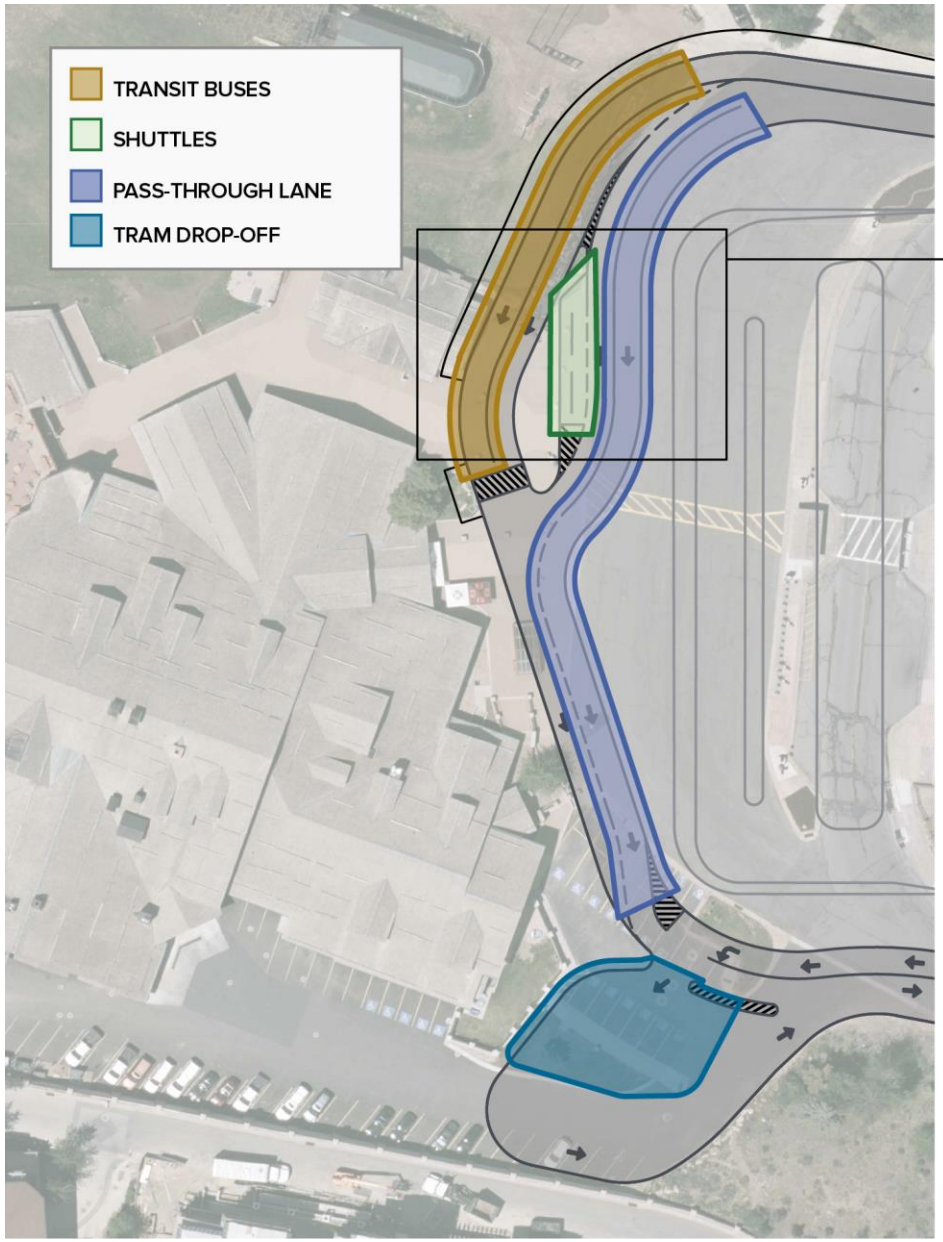
**HAULING**

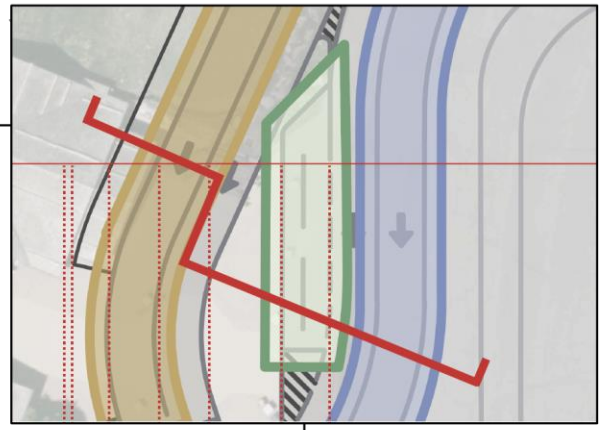
- •Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

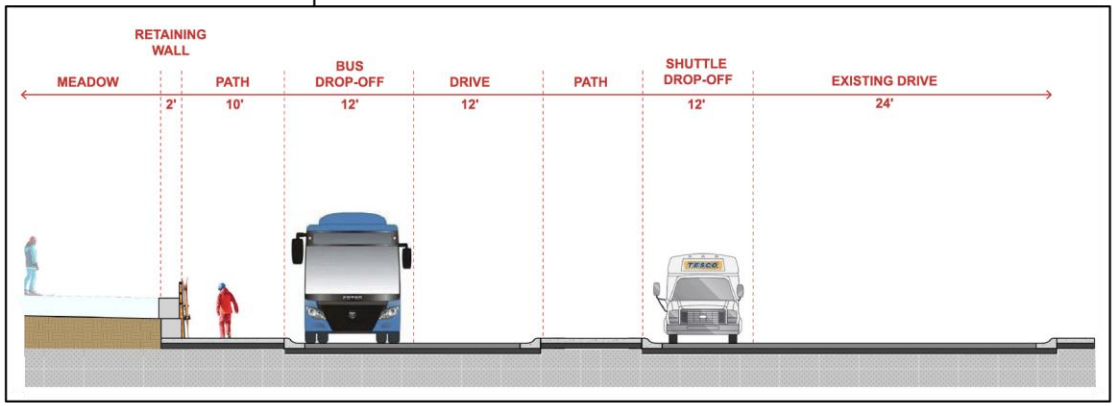
**ON-MOUNTAIN IMPACTS**

- •Deer Valley will work to limit any impacts to on-mountain activities. No summer concerts will be hosted.

# November 2026 - May 2028






**TEMPORARY DROP-OFF**
The temporary drop-off will be operated in one direction from West to East. The one-way roadway will begin after the Trails End intersection.

**GOLD**
The gold area indicates the area that Transit buses will drop off in the temporary drop off. This area can fit 5 buses

**GREEN**
The green area shows where Deer Valley shuttles will drop off. This area has a capacity of 2 to 3 vehicles at a time

**PURPLE**
This lane is a one direction, pass-through lane.

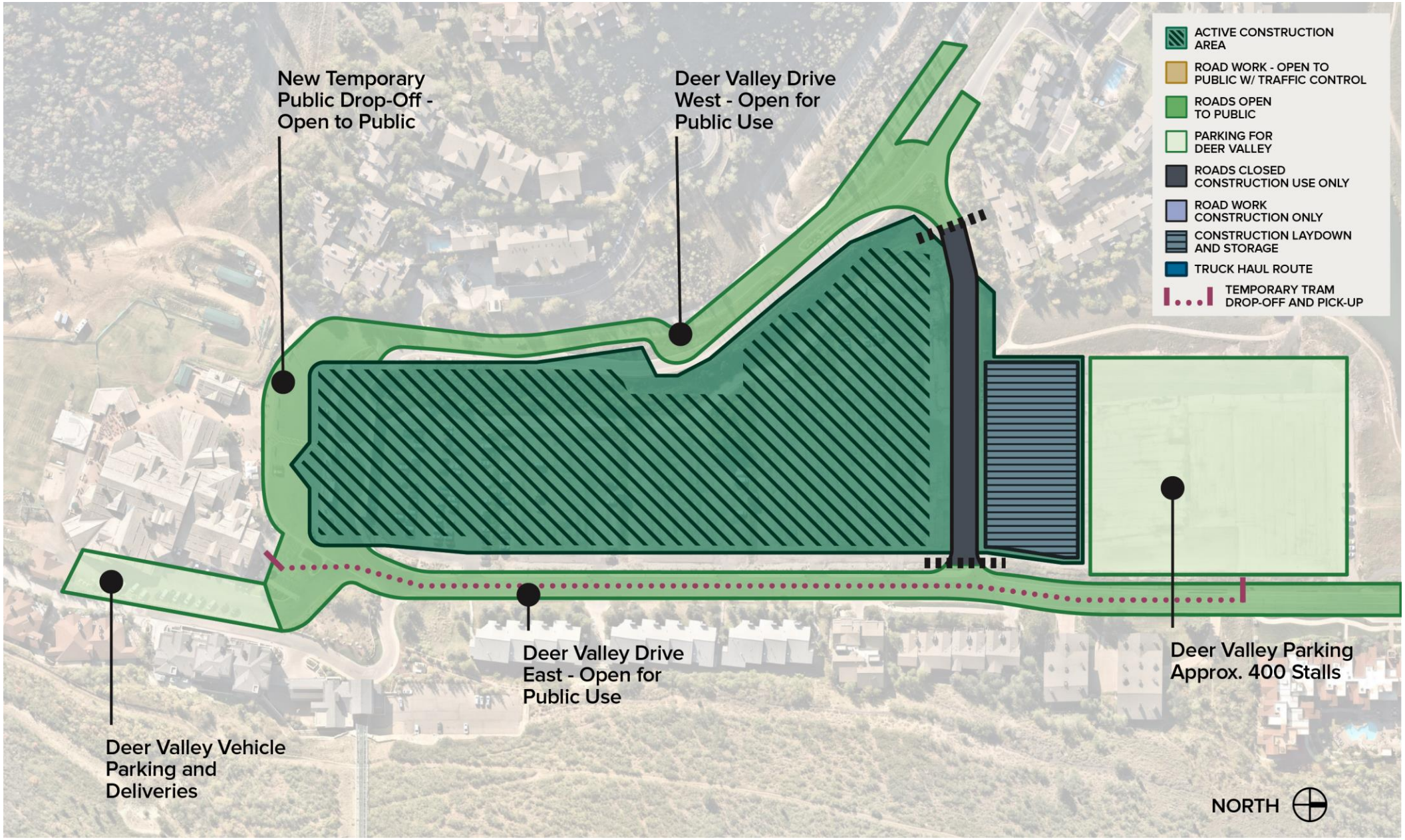
**BLUE**
This area shows the area that the Deer Valley trams will drop guests off that are coming from the parking lot and temporary drop off.

# November 2026 - May 2028



CONSTRUCTION MITIGATION PLAN

# Ski Season 2026/2027




**ROADWAY**

- Roadway open, vehicle travel from west to east only after Trails End driveway.
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

**DROP-OFF**

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.
- Temporary passenger vehicle drop off will be in Lots 5 & 6.

**UTILITIES**

- No utility work in roadways, only within limits of construction site

**PARKING**

- Total parking spaces: 400
- Lots 5 & 6 will be available for Parking.
- Lots 1, 2, 3 & 4 and Doe Pass Road will be closed for Construction

**HAULING**

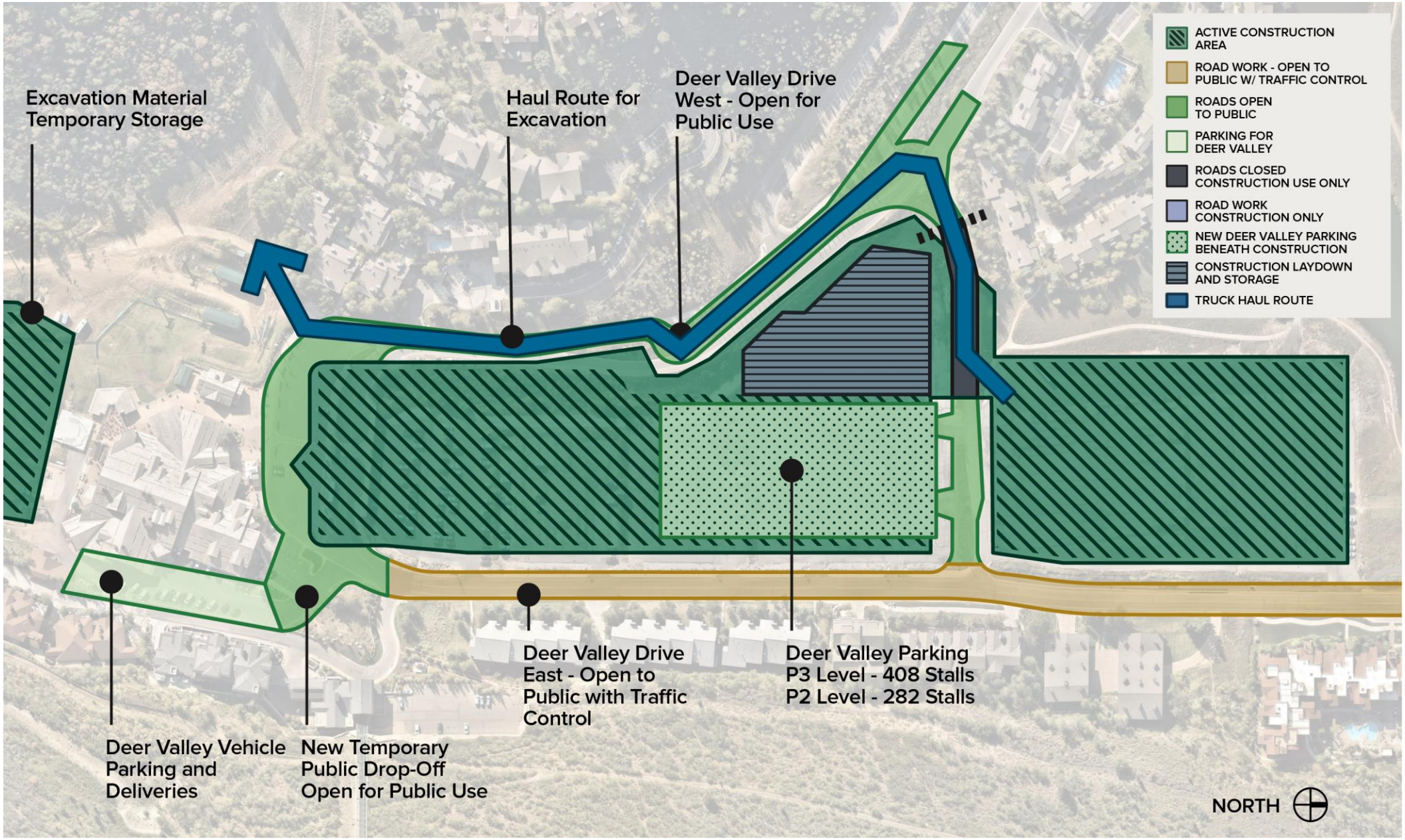
- No dirt hauling during Ski Season

**ON-MOUNTAIN IMPACTS**

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

# Summer 2027




**ROADWAY**

- Roadwork will be on Deer Valley Drive East and at Y intersection. Access will be maintained while roadway is under construction.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

**DROP-OFF**

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.

**UTILITIES**

- Utility work on Deer Valley Drive East and North, with temporary traffic control measures in place.

**PARKING**

- Total parking spaces: 690
- Parking garage and Doe Pass Road will be partially open.
- Lots 5 & 6 will be closed for construction

**HAULING**

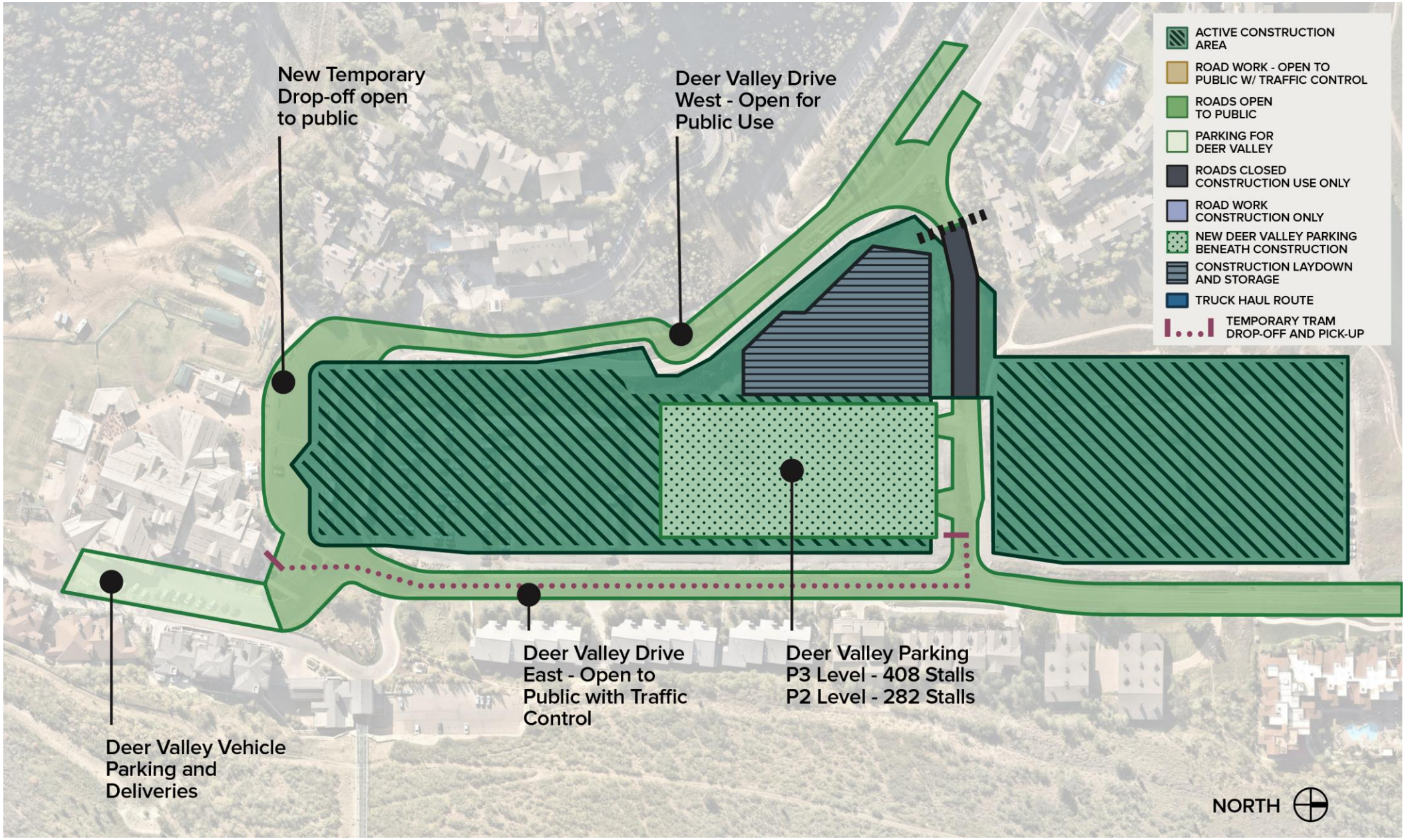
- Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

**ON-MOUNTAIN IMPACTS**

- Deer Valley will work to limit any impacts to on-mountain activities. No summer concerts will be hosted.

CONSTRUCTION MITIGATION PLAN

# Ski Season 2027-2028




**ROADWAY**

- Roadway open, vehicle travel from west to east only after Trails End driveway.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

**DROP-OFF**

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.

**UTILITIES**

- No utility work in roadways. Only within limits of construction.

**PARKING**

- Total parking spaces: 690
- Parking garage and Doe Pass Road will be partially open.
- Lots 5 & 6 will be closed for construction

**HAULING**

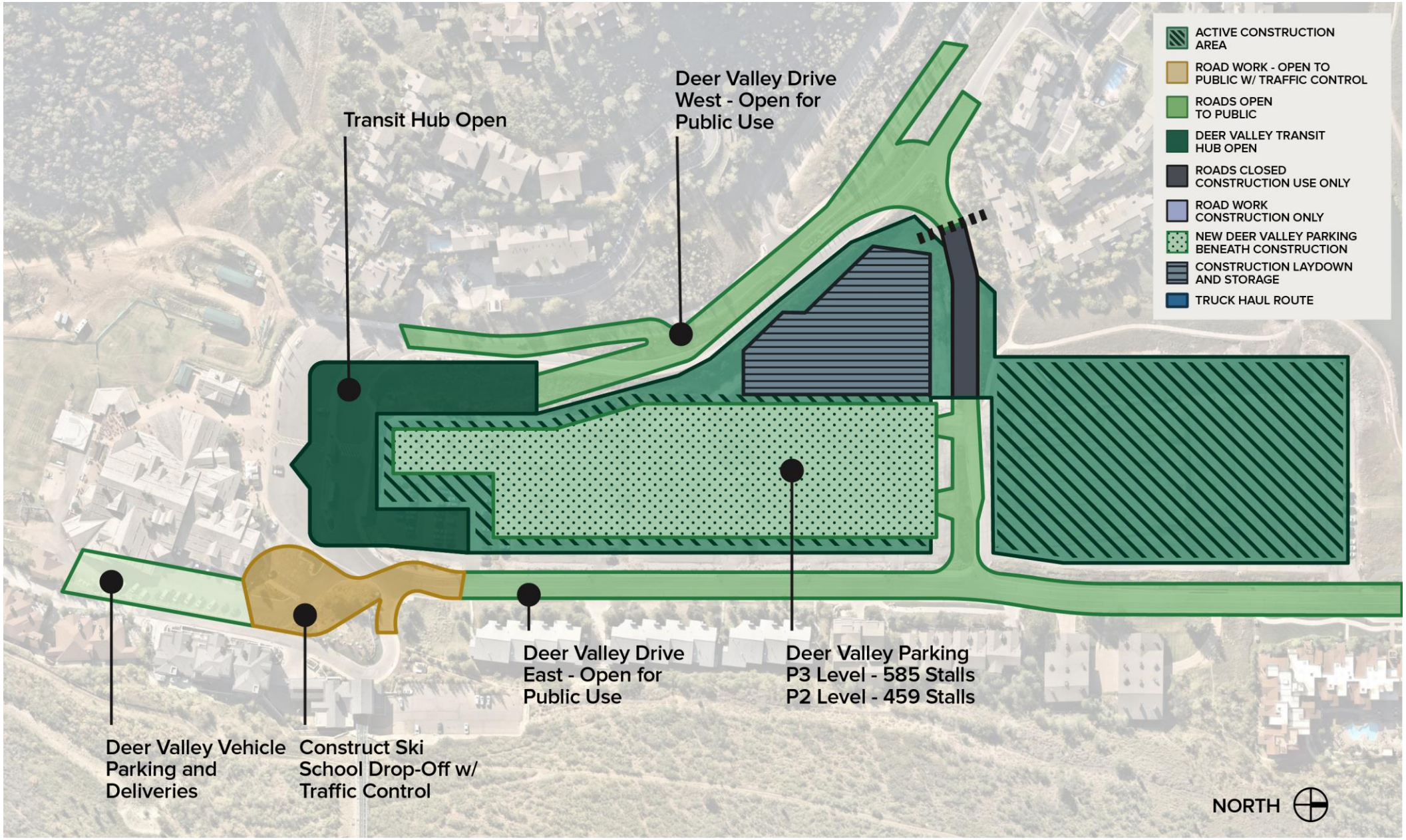
- Hauling for project finished.

**ON-MOUNTAIN IMPACTS**

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

# Summer 2028




**ROADWAY**

- Roadwork will be on Deer Valley Drive East towards the south end.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

**DROP-OFF**

- New Transit Center will be open to public.

**UTILITIES**

- Minimal utility work, only within the ski school drop-off area, with traffic control measures.

**PARKING**

- Total parking spaces: 1,044
- Parking garage and Doe Pass Road will be partially open.

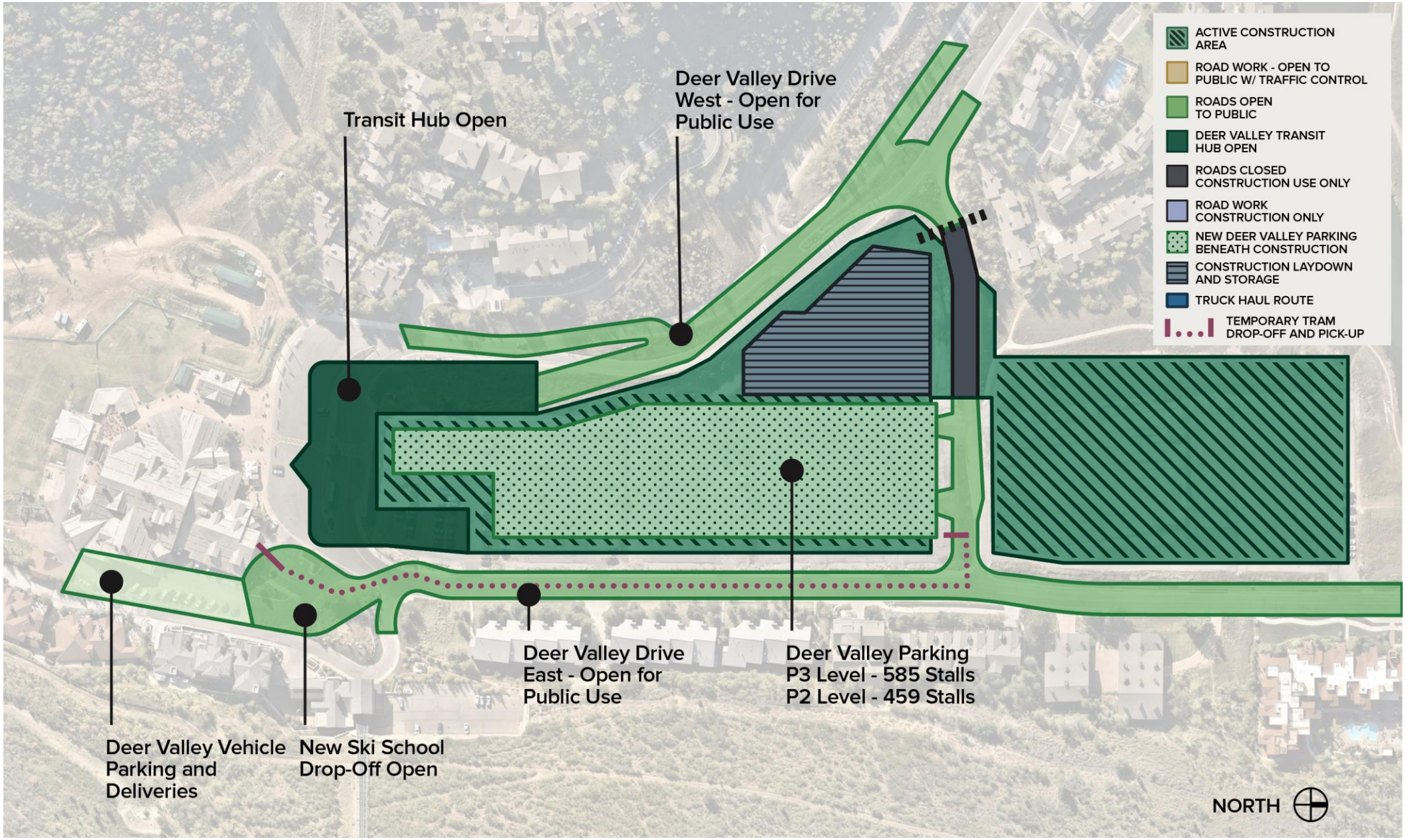
**HAULING**

- Hauling for project finished.

**ON-MOUNTAIN IMPACTS**

- Deer Valley will work to limit any impacts to on-mountain activities.

# Ski Season 2028-2029




**ROADWAY**

- Roadway open, new circulation pattern in effect.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

**DROP-OFF**

- New Transit Center will be open to public.

**UTILITIES**

- No utility work in the roadways.

**PARKING**

- Total parking spaces: 1,044
- Parking garage and Doe Pass Road will be partially open.

**HAULING**

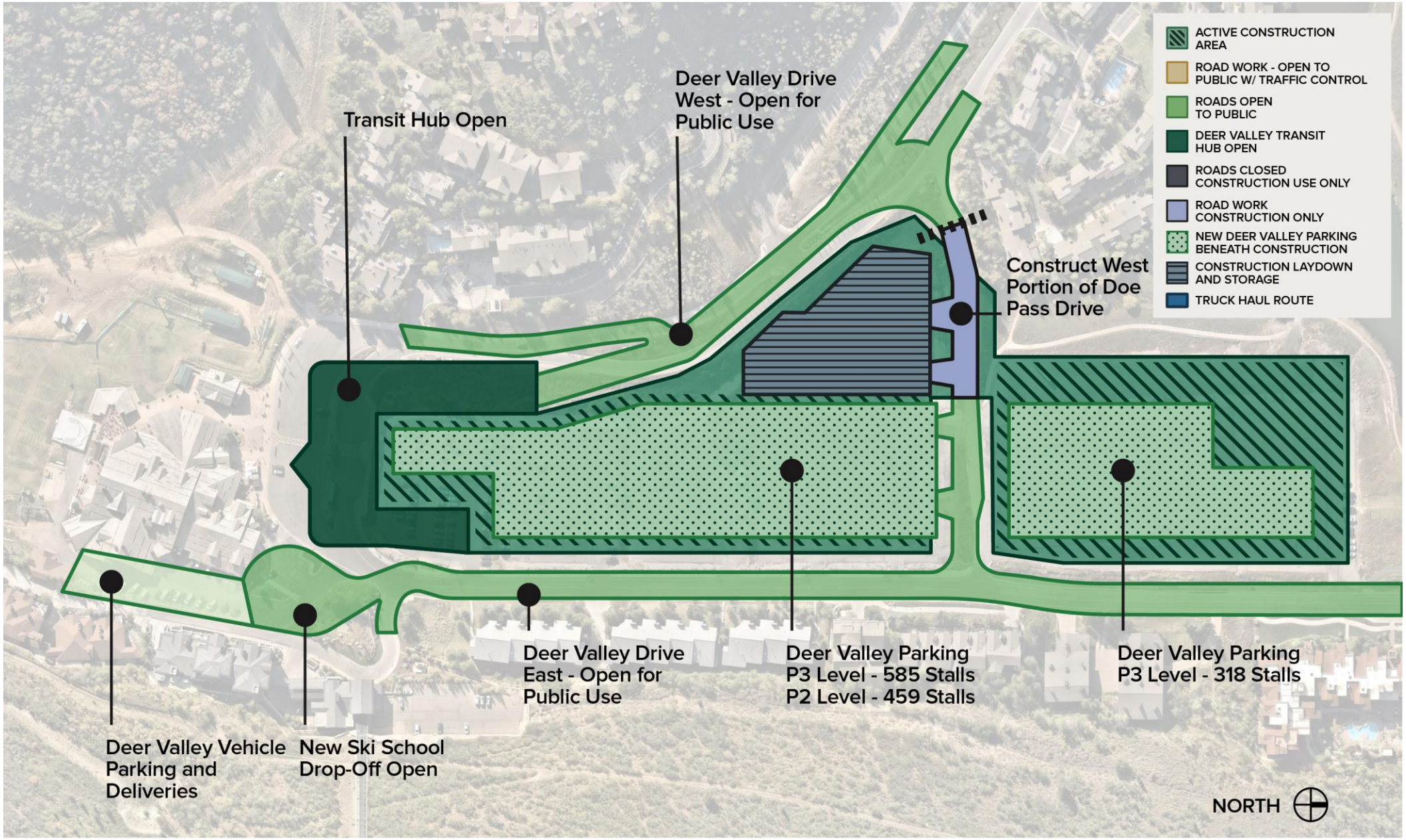
- Hauling for project finished.

**ON-MOUNTAIN IMPACTS**

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

# Summer 2029




**ROADWAY**

- Roadway open, new circulation pattern in effect.
- Portion of Doe Pass Road under construction.

**DROP-OFF**

- New Transit Center will be open to public.

**UTILITIES**

- No utility work in the roadways.

**PARKING**

- Total parking spaces: 1,362
- Parking garage and Doe Pass Road will be partially open.

**HAULING**

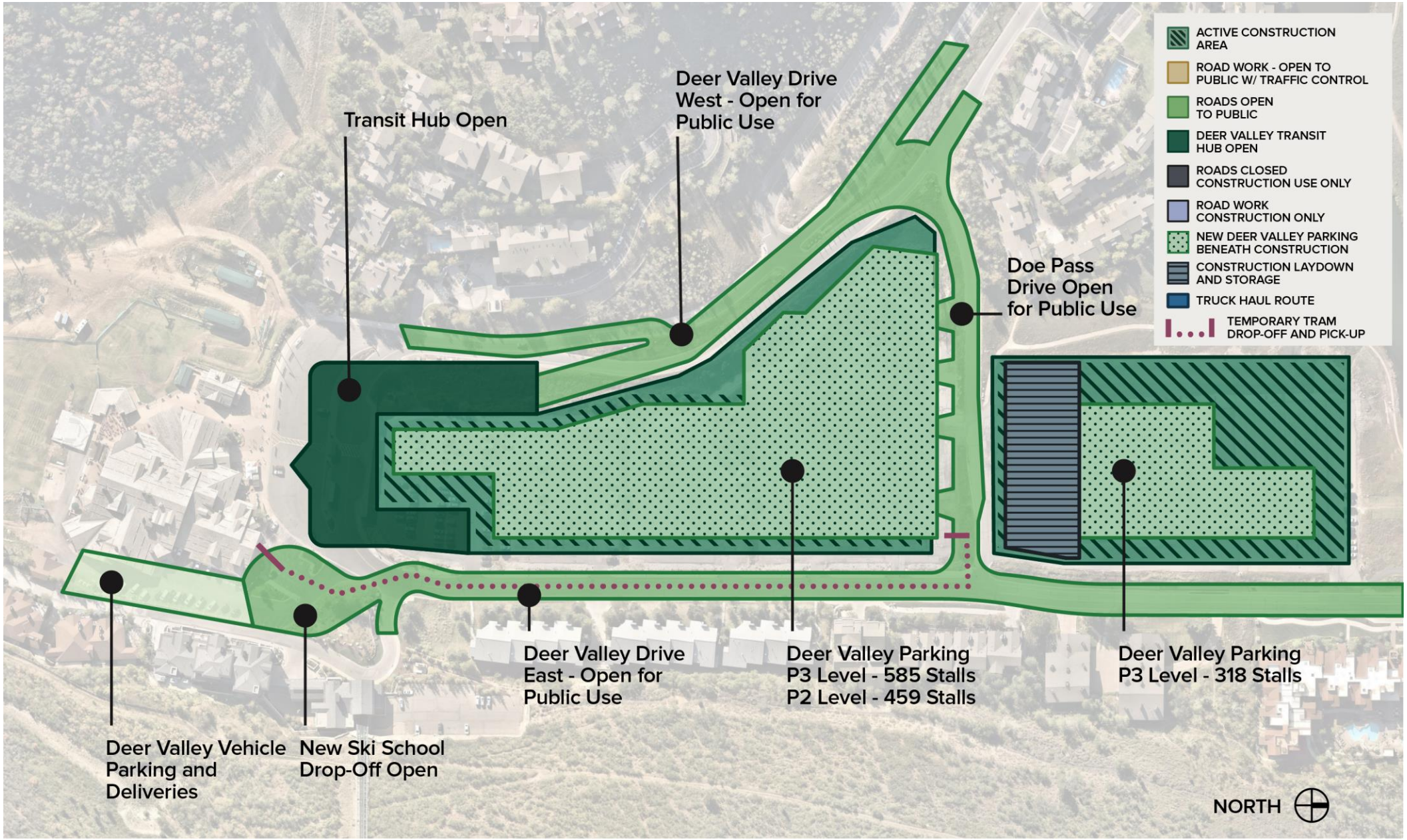
- Hauling for project finished.

**ON-MOUNTAIN IMPACTS**

- Deer Valley will work to limit any impacts to on-mountain activities.

CONSTRUCTION MITIGATION PLAN

# Ski Season 2029-2030




**ROADWAY**

- Roadway open, new circulation pattern in effect.
- Doe Pass Road fully open.

**DROP-OFF**

- New Transit Center will be open to public.

**UTILITIES**

- No utility work to take place during this time

**PARKING**

- Total parking spaces: 1,362
- Parking garage will be partially open.

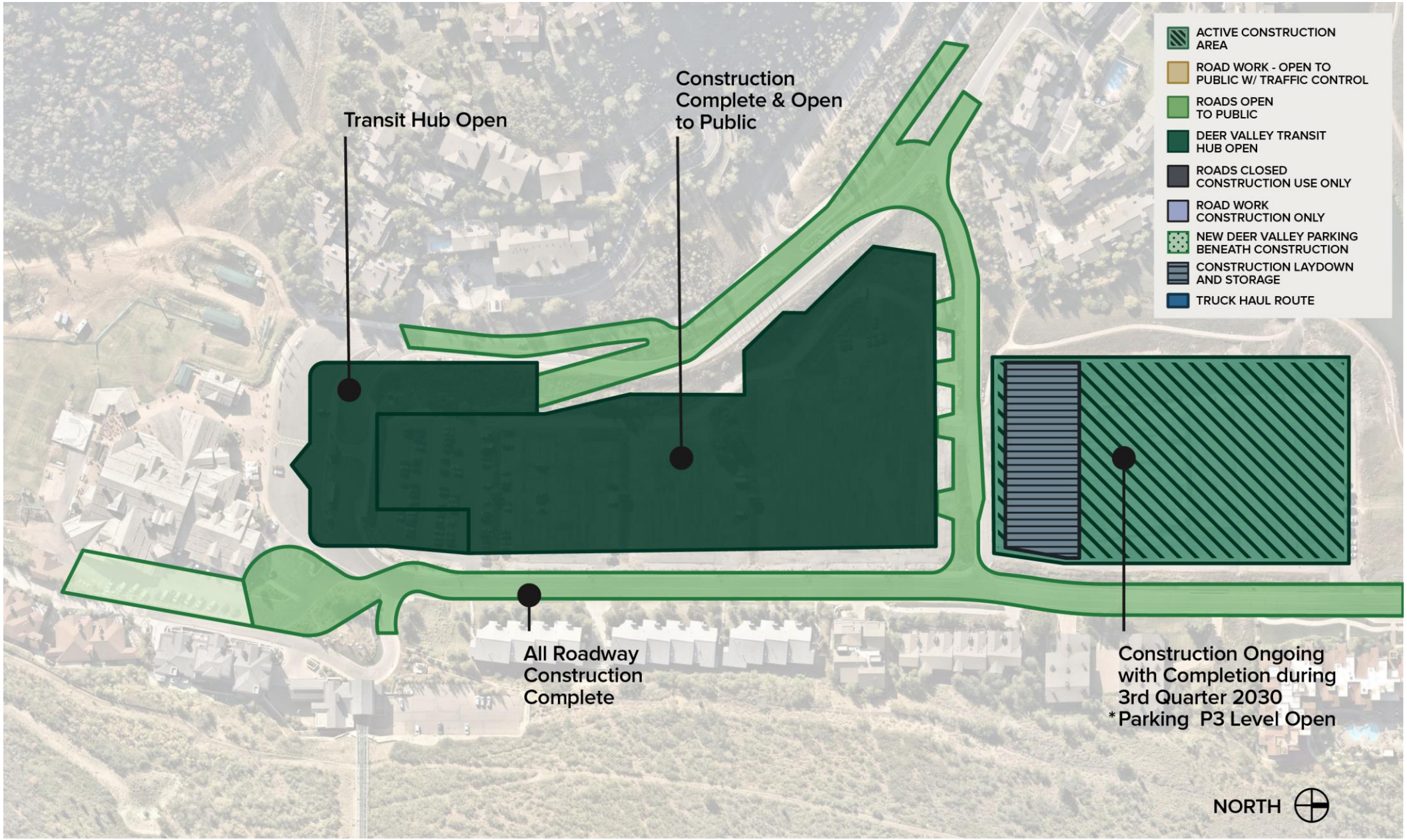
**HAULING**

- Hauling for project finished.

**ON-MOUNTAIN IMPACTS**

- Deer Valley will work to limit any impacts to on-mountain activities.

# Summer 2030




**ROADWAY**

- Roadway open, new circulation pattern in effect.
- Doe Pass Road fully open.

**DROP-OFF**

- New Transit Center will be open to public.

**UTILITIES**

- No utility work to take place during this time.

**PARKING**

- Total parking spaces: 1,971
- Parking garage fully open.

**HAULING**

- Hauling for project finished.

**ON-MOUNTAIN IMPACTS**

- Deer Valley will work to limit any impacts to on-mountain activities.

# 02

# Off-site Parking



# Parking – Offsite

## Ski Seasons: 2025/2026, 2026/2027, 2027/2028

**1. RICHARDSON FLAT PARK & RIDE**

Deer Valley intends to utilize Richardson Flat Park & Ride for a portion of off-site parking during construction each year. This parking will include:

- Employees
- Guests
- Construction workers

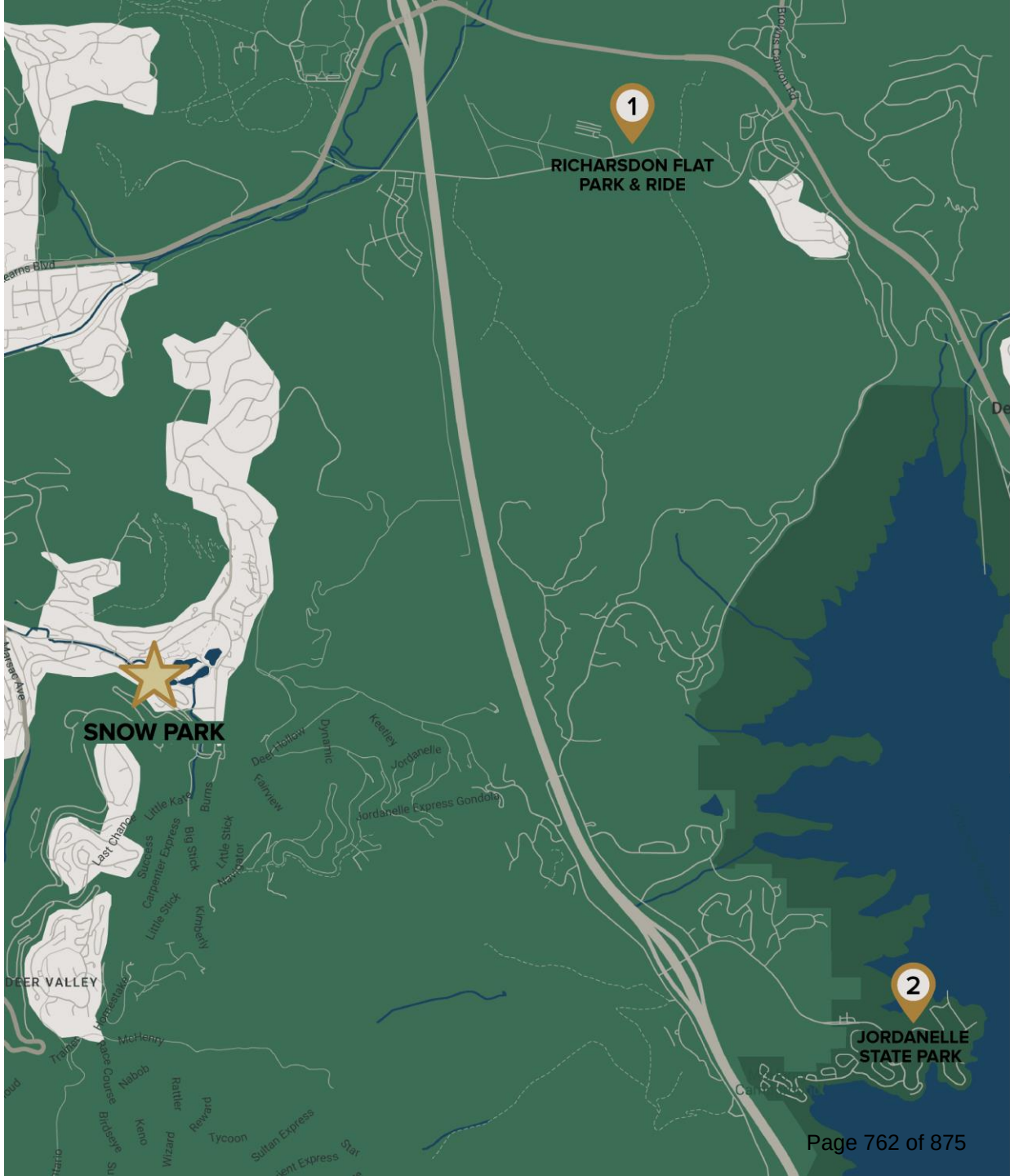
Deer Valley will continue to work with our partners at the City to evaluate the number of parking stalls that can be used each year.

**2. JORDANELLE STATE PARK**

Deer Valley will also utilize the Jordanelle State Park parking lots for a portion of off-site parking during construction each year. This parking will include:

- Employees
- Guests

Deer Valley will provide private shuttles from Jordanelle State Park to Deer Valley East Village and Snow Park Lodge.

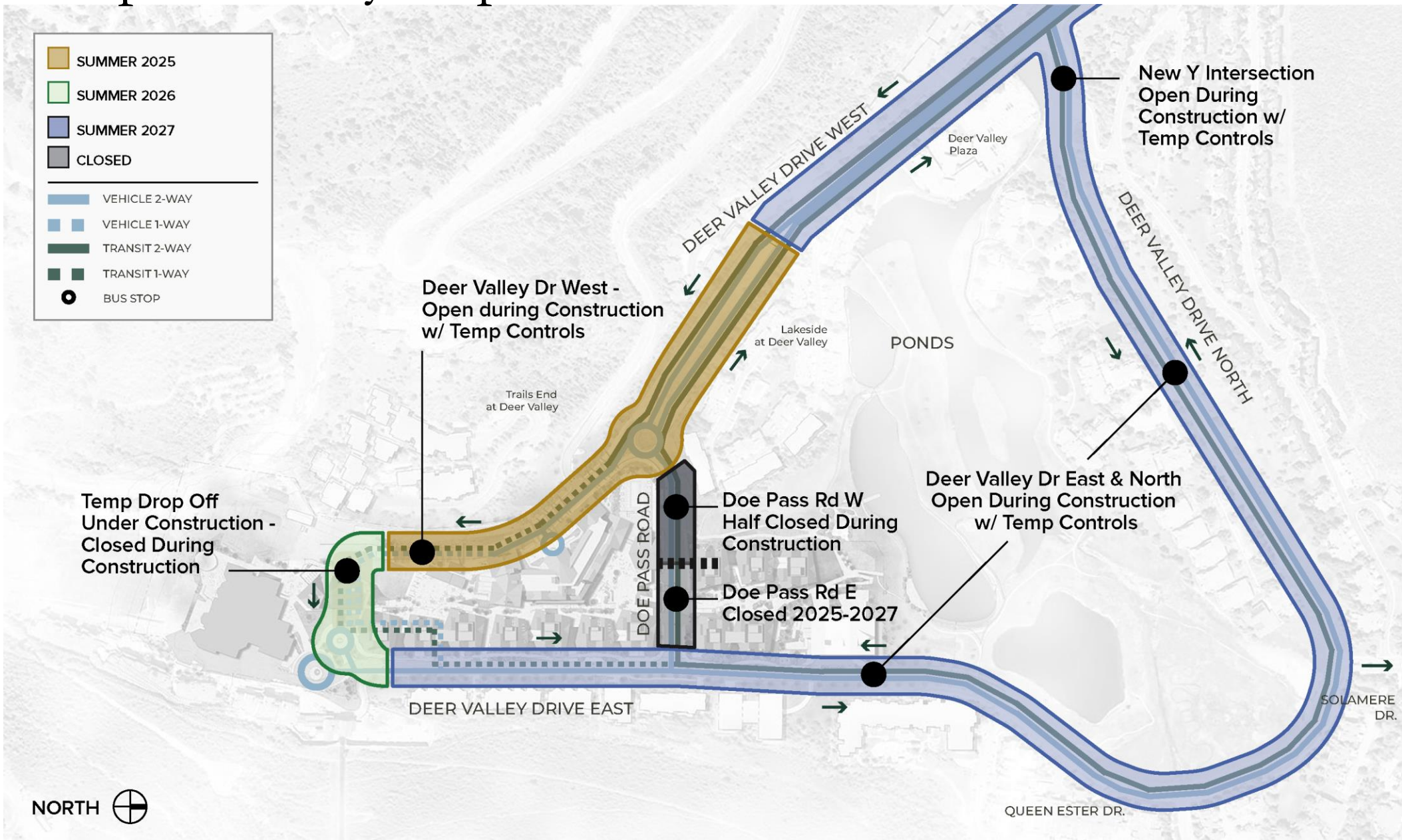


# 03

# Roadway Improvements



# Loop Roadway Improvements




**SUMMER 2025**

Deer Valley Dr West - open during construction w/ temp controls.

**SUMMER 2026**

Temp Drop Off under construction - closed during construction.

**SUMMER 2027**

Deer Valley Dr East & North & New Y intersection - open during construction w/ Temp Controls

**2025-2027**

Doe Pass Rd - East Half, Closed During Construction 2025-2027

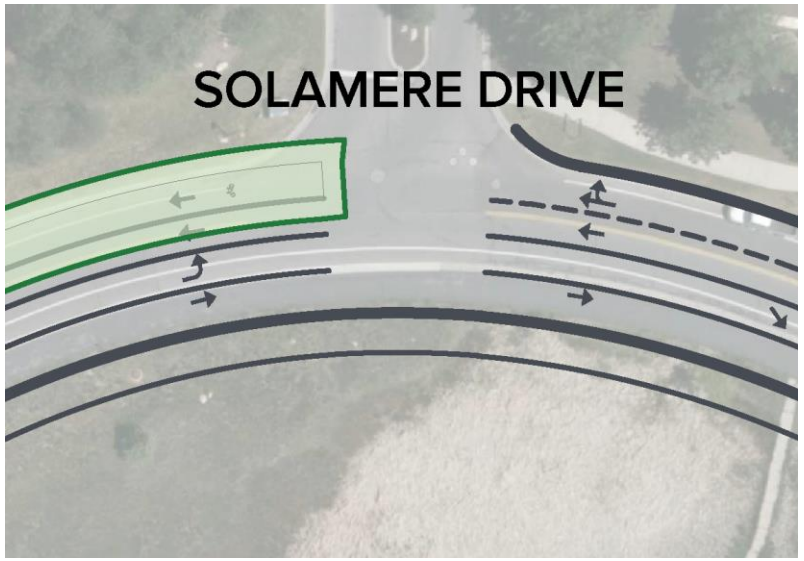
**2025-2030**

Doe Pass Rd – West Half, Closed During Construction 2025-2030

# Intersections

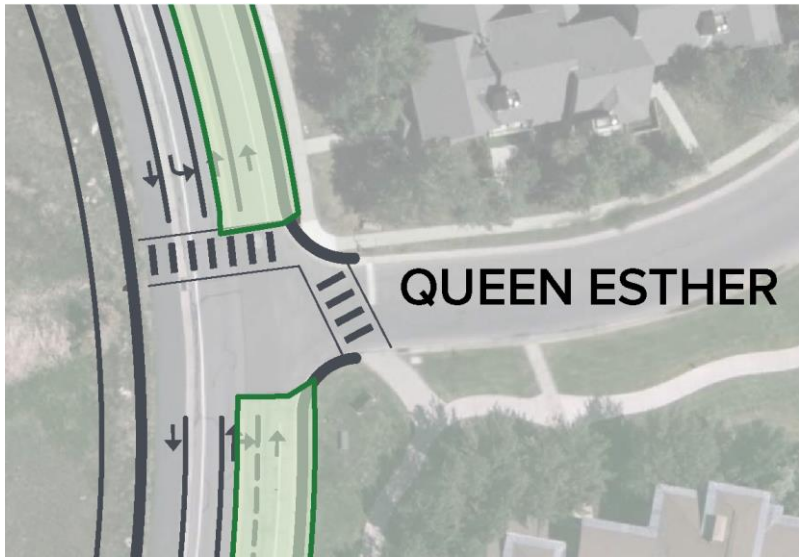
The Snow Park Village project includes road improvements on the Loop Road, Solamere Drive and Queen Esther intersections, and traffic signal at Y Intersection.

- **A traffic control plan will be developed and will consist of the following measures: reducing the two-lane road to one lane during construction (when required), shift** traffic lanes to one side, using temporary traffic signals and flaggers, and necessary signage and traffic cones. This setup will allow us to safely manage the new road work and allowing **continuous access to adjacent properties and roads**.
- This work will be scheduled during the off-season, from May to October 2027. **Each intersection will take 8-12 weeks to be completed** and we will phase them sequentially to avoid impacting more than one intersection at a time.











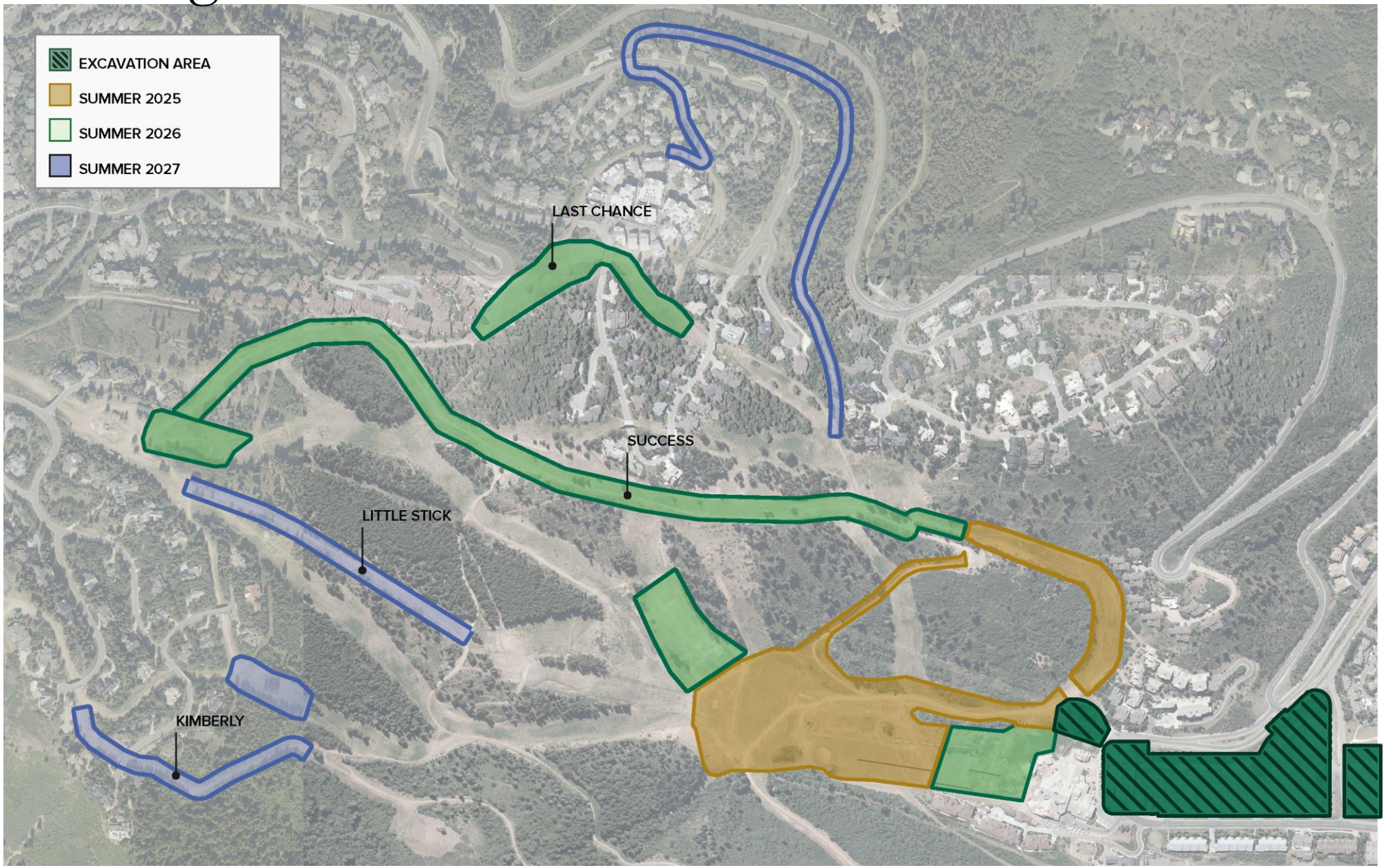

# 04

# Excavation & Hauling



MASS EXCAVATION PLAN

# Hauling Routes




**SUMMER 2025**

195k CY

**SUMMER 2026**

224k CY

**SUMMER 2027**

48k CY

**SUMMARY**

- Total of 467,000 CY Excavated
- Trucks off Roadway
- Reduced Impact/ Dust
- Sustainability

# 05

# General Conditions



# Construction Requirements

## HOURS OF OPERATION

In compliance with Park City requirements, construction hours of operation will generally be 7am to 4:30pm, 6 days per week, Monday through Saturday. Holidays during Christmas to NY Week, Sundance week and Presidents Day, as well as other federal holidays will be observed.

## TRAFFIC CONTROL PLANS

Traffic Control Plans will be developed with temporary control measures implemented to maintain access to all neighborhood communities. These will be communicated to stakeholders on a frequent basis.

## NOISE MITIGATION PLANS

Construction activities will comply with Park City's Noise Ordinance requirements and noise mitigation plans will be developed. The General Contractor will also monitor and record decibel readings daily.

## COMMUNICATION MECHANISMS

Consistent communication of construction impacts to the community, guests, and staff through our owned channels, including website , social media, and email newsletters. In addition to earned & paid media placements, town halls and supporting direct outreach to specific communities being impacted.



# Snow Park Village



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.<br><br>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.

FEHR PEERS

# MEMORANDUM

Date: October 23, 2024

To: Rebecca Ward

From: Fehr & Peers

**Subject: Response to Park City Planning Commission and Staff Comments**

*UT24-2481*

**1. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.**

There are two components to this analysis. First, is the anticipated parking demand for the residential and commercial use of the 611 parking spaces. Second, is the parking demand for the day skier parking affecting the 1,360 parking spaces.

***Table 1*** *shows the comparison of the proposed parking allocation by land use and the required parking by the Land Management Code. As shown in* ***Table 1****, the total proposed parking (excluding the day-skier/staff parking) is 15% less than the calculated required parking from the Land Management Code. The retail, event barn, and support land uses for the hotel (food & beverage, meeting space/ballroom, spa) present opportunities for shared parking with the day skiers and other users.*

**Table 1: Proposed Parking Allocation Compared to LMC Requirements**

| Use | Quantity of Land Use | LMC Parking Requirement | Final Allocation | Percent Change | Notes on Shared Parking |
|---|---|---|---|---|---|
| Condo[1] | 100 units | 200 | 156 | -22% | |
| Retail[2] | 30,000 s.f. | 90 | - | - | Parking for retail has an opportunity for shared parking with day skiers and other users. |
| Event Barn[3] | 15,000 s.f. (250 attendees) | 63 | 65 | 3% | Events occurring at the event barn will be in the afternoon/evenings, where shared parking with day skiers and other users will occur. |
| Hotel | 120 rooms | 120 | 115 | -52% | The parking for the food and beverage, meeting space/ballroom, and spa for the hotel has an opportunity for shared parking with day skiers and other users. |
| F&B | 8,000 s.f. | 40 | | | |
| Meeting/Ballroom | 8,000 s.f. | 40 | | | |
| Spa | 8,000 s.f. | 40 | | | |
| Storage | N/A | - | 15 | - | |
| Ski Club[4] | 15,000 s.f. (500 members) | 125 | 260 | 108% | |
| **TOTAL** | | **718** | **611** | **-15%** | |

Notes:
1. Assumed all dwelling units are over 2,000 s.f.
2. Assumed from Park City code: Retail & Service Commercial, Minor, Personal Service
3. Assumed from Park City code: Recreation Facility, Private or HOA for a 250-attendee event.
4. Assumed from Park City code: Recreation Facility, Private or HOA for a 500-member club.
Source: Fehr & Peers, 2024.

*Furthermore, day skier and staff parking will be adequately accommodated at the proposed 1,360 spaces. This is due to the paid parking program, remote parking, visitor parking information on VMS and an app, and coordination with offsite parking resources. . Taken together, less day skier parking will be required. Further, staff parking will be dynamic and vary based on guest demand. For those days when the lot will be full, staff will be notified to park at off-site areas including, the newly jointly funded parking lot at Richardson Fat and/or other parking lots outside of the jurisdiction with shuttle or bus service. Otherwise, staff may be able to use some of the excess parking in the day skier area.*

*The use of the 611 commercial parking spaces will be adequate and is based on a conceptual use of the allocated UEs and square footage under existing entitlements. The final uses won't be*

*known until an application is made for Phase 2 of the project when those uses will be finalized. It would be reasonable to analyze the allocation of the 611 commercial parking spaces at the time of reviewing the Phase 2 application.*

**2. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy parking.**

*Per the December 7, 2023, Letter of Intent, parking for the Snow Park Village will be a paid system. This follows a trend in the ski industry. However, the number and novelty of paid programs has made relevant peer data hard to come by. Park City Mountain Resort (PCMR) has provided valuable insights into the experience with paid parking. During the 2022/23 season, a $30 parking fee was implemented at PCMR on weekends and holidays, with reductions or waived fees for vehicles with four or more passengers. In a 2023 season recap, PCMR staff reported that an average of 64% of visitors carpooled to avoid the parking fee, and 15% of skiers arrived by transit. Additionally, an increase in parking at offsite lots and a decrease in parking at PCMR lots was observed, indicating that visitors were exploring alternative transportation options. This shift toward carpooling, public transit, and alternate parking locations positively impacts traffic levels in and around PCMR.*

*Solitude Mountain Resort (SOL) has focused efforts to reduce traffic within Big Cottonwood Canyon over recent seasons. They initially implemented a paid parking system during the 2019/20 season but still faced issues due to a lack of parking supply. On their busiest days, they would turn away over 500 vehicles who were unable to find parking, which led to a considerable number of vehicles in the canyon, unnecessarily. To address this, SOL paired paid parking with a reservation system, fully rolling it out during the 23/24 season. This combination, along with Brighton Resort's similar system, reduced drive times within the canyon by as much as 60%, except during challenging weather or road conditions. Additionally, SOL saw significant growth in average vehicle occupancy—upwards of 57% on peak days—thanks to discounts on parking fees for full cars (4+), which decreased the number of vehicles in the canyon and their parking lots. They also experienced a surge in transit demand among day-skiers that far exceeded supply, which they aim to bolster in the coming years. Beyond targeting day-skiers, SOL made substantial investments to enhance employee transportation through dedicated employee-only shuttles. This initiative provided nearly 19,000 rides to employees, significantly reducing the number of cars in the canyon and their parking lots. Solitude Mountain Resort's comprehensive approach not only improved parking efficiency and reduced traffic within the canyon, but also contributed to a more sustainable and enjoyable experience for all visitors and employees in Big Cottonwood Canyon.*

*As Deer Valley adopts a paid parking system in the future, they will rely heavily on the state-of-the-art offsite parking lot that is proposed, parking information via social media, public transportation services, and carpooling. All of these are identified in the Transportation Demand Management plan where several additional programs are being invested in to further the initiative of reducing traffic in and around Snow Park and throughout the city.*

**3. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.**

*The proposed plan shows 455 spaces for non-dwelling uses, excluding the day skier parking. These non-dwelling uses include retail, event barn, hotel (with food & beverage, meeting space/ballroom, and spa), and a ski club. Given the nature of the ski resort, the retail is intended to support land uses. Although there will be attraction from off-site for the retail land uses, the main attraction to the retail land uses will be from resort visitors who are already on-site to ski or hotel/condo guests. Functions occurring at the event barn will be in the afternoon/evenings, where shared parking with day skier spaces and other users will occur. Therefore, there are opportunities for shared parking between the non-dwelling uses and general day skier parking.*

**4. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.**

*Will be identified as part of Phase II analysis for the approval of the vertical construction of the buildings.*

**5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.**

*Deer Valley plans to discourage single occupant vehicles through several strategies:*

- *Reduction in day skier parking stalls;*
- *Increased transit amenities including but not limited to a full-service underground mobility hub, a dedicated "mobility" lane, and transit priority at the proposed "Y" traffic signal;*
- *Pair parking per the December 2023 LOI;*
- *Deer Valley will continue to build on and utilize their Transportation Demand Management plan which includes educational programs, incentives for carpooling and transportation usage, and added amenities to accommodate other forms of transport.*

*As noted in #2, evidence of paid parking on carpooling and transit use is evident at PCMR. However, each example is different based on client/market demographics and other operational characteristics. It is safe to assume that drive-alone and transit usage metrics will change at Snow Park.*

**6. Provisions for overflow Parking during peak periods**

*There will be no more overflow parking on the "Loop" in the future. Deer Valley has committed to investing $15 million to support building a remote park and ride lot with transit and carpool pick-up/drop-off. The goal for future overflow parking is that we are capturing employees and*

*guests before they arrive in the Deer Valley loop area. This guest and employee capture strategy is laid out in the TDM plan.*

**7. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.**

*Currently, on days that Deer Valley parks guests on the street, we work in cooperation with Park City Municipal parking enforcement and the Park City Police Department to help ensure that parking is only in designated areas around the loop. Deer Valley also meets on a bi-weekly basis with the Traffic Operations Manager at Park City Municipal leading up to the winter and has regular communication with the city throughout the winter to help quell any neighborhood concerns in a timely manner. Once the parking garage is built, Deer Valley will no longer be permitted to have guests park along the Deer Valley Drive loop.*

*PROPOSED conditions of approval:*

- *No more street parking allowed on Deer Valley Drive upon completion of the garage.*
- *Continue to offer the Deer Valley skier shuttles to any HOA in the Lower Deer Valley community that would like to opt in to the service.*
- *Require a portion of employees to park off-site, particularly on days requiring employees to park offsite when parking area is fully utilized.*




500' 0 500' 1000'

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

**STAFF:**
MICHAEL DEMKOWICZ
CONNOR DINSMORE
THOMAS VAUGHN

**DATE:** 10/18/24

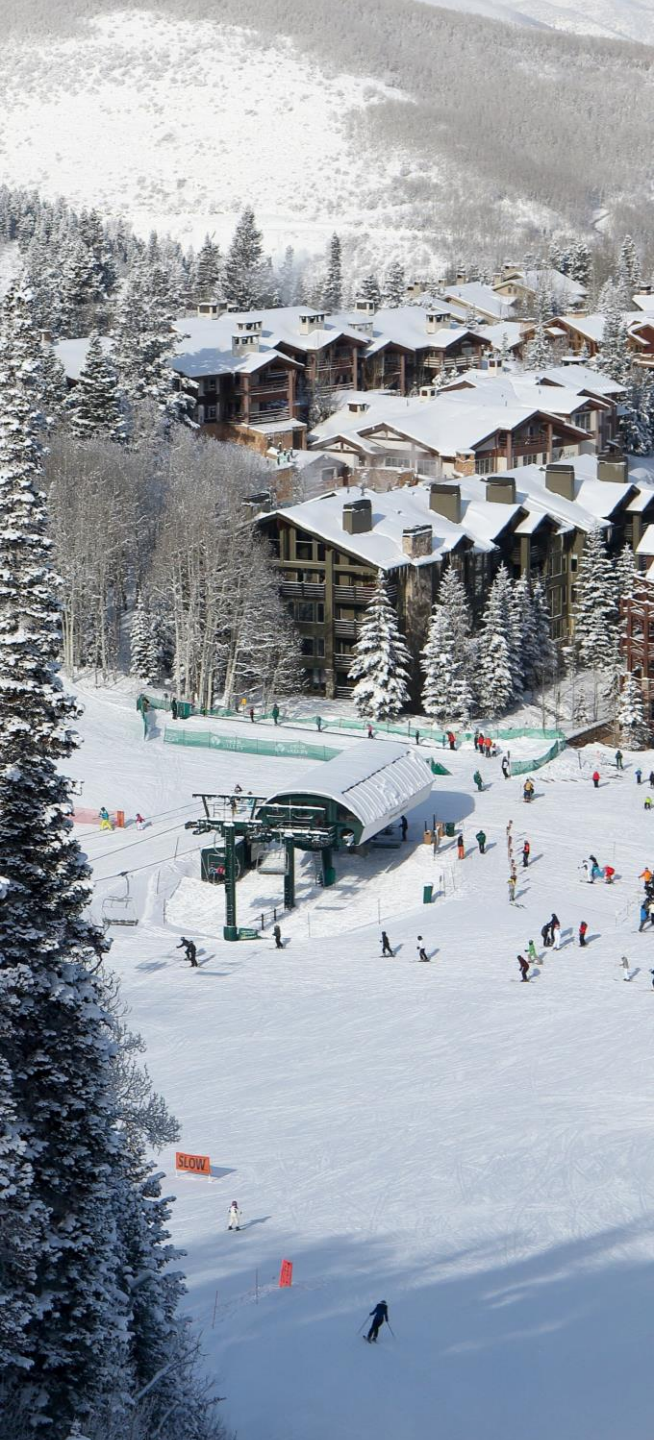
PROPOSED ALIGNMENT
SNOW PARK VILLAGE TO
PARK PEAK

**FOR:** ALTERRA
**JOB NO.:** 11-1-19.1
**FILE:** X:\WasatchCounty\dwg\Mayflower 2023\Mayflower Lifts\Silver Lake Gondola.dwg

# Sustainability Overview




DEDICATED TO
TOMORROW
GLOBAL IMPACT,
LOCAL MENTALITY




## OUR 2030 COMMITMENT

# FORWARD STANCE

is Alterra Mountain Company's pledge to make a true and lasting impact that builds a better future for adventure.

# PILLARS TO IMPACT POSITIVE CHANGE

Our Forward Stance is rooted in four key pillars, all working together to create positive change- today, tomorrow, and forever.

## Prioritizing People

Our work creating an inclusive culture and a fair, healthy place for a broad range of people to work and play.

## Protecting the Planet

Our approach to reducing our environmental impact and increasing our commitment to climate advocacy.

## Investing in Community

Our investment to ensure mountain communities remain thriving places to work, live, and celebrate.

## Responsible Operations

Our practices to ensure our business is conducted with integrity, trust, and safety.

2030 COMMITMENTS

# THE MOUNTAINS ARE OUR LIVES AND OUR LIVELYHOODS

## 01. Reduce Carbon Emissions by Over 50%

Innovating in the ski industry, our partnership with the Science Based Targets initiative (SBTi) secures third-party validation for our aggressive emissions reduction goal. By 2030, we're determined to outpace scientists' recommendations, aiming for a 1.5°C limit. Our commitment extends beyond emissions from our direct operations, urging suppliers and partners to join our accelerated journey.

## 02. Transition to 100% Renewable Energy

By 2030, our pledge is unwavering: 100% renewable electricity. We're strategically blending onsite and offsite renewable projects and fostering proactive partnerships with utility providers across our diverse portfolio to bring this commitment to fruition.

## 03. Attain Carbon Neutrality

At the heart of our mission is slashing our carbon footprint through operational upgrades and decarbonization. Committed to absolute reduction, we simultaneously embrace high-quality carbon offset opportunities when needed. This dual strategy propels us toward carbon neutrality in our owned operations by 2030.

# FORWARD STANCE & DEER VALLEY ALIGNMENT

## Alterra Mountain Company - 2030

1

### ATTAIN CARBON NEUTRALITY

At the heart of our mission is slashing our carbon footprint through operational upgrades and decarbonization. Committed to absolute reduction, we simultaneously embrace high-quality carbon offset opportunities when needed. This dual strategy propels us toward carbon neutrality in our owned operations by 2030.

2

### USE 100% RENEWABLE ENERGY

Our company is committed to procuring 100% renewable electricity by 2030. To get there, we're planning a mix of onsite and offsite renewable energy projects and will be proactively partnering with utility providers across our portfolio to make this goal a reality.

3

### WASTE DIVERSION

Leave our landscapes better than when we found them by diverting waste impact. Maximize waste diversion and infrastructure. Instill policies for minimal waste impact. Empower our teams as forefront activators of solutions to minimize waste.

## Deer Valley Resort - 2030

### PATH TO ZERO CARBON

- Elektron Solar Project
- Geothermal Feasibility for Snowmelt
- Zero Carbon Focused Development

### PATH TO 50% EMISSIONS REDUCTION

- Electrification with equipment upgrades
- Snowmaking efficiency upgrades
- Fleet tracking for EV transition

### PATH TO ZERO WASTE

- Compost Program
- Zero Waste Event Plan
- Reduce Single Use Plastics in F&B



# WE KNOW, THAT ALL SOUNDS REALLY NICE.

## BUT TALK IS CHEAP.

# WHAT DOES THIS MEAN FOR SNOW PARK VILLAGE?

SNOW PARK VILLAGE

# SUSTAINABILITY SHOWCASE

Deer Valley sought to incorporate more ambitious, aspirational sustainability strategies to set a new benchmark for sustainability at Snow Park Village.



Energy & Carbon



Water



Resilience



Waste Operations & Maintenance



Site



Equity & Empowerment



Mobility



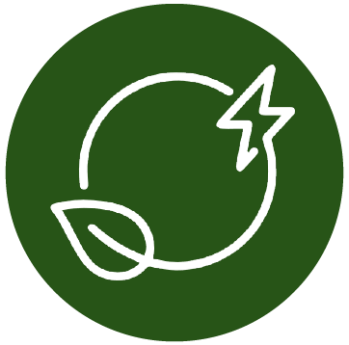
Indoor Environmental Quality



Materials



Certification Requirements



# ENERGY & CARBON

**KEY STRATEGIES:**

GEOTHERMAL HEATING & COOLING

SITE WIDE ELECTRIFICATION

100% LED LIGHTING

OCCUPANCY & DAYLIGHT SENSORS

BUILDING MANAGEMENT SYSTEMS

ENERGY EFFICENT SNOW MELT TECH

**GOALS**

**50%**

Carbon Reduction with a Path to Zero Carbon

**50%**

Energy Reduction

**100%**

Renewable Energy

# WATER

**GOAL:**

Significantly reduce potable water demand and protect local watersheds by focusing on consumption reduction.

## KEY STRATEGIES

**30%**

Indoor Water Use Reduction

**30%**

Irrigation Water Reduction



Rainwater Harvesting

# WASTE, MATERIALS, HEALTH

**KEY STRATEGIES:**

DIVERT CONSTRUCTION & DEMOLITION WASTE

OPERATIONAL WASTE DIVERSION INCORPORATED INTO DESIGN

NO-VOC PRODUCTS

LOW-CARBON CONCRETE

PRIORTIZE PRODUCTS WITH ENVIRONMENTAL AND HEALTH PRODUCT DECLARATIONS

LOCALLY SOURCED MATERIALS

ENHANCED AIR FILTRATION

## GOALS

**75%**

Of Construction Waste Diverted

Create healthy indoor environments for staff and guests

# MOBILITY

**GOAL:**

Reduce transportation-related emissions by **promoting multi-modal transportation options**, enhancing pedestrian and cycling infrastructure, and **integrating electric vehicle (EV) charging stations** throughout our sites.

## KEY STRATEGIES

**10%**

Of Garage Provide for Electric Vehicle Charging Stations – Level 2 Capacity or Greater

**100%**

Electric Vehicle Ready Infrastructure



**TDM Strategy**
to Enable Multi-Modal Transport and drive VMT down

# SITE & HABITAT

**GOAL:**

Create a village that interacts harmoniously with our natural environment and enhances the site and neighborhood.

## KEY STRATEGIES

### Native/Adaptive Landscape

Plants will be incorporated into the landscape design to support a healthy, biodiverse site.

### Wildfire-Resistant Design

### Light Pollution Reduction in compliance with Dark Sky Ordinance

When recorded, ~~Mail~~mail to:
Park City Recorder
PO Box 1480
Park City, UT 84060

**DEER VALLEY RESORT ~~TWELFTH~~THIRTEENTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT**
**~~November 30~~January __, ~~2016~~2025**

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, and a Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016 (collectively, the "Large Scale Master Planned Development Permit"), which were issued to Deer Valley Resort Company, who together with Deer Valley Development Company are the permittee ("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.~~future development of the Snow Park Village base area with a new parking structure, as well as create a new base village for the Project, consisting of additional residential housing, nightly lodging, parking, retail space, commercial uses, food and beverage outlets, a transit center, ski lifts, recreational and event facilities, improved open space and related facilities ("Snow Park Village"); and

WHEREAS, Permittee has requested modification to the Large Scale Master Planned Development Permit and Commission is willing to grant said modifications as herein set forth; and

WHEREAS, Commission finds that it is in the best interest of Park City and its citizens that Permittee be granted the right to construct and develop the Project as a Master Planned Development in accordance with the Park City Land Management Code passed and adopted December 22, 1983, effective January 1, 1984 as the same has been amended by Ordinance to the date hereof (herein designated the "Code"), including without limitation those portions of the Code attached hereto as Exhibit 4, 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~~Thirteenth 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, (~~8~~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~~1979, a Second Amendment to Agreement dated April 3, 1980, a Third Amendment to Agreement dated August 21, 1980, as amended and restated in its entirety by a Fourth Amendment and Restatement of Agreement, a Fifth Amendment to Agreement dated May 17, 1984, and a Sixth Amendment to Agreement dated February 21, 1985, and all subsequent amendments, which are all incorporated herein by reference and which Agreement as so amended is herein referred to as the "Agreement", and as such Agreement may hereafter be further amended from time to time. Park City is hereinafter referred to in this Permit as "City".

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

1) Insofar as the following portions of the Project are concerned, the authorized

densities shall be as follows:

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

~~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 A (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~~ in effect at the time of this pending application as set forth in Exhibit 4 ("Unit Equivalent ~~formula may from time to time be amended or modified~~Formula"). In the event of election of an owner to utilize said Unit Equivalent ~~formula~~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~~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. Certain provisions of this Permit require compliance with the Code as it may, from time to time, be amended. Nevertheless, the Unit Equivalent Formula and related rights and limitations, as applied to the development of the Project from and after the date hereof, shall be governed by the Code provisions set forth in Exhibit 4, regardless of future modifications to the Code enacted subsequent to the date hereof.

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

| Parcel Designation | Authorized Unit Equivalents |
|---|---|
| Snow Park Village | 209.75 |
| | |
| Total | 209.75 |

| | |
|---|---|
| ~~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~~ Future units in the Snow Park Village shall be of a size calculated in accordance with 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~~Formula, the requirements of this 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, with the exception of the Snow Park Village parcels which are described below in C(2)) 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~~The Project has had 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 or development by Permittee of ~~the~~each parcel in 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 for a conditional use permit, 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.

2) Dimensional Requirements. Buildings height limitations shall be in accordance with Exhibit 2 and the vertical Building Height Envelope is as set forth in the Planning Director Determination of Natural Grade, Dated February 18, 2021.

**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~~condominium plat 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. Parking for the Snow Park Village parking structure shall be operated in accordance with the conditions of approval for the parking structure conditional use permit.

~~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 certain support ~~space~~spaces (collectively, "Commercial Uses") allotted to the Project. The ~~General~~Commercial Uses for Snow Park ~~Commercial category is~~Village are restricted in utilization ~~within the Project~~ to the following parcels in the Snow Park ~~area~~Village:

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~~Commercial Uses category for Snow Park ~~Commercial category~~Village 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~~Uses permitted in the Project, ~~Support~~ "Commercial ~~shall be permitted and used as defined in the Code, as amended, at the time of application.~~Use, Support", "Commercial Use, Resort Support", "Meeting Space", "Residential Accessory Uses", and "Resort Accessory Uses", all as defined in Exhibit 4 and allowed by the Unit Equivalent Formula described in Exhibit 4, shall be permitted.

Snow Park Village is intended for development with improvements that will be open to property owners, guests and visitors, with retail and other commercial space, as well as meeting room space for residents, visitors and guests. Commercial Use, Support (as defined in Exhibit 4) and Meeting Space (as defined in Exhibit 4) may be approved for and shared by multiple developments in Snow Park Village consistent with a phasing and development plan submitted by Permittee and approved by the City. For example, but without limitation, the owners of two or more parcels of land in Snow Park Village may allocate some or all of their entitlement of meeting space for the development of a meeting facility that may be jointly used by the owners and guests of such parcels. For purposes of calculating density within Snow Park Village, the City shall use the Unit Equivalent Formula described on the attached Exhibit 4.

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

| Project Location | Number of Qualifying Units |
|---|---|

| | | | Units |
|---|---|---|---|
| A. ~~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. ~~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 I 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.~~

The City acknowledges full satisfaction of Permittee's employee housing obligations for development occurring prior to the date of this Agreement in accordance with the Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016 (the "12th Amendment") with respect to the then applicable Affordable Housing Guidelines under Park City Resolution 13-15 ("Resolution 13-15"). Resolution 13-15 has since been replaced by Resolution 25-2020, which increased the required ratio of affordable housing unit equivalents from 15% to 20% of the total residential unit equivalents being constructed. Regardless of future amendments, the obligation to deliver affordable unit equivalents (AUEs) for future development under the Agreement shall be governed by Resolution 25-2020, unless

the City chooses to reduce the ratio of affordable housing unit equivalents. Based on this, the number of AUEs required for the development of the remaining unit equivalents allowed under this Agreement is set at 67.1 AUEs, unless adjusted as a result of the Phase 2 application for vertical development above the Snow Park Village parking structure, which AUEs may be located anywhere within the municipal boundaries of Park City, including the site commonly referred to as the Ski Rail site. AUEs must be delivered and made available for use prior to the issuance of certificate of occupancy for dwellings above the Snow Park Village parking structure.

**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, as described on Exhibit 3, 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~~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. Doe Pass Road**. Within Snow Park Village, Permittee shall improve the existing privately owned Doe Pass Road generally consistent with the roadway cross-section attached hereto as Exhibit 5. After improving Doe Pass Road, Permittee shall grant the City a perpetual public use easement over Doe Pass Road that will allow perpetual public access rights, including emergency, utility, and vehicular access over Doe Pass Road. Permittee shall coordinate road closures or events on Doe Pass Road with the City.

**R. Public Transit Center**. Within Snow Park Village, Permittee shall construct a public transit center to be used as a drop off location for public and private transit vehicles with specific vehicle travel lanes designated for public transit and others for public and private use for the drop off and pick up of passengers coming to and from Snow Park Village.

**S. Gondola**. Permittee shall install a gondola that connects Snow Park Village to Park Peak with a stop in the Silver Lake Community Area, as conceptually depicted by the blue line in the image attached hereto as Exhibit 6. Details on the location of the bottom terminal and final route for the gondola, including construction phasing, shall be included in the future conditional use permit applications for development of buildings over the parking structure. Permittee shall

realign the existing Carpenter Express lift to the extent needed to facilitate the construction of the Snow Park Village gondola. Nothing in this Subsection S or Exhibit 6 authorizes the City to regulate any portion of Permittee's resort located outside of Park City's boundaries.

**T.** ~~Q.~~ ~~**Separability**~~**Severability**. 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.

**U.** ~~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~~_____, 2025.

**PARK CITY PLANNING COMMISSION:**

By: _____
Planning Commission Chair

4819-6212-9143

# DEER VALLEY RESORT THIRTEENTH 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[1] | | | | | 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 | 24.28 |
| 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 |

| | | | | | |
|---|---|---|---|---|---|
| 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 |
| Enclave Multi-Family | 17 | 17 | | 28-35 | 1.79 |
| Twin Pines Multi-Family | 8 | 8 | | 28-35 | 1.33 |
| Collages 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 15-6-8 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 1, 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 1 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 1 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 THIRTEENTH AMENDED AND RESTATED
# LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT EXHIBIT 2
# COMMERCIAL AND SUPPORT SPACE

| LOCATION | COMM'L RETAIL | RESTAURANT (3) | ADMIN., SUPPORT & OFFICES | OTHER | TOTAL | RESIDENTIAL | TRANSFER TO 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 |
| SNOW PARK VILLAGE (1) | 21890 | | | | 21890 | | | 21890 |
| SILVER LAKE LODGE (5) | 1200 | 29160 | | 15790 | 46150 | | 46150 | 15000 |
| 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 | | | 14525 |
| MAINTENANCE, WHSE, & SHOPS | | | | 46724 | 46,724 | | 31724 | 15000 |
| TOTAL | 75959 | 78574 | 20265 | 174391 | 349189 | | 295016 | 52930 |

NOTES:

(1) General Snow Park Commercial may only be utilized on certain parcels with approval of the 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 35,000 sf of which 30,453 sf has been developed. See Amended and Restated Development Agreement for Flagstaff Mountain (Instrument # 806100)

(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.

(6) Project includes additional integrated resort infrastructure to support the gondola including:

- up to 15,000 additional square feet at the current Deer Valley maintenance facilities south of Silver Lake, in addition to what is set forth above;
- up to 15,000 additional square feet of restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge, in addition to the square footage for Retail and Restaurant uses for Silver Lake Lodge set forth above, that can be allocated to Retail and Restaurant uses (or a combination of each);
- a realigned Carpenter lift to extend into the Snow Park project and allow for the Gondola; and
- a new beginner ski pod adjacent to the new gondola alignment serviced by newly proposed "Lift 7" circulator lift.

# DEER VALLEY RESORT THIRTEENTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT EXHIBIT 3 OTHER PROJECT COMPONENTS, ALSO KNOWN AS SKI FACILITIES

| ITEM | PARK CITY | OUTSIDE PARK CITY |
|---|---|---|
| **SKI AREA (1)** | | |
| CHAIRLIFTS | 16* | 5* |
| GONDOLA | 1* | 2* |
| 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 SURFACE PARKING LOTS | X | |
| PEDESTRIAN TRAIL SYSTEM | X | X |
| MOUNTAIN BIKING TRAILS SYSTEM | X | 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. NOTHING IN THIS 13th MPD IS INTENDED TO REGULATE FACILITIES OUTSIDE OF PARK CITY MUNICIPAL BOUNDARIES.

**DEER VALLEY RESORT THIRTEENTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT EXHIBIT 4 EXCERPTS FROM PARK CITY LAND MANAGEMENT CODE AS OF DECEMBER 1, 2020**

UNIT EQUIVALENT FORMULA:

15-6-8 Unit Equivalents

Density of Development is a factor of both the Use and size of Structures built within a project. In order to allow for, and to encourage, a variety of unit configurations, Density shall be calculated on the basis of Unit Equivalents. Unless otherwise stipulated, one (1) Unit Equivalent equates to one (1) single family Lot, 2,000 square feet of Multi-Family Dwelling floor area, or 1,000 square feet of commercial or office floor area. A duplex Lot equates to two (2) Unit Equivalents, unless otherwise stipulated by the Master Planned Development (MPD). The MPD may stipulate maximum Building Footprint and/or maximum floor area for single family and duplex Lots. Residential Unit Equivalents for Multi-Family Dwellings shall be calculated on the basis of one (1) Unit Equivalent per 2,000 square feet and portions of Unit Equivalents for additional square feet above or below 2,000. For example: 2,460 square feet of a multi-family unit shall count as 1.23 Unit Equivalents.

Affordable Housing units required as part of the MPD approval, and constructed on Site do not count towards the residential Unit Equivalents of the Master Plan. Required ADA units do not count towards the residential Unit Equivalents.

Support Uses and accessory meeting space use Unit Equivalents as outlined in Section 15-6-8(C) and (D) below.

A. CALCULATING RESIDENTIAL UNIT SQUARE FOOTAGE. Unit square footage shall be measured from the interior of the exterior unit walls. All bathrooms, halls, closets, storage and utility rooms within a unit will be included in the calculation for square footage. Exterior hallways, common circulation and hotel use areas, such as lobbies, elevators, storage, and other similar Areas, will not be included. Common outdoor facilities, such as pools, spas, recreation facilities, ice-skating rinks, decks, porches, etc. do not require the Use of Unit Equivalents.

B. LOCKOUTS. For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit.

C. SUPPORT COMMERCIAL WITHIN RESIDENTIAL MASTER PLANNED DEVELOPMENTS. Within a Hotel or Nightly Rental condominium project, the Floor Area of Support Commercial uses may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents. Any unused support commercial floor area may be utilized for meeting space Uses.

D. MEETING SPACE. Within a Hotel or Condominium project, Floor Area of meeting space may not exceed five percent (5%) of the total Floor Area of the approved residential unit equivalents. Any unused meeting space floor area may be utilized for

support commercial uses within a Hotel or Nightly Rental Condominium project.

E. COMMERCIAL UNIT EQUIVALENTS. Commercial spaces, approved as a part of a Master Planned Development, shall be calculated on the basis of one (1) Unit Equivalent per 1000 square feet of Net Leasable Floor Area, exclusive of common corridors, for each part of a 1,000 square foot interval. For example: 2,460 square feet of commercial Area shall count as 2.46 Unit Equivalents.

F. RESIDENTIAL ACCESSORY USES. Residential Accessory Uses include typical back of house uses and administration facilities that are for the benefit of the residents of a commercial Residential Use, such as a Hotel or Nightly Rental Condominium project and that are common to the residential project and are not located within any individual Residential unit. Residential Accessory Uses do not require the use of Unit Equivalents and include, but are not limited to, such Uses as:

- Ski/Equipment lockers
- Lobbies
- Registration
- Concierge
- Bell stand/luggage storage
- Maintenance Areas
- Mechanical rooms and shafts
- Laundry facilities and storage
- Employee facilities
- Common pools, saunas and hot tubs, and exercise areas not open to the public
- Telephone Areas
- Guest business centers
- Public restrooms
- Administrative offices
- Hallways and circulation
- Elevators and stairways

G. RESORT ACCESSORY USES. The following Uses are considered accessory for the operation of a resort for winter and summer operations. These Uses are considered typical back of house uses and are incidental to and customarily found in connection with the principal Use or Building and are operated for the convenience of the Owners, occupants, employees, customers, or visitors to the principal resort Use. Accessory Uses associated with an approved summer or winter resort do not require the Use of a Unit Equivalent. These Uses include, but are not limited to, such Uses as:

- Information
- Lost and found
- First Aid
- Mountain patrol
- Administration
- Maintenance and storage facilities
- Emergency medical facilities
- Public lockers
- Public restrooms
- Employee restrooms, employee locker rooms, employee break rooms, and employee dining areas

- Ski school/day care facilities
- Instruction facilities
- Ticket sales
- Equipment/ski check
- Circulation and hallways for these Resort Accessory Uses

CERTAIN DEFINITIONS FROM SECTION 15-15-1:

Commercial Use. Retail Business, service establishments, professional offices, and other enterprises that include commerce and/or trade and the buying and selling of goods and services.

Commercial Use, Support. A Commercial Use oriented toward the internal circulation of a Development, for the purpose of serving the needs of the residents or users of that Development, and not Persons drawn from Off-Site.

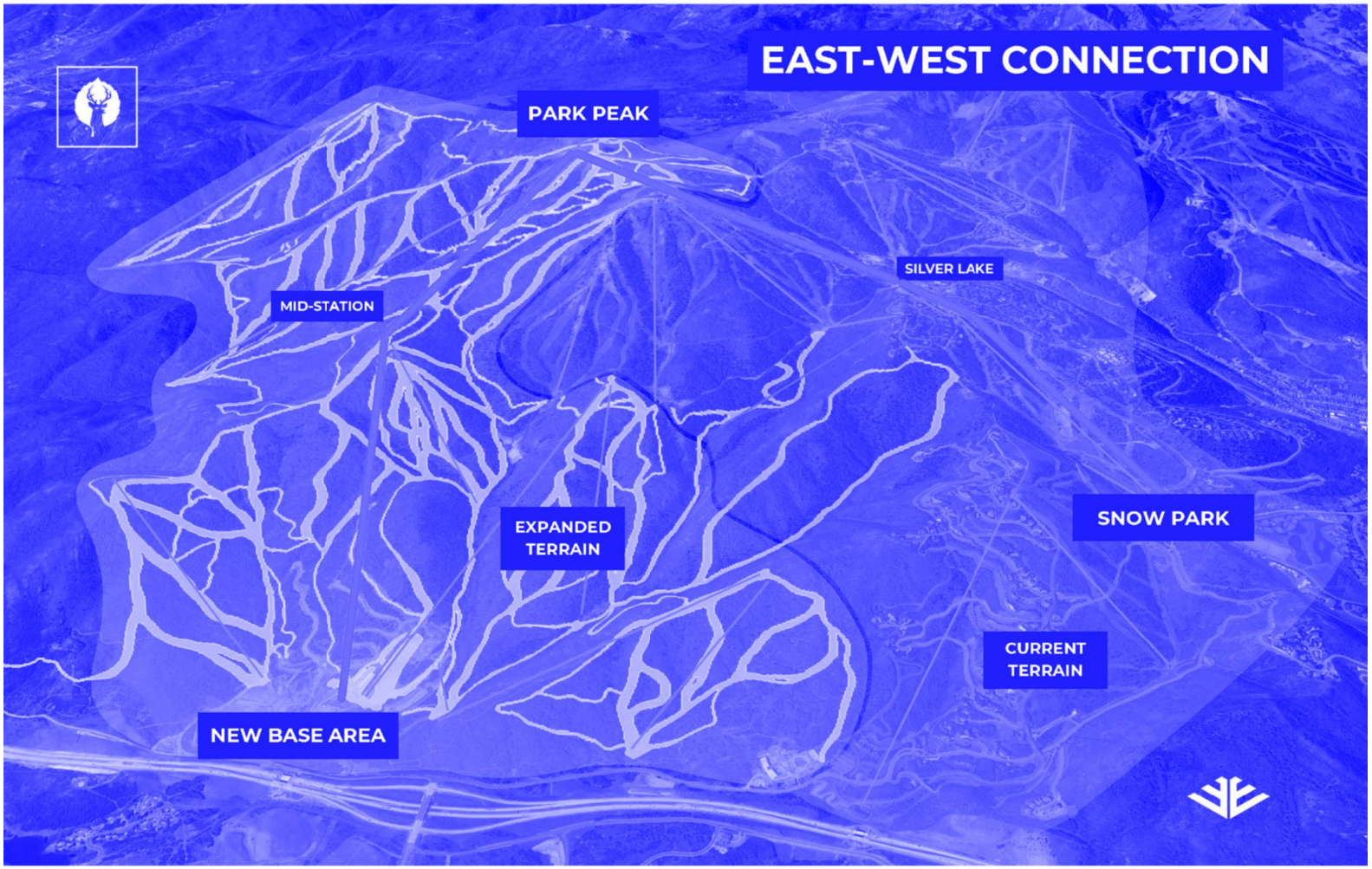
Commercial Use, Resort Support. A Commercial Use that is clearly incidental to, and customarily found in connection with, the principal resort Use, and which is operated and maintained for the benefit or convenience of the Owner, occupants, employees, customers of, or visitors to, the principal Use.

**DEER VALLEY RESORT THIRTEENTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT EXHIBIT 5 DEPICTION OF DOE PASS ROAD CROSS-SECTION**

[FROM ALLIANCE]

# DEER VALLEY RESORT THIRTEENTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT EXHIBIT 6 DEPICTION OF GONDOLA ALIGNMENT

# (Added graphics)



| Summary report:<br>Litera Compare for Word 11.10.1.2 Document comparison done on 1/16/2025 8:20:44 AM | |
|---|---|
| **Style name:** Default | |
| **Intelligent Table Comparison:** Active | |
| **Original DMS:** nd://4819-6212-9143/1/DVRC Thirteenth Amended Large Scale Master Planned Development Permit.docx | |
| **Modified DMS:** nd://4819-6212-9143/7/DVRC Thirteenth Amended Large Scale Master Planned Development Permit.docx | |
| **Changes:** | |
| Add | 276 |
| ~~Delete~~ | 74 |
| ~~Move From~~ | 12 |
| Move To | 12 |
| Table Insert | 6 |
| ~~Table Delete~~ | 0 |
| Table moves to | 0 |
| ~~Table moves from~~ | 0 |
| Embedded Graphics (Visio, ChemDraw, Images etc.) | 1 |
| Embedded Excel | 0 |
| Format changes | 0 |
| **Total Changes:** | 381 |

**10.2.2024**

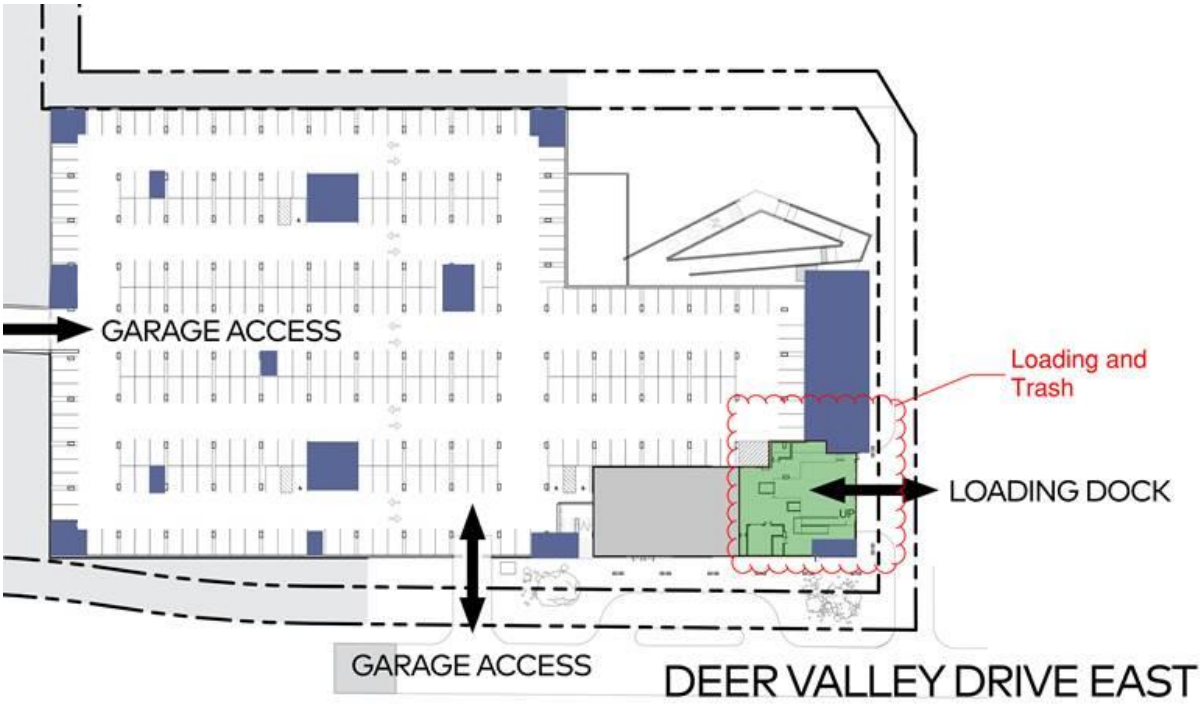
I am the owner of [REDACTED]
While I am supportive of the project I do have a concern regarding the loading and trash area at the north end of the project.

Below are two snap shots from the August 08, 2024 submittal:

- I believe this area is intended to serve for both loading/unloading and trash pickup.
- With the floor to ceiling heights shown there will not be enough head height for box trucks or trash trucks to be able to pull into the parking garage.
- Therefore all of this activity will need to be done in the open.
- This will be a situation not unlike the back of any big box store with regards to truck parking/idling, noise from air brakes the dumping of the trash bins, smells from truck diesel exhaust and trash along with the visual impact of all of the before mentioned.
- This will be the first view of the project as you approach from the north along Deer Valley Drive East.
- It will also negatively impact all of the activities that take place all day long in the meadow / ponds and surrounding trails.

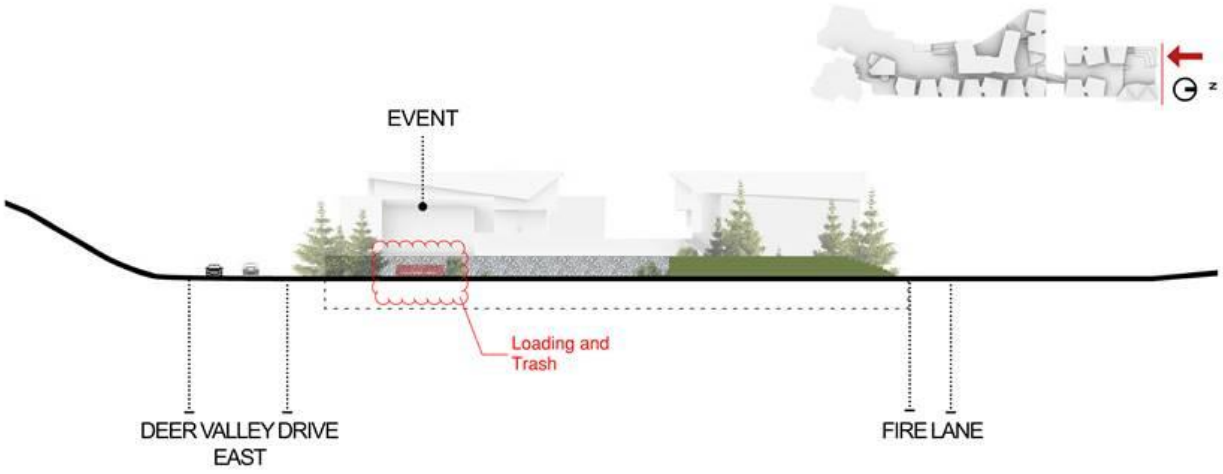
As I mentioned I am generally supportive of the project but there clearly needs to be more thought put into the north edge.
As it currently stands it seems that the north edge is being treated as the “Back of Store” and not the prominent edge that it will be to residents and visitors alike.

I would be happy to discuss Cell [REDACTED]
Thanks,
K




## Building Elevation_North

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




**Kevin Crook | President**

Kevin L. Crook
**Architect**
Inc
PLANNING + ARCHITECTURE

**10.7.2024**

I'm the owner of a townhome located at [REDACTED], Park City. I've been following the plans for the Snow Park Development. I'm concerned about the current proposal of installing a traffic signal at the Y. My windows overlook Deer Valley Drive. Currently on ski days, especially in the afternoon, traffic is very congested on DVD. A signal I fear would create significant additional congestion as cars stop and wait for the light to change aggravating noise for residences and creating safety issues of "stop and go" traffic, especially if traffic backs up to the existing roundabout near the bus terminal. I believe a roundabout at the Y would be a better choice. This would allow for continuous traffic flow through the Y and complement the existing and proposed roundabouts on DVD. Please consider a roundabout instead of a signal at the Y.

Best regards,

Rob Funsten

**10.8.2024**

I am an owner at the Fawngrove Condominiums on Deer Valley Dr N. I have reviewed the Planning Commision Agenda for October 9th. The Exhibit A attachment for the Snow Park presentation, sheets 41-43 (Exhibits 29A-29C) shows the Deer Valley Dr East proposal (note this should correctly read Deer Valley Dr North). There is a proposal to expand the sidewalk adjacent to our property to 12' from the existing 8'. The 4' addition is in the direction of Fawngrove, where there is only 35'-40' to the nearest buildings. In contrast, it is over 200' to the Pinnacles buildings across the street and up the hill.

Drawing 29C shows a possible Easement required along the Fire Department and Bristlecone properties next door to us but also says the roadway could be reconfigured within the existing Right of Way (ROW). This ROW statement is not shown in Exhibit 29A which is the area along our property.

The City has 60 feet of ROW along Deer Valley Dr N, currently using 44' for the road, shoulders, gutters, and existing 8' sidewalk, leaving 16' of ROW remaining. 12-15' of that is on the north side of the road towards Pinnacles and 3-4' remain on the south side of the road towards Fawngrove.

I am highly opposed to the expansion of the sidewalk closer to the Fawngrove property. With the third lane added for the multi-use bus lane and bicycle lane, there is no need to expand the sidewalk from 8' to 12'. There is also plenty of ROW on the north side of the road that can be used for expansion if needed. I have talked to many Fawngrove owners and they are in agreement.

Please add this objection to your public record.

Thank you,

Tom Miller

**10.9.2024**

Planning Commission and Planning Department,

My name is Kim Tessiatore and I am the President of the Powder Run at Deer Valley Owners Association. I was planning on making this statement at the Public Hearing that just closed. I have commented numerous times in the past and have never been asked to provide my last name on my Zoom profile. I attempted to change my profile as fast as possible when the announcement was made, but the Public Hearing was closed before I could finalize the change. I suspect I am not the only one in this position based on the number of people who participated online, yet only one online participant was promoted.

Thank you for reading my comment below and please consider making this request to Deer Valley so that our concern may be addressed at the October 30th Special Meeting and Public Hearing.

Powder Run is a 33-unit complex located along Deer Valley Drive East, just north of Snow Park Lodge and directly across the street from the parking lots that will become the new base area. Arguably the property most impacted by the newest rendition of the proposed development. We agree that the Snow Park development is a generational opportunity; however, we believe that Deer Valley and the City are prioritizing expediency over developing a plan that is best for Powder Run, the Lower Deer Valley Community and all guests of Deer Valley.

We started meeting with Deer Valley in March as soon as the new proposal was unveiled. We have expressed our apprehensions regarding the increased traffic flow on Deer Valley Drive East in the area between Doe Pass and the ski school drop off. We are specifically worried about all bus, shuttle, and skier drop-off traffic funneling into a single exit from the transit center which will all need to take a left turn onto Deer Valley Drive East directly in front of Powder Run's Building A and approximately 150 feet from our driveway. We feel this adds substantial safety concerns, presents a noise and light nuisance, and significantly impairs reasonable and safe egress from our only driveway.

Rather than opposing the plan, we have proposed a solution to Deer Valley which would reverse the flow of bus traffic to a clockwise pattern. In our proposed plan, the buses would turn left at the signalized Y intersection and follow the loop which would allow for buses to be turning right into the transit center, allow the passengers to depart in the transit center closer to the vertical circulation, and turn right flowing smoothly back out of the complex. The drop-off traffic could continue to arrive via Deer Valley Drive West, and could flow directly into the parking structure where the majority of the drop traffic will be heading, thus eliminating street traffic. Please note, the buses would be making a right turn underground and would not have any impact on residential property. It would also reduce the amount of pedestrian/transit interaction. In addition, all of the communities along the Deer Valley loop would have bus traffic on the outside lanes and allow for right turns from driveways without competing bus traffic. We believe this solution can improve safety, reduce the nuisance to everyone on the loop, and improve traffic flow while saving Deer Valley construction costs.

We urge the Planning Commission to encourage Deer Valley and the City to study this solution that could improve the proposed development for the Lower Deer Valley residents, Deer Valley patrons, improve pedestrian flow within the village and generate cost savings for the development.

Kind regards,

Kim Tessiatore

Powder Run at Deer Valley Owners Association

**10.9.2024**

It is my understanding that the city council is considering a proposed expansion of the sidewalks in front of the Fawngrove property. As owners of Fawngrove unit [REDACTED], we would like to register our opposition to that course of action. We recognize that the expansion of the Snow Park development entails accommodations in order to enhance access. But we don't believe expanding the sidewalk on the Fawngrove side of Deer Valley Dr is the best course of action. Expanding on the other side of the street would be less obtrusive to homeowners and would also accommodate the bus stops on that side of the street which currently are pressed right up to the edge of the road.

Thank you for your consideration.

Sincerely,

Steve and Karen Pecota

**10.14.2024**

Dear Planning Commision,

We (Roya and Brad Baldridge) are residents of Comstock lodge

[REDACTED]

We would like our comments to be part of the public record.

We are very happy with the new changes to the snow park development plans; specifically moving the transit center underground and closer to the lifts.

While we are in support of snow park development, there are a couple of issues that are concerning and we would like to ask for your evaluation.

1) The Comstock lodge driveway lines up just to the south of the new four lane Doe pass. Current plan is to have a three way stop intersection at Doe Pass and Deer Valley Drive East. The proposed configuration will make it almost impossible for us to turn left out of our community driveway. We would suggest consideration of a roundabout similar to the one at Deer Valley Dr. West as an alternative option. Or requesting a Deer Valley employee (green jacket) designated to the location, this option is not as desirable since their availability is not guaranteed.

2) The traffic study done for this project shows currently there are multiple intersections with **Level Of Service (LOS)** that Fail ( designated as **F**).

**Exhibit B October 2, 2024 Traffic Impact study: page 22**

1) Deer Valley Dr. West/ Doe pass road

2) Deer Valley Dr. West to Deer Valley Dr East

3) Deer Valley Dr. East/Doe pass road

All three of these failed intersections are in front of our home/community and will adversely impact our access. Please strongly consider mandating reducing the number of cars accessing the Snow Park area. Alternative modes of transport system, airport shuttle, community shuttle and buses may greatly help.

Thank you for your consideration.

Roya and Brad Baldridge

**10.17.2024**

I wanted to reach out to you to let you know that - as an owner of a condo in the Fawngrove community, I am opposed to the expansion of the sidewalk on the south side of Deer Valley Drive North from the current 8' to the 12' width that is considered as part of the Snow Park Development plan.

Overall, I am also extremely concerned by the substantial increase in car traffic on Deer Valley Dr N given that - as we have seen over the last few years - the current traffic during the winter season & peak hours is already bad.

Thank you for listening.

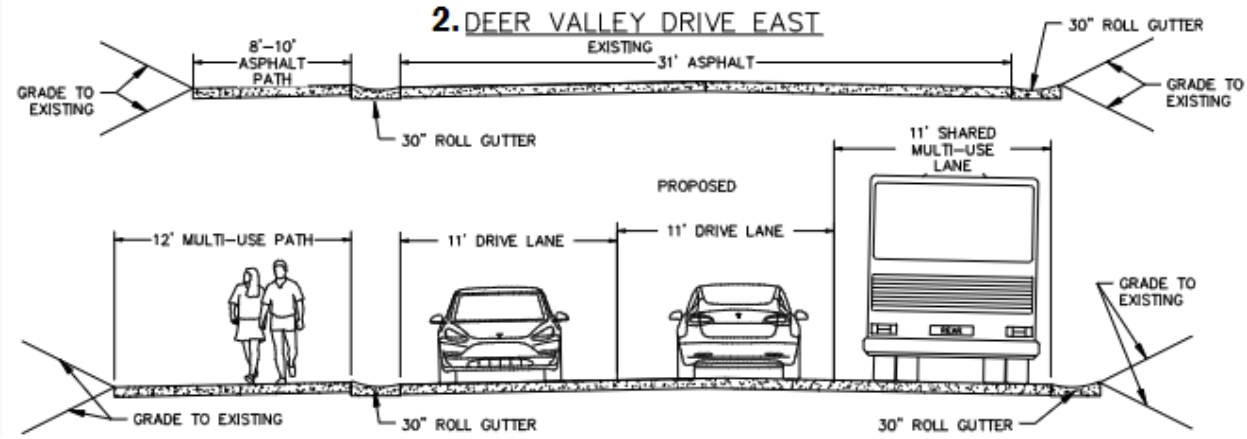
Best,

JP Maheu

Fawngrove Condo owner

**10.22.2024**

I write this correspondence to you regarding the planned modifications to Deer Valley Drive North under the Snow Park Development ("SPD") proposal. I specifically want to address the proposed modifications to the sidewalk and street as illustrated in the Snow Park presentation agenda, item 5E, Exhibit A, Exhibits 29A, cross-section drawing 2. Here is a copy of the plan that concerns me:




It appears that SPD, and maybe the City, want to expand the sidewalk from 8-10' to 12'. I am the owner of 1400 Deer Valley Drive North, unit 1400 of Fawngrove condos. My condo is the closest structure to the street, so insofar as impact on property owners along this street is concerned, I would be the one most impacted if this proposal were approved. I am already very close to the street and my privacy is compromised under the current conditions and expanding the width of the sidewalk by an additional 4' would be a virtual taking of my right to privacy and the quiet enjoyment of my property. I emplore you to NOT approve this widening of the sidewalk. It is just not necessary to accommodate pedestrian traffic, even if the number of residents and guests walking that area were to double or even triple. I am there regularly, I see the foot traffic, and it is clear that widening the sidewalk is not necessary.

Finally, I call to your attention my additional concern regarding the projected increase in vehicular traffic on Deer Valley Drive North. I realize that this plan is probably going to be approved in some form, but I ask that you insist that SPD pay for and install landscaping and or fencing along the south side of the street from the point where Deer Valley Drive North turns east off Deer Valley Drive, to the first entrance into the Fawngrove condos to help abate vehicle lights at night and vehicle noise all the time in that area. At night, lights from vehicles coming up that slope and curving slightly to the left shine into my condo and actually up into the bedroom windows on the second floor of my unit. And the noise is always there, and it will, no doubt, increase dramatically during construction and completion of the project. Addressing the vehicle noise/lights problem and not expanding the width of the sidewalk would obviate my concerns with the Plan.

Thanks for your consideration of my concerns.

Jack Waddey **I** Partner
Reg. Pat. Attorney

**10.27.2024**

I hope this message finds you well. My name is Drew Moffitt, and I am an owner at Fawngrove. I am writing to express my concerns regarding the proposed expansion of the walkways and roadway towards the Fawngrove HOA, given the roadways already close proximity to our property and the potential impact on residents and the immediate surroundings.

Instead, I propose that the expansion extend northward toward Pinnacle Dr. Expanding in this direction would likely cause less disruption to all property owners on the Deer Valley Loop, as the Pinnacle

properties are situated further from the roadway and are elevated on the hillside, creating a natural buffer. This approach would minimize the impact on residents in both areas while accommodating the necessary expansion.

Thank you for considering this feedback as part of the community's input on the project. Please feel free to reach out if you have any questions or require further clarification on these suggestions.

Sincerely,
Drew Moffitt

**10.28.2024**

At the October 9 meeting there was discussion of the options for either a traffic circle or traffic signal for the "Y" at the beginning of the loop. A traffic signal certainly is the better option for two reasons. This is superior for pedestrian crossing, particularly for those accessing the Deer Valley café. It also would generate gaps in the flow, at least for westbound traffic on Deer Valley Drive between the "Y" and the Marsac circle. That would at least partially ameliorate traffic problems along this section.

A great deal of attention has been given traffic circulation in the loop, relative to that in the section of Deer Valley Drive between the Marsac circle and the "Y". This stretch is something of a bottleneck. Deer Valley Drive below the traffic circle is two lanes in each direction, as effectively is the loop, since you can go around the loop in either direction. The section of Deer Valley Dr. between the circle and the "Y", however, is only one lane in either direction. The only data in the traffic report relating to the section between the traffic circle and the "Y", is from the intersection of Mellow Mountain Rd. and Deer Valley Drive, which is almost at the "Y". It does not properly take into account the traffic along this whole section including that which is not headed towards the Snow Park base. A more relevant site for analysis would be the intersection of Rossie Hill Dr., Sunnyside, and Deer Valley Dr.. These two streets joining Deer Valley Dr. see more traffic than the Mellow Mountain intersection. They are the primary way in and out for the neighborhoods on either side of Deer Valley Dr.. As I have observed from my home on the upper section of Rossie Hill Dr., most of the traffic ultimately going up or down Mellow Mountain Rd., turns and uses the bottom section of Sunnyside, rather than the bottom section of Mellow Mountain. Since I use the intersection of Rossie Hill Dr. and Deer Valley Dr. going to and from my residence, I know it can be challenging at times to make turns onto Deer Valley Dr.. This is the same for Sunnyside, opposite Rossie Hill, not to mention for the numerous driveways entering Deer Valley Dr. in this section. The analysis needs to take into account all the traffic along the section of Deer Valley Dr. between the traffic circle and the "Y", including the impact of the traffic associated with the multi-year construction project. Controlling it needs to be included in the overall circulation plan.

David Live

**10.28.2024**

Hello

I would ask that these questions/requests be made part of the public record for the 10/30/24 special planning meeting.

1. Will the developer rebuild and maintain the existing paths around the ponds (including the internal paths that connect the ponds) to allow for local residents to safely enjoy the new amenities during the summer and winter.

2. What is being planned to control noise at the event drop off area that also is noted as a delivery drop off area.

3. What are the plans to maintain dust and debris during the construction portion of the project?

4. Will all external sides of the buildings be landscaped and designed for aesthetically pleasing views for all residents?

5. How will lighting be managed in the complex to reduce unnecessary lighting that will impact the local residents' evening sky.

6. Is any consideration being made for the preservation of local wildlife that enjoy the pond area (Moose, Osprey, Bald Eagle)?

Thanks

Jason Horst

**10.29.2024**

Please include this email letter in the public record

Planning Commissioners,

As longtime full-time residents of the Sunspot condominiums located at 625 Deer Valley Drive, we would like to submit the following comments for the upcoming meeting on Oct. 30.

Based on our location, right on Deer Valley Drive, across from Rossie Hill and between the Mellow Mountain and Sunnyside turn offs, we are intimately familiar with the traffic issues between Old Town and Snow Park. We plan for backups throughout the ski season (never attempting to head towards Old Town between 3:30-6:00) and during special events in the summer months. We experience the unrelenting construction and delivery vehicle traffic. We inhale dangerous levels of CO2 from the traffic backups. We watch bikes and pedestrians attempt to avoid the vehicles and we're concerned about public safety.

We understand these issues and have chosen to live with them over the past 20 years. However, based on the reports compiled for the Snow Park Project, we understand that delays and traffic issues - especially at the DV/Marsac Circle and Mellow Mountain - may increase more than twofold. The Daily Trip Generation numbers, of which we've seen many iterations and will continue to change as the project develops, tell an unsustainable story.

We strongly oppose adding a light at the Y which will only increase backups along Deer Valley Drive. Adding a light that will operate 24/7 will add to the start/stop traffic at all times not just during peak ski season days. We aren't traffic engineers, but we've experienced the effectiveness of the roundabout at the Marsac/DV intersection. Roundabouts reduce emissions, the sound of engine brakes, and improve traffic flow. We would support the addition of a roundabout at the Y interchange.

We also oppose the addition of a third lane around the loop. This third lane will only increase traffic at choke points like the Y when the lanes go from three to two. Pedestrians and bikes will have to navigate more lanes of traffic and what we have left of a neighborhood will start to feel like a freeway.

We appreciate the opportunity to provide our comments and will continue to do so throughout this public process.

With regards,

Scott and Rachel Sahlman

**10.29.2024**

Dear Planning Team,

We are longtime skiers of Deer Valley and recently purchased a condo on Deer Valley Drive and in addition have another residence near Quinns Junction. We would like to see Snow Park become a destination "Village" keeping in mind places like Whistler and more of a European model.

We would hate to see it become a modern flashy non mountain environment. We think that the flash could be left to Deer Valley East and Snow Park have its own unique identity. Unique from Main Street as well. The one stop idea like Whistler where you park for a week and never use your car again. Or, better yet use public transportation/uber to and from airport then use Free bus to get to and from Main Street, Park City, Canyons and Deer Valley East or gondolas if available after ski hours.

Thank you for your consideration of our ideas,

Charlene and Malcolm Rankin

**10.29.2024**

Dear Planning Commissioners,

Your duty is to ensure that Deer Valley's Master Planned Development (MPD) and Conditional Use Permit (CUP) applications fully comply with Ordinance No. 2023-56 and Resolution No. 24-2023, which outline the Conditions of Approval stipulated by City Council in exchange for vacating 2.62 acres of public roadway along Deer Valley Drive.

ORDINANCE NO. 2023-56

One condition within the Private Public Partnership (PPP) Summary, dated November 30, 2023, is a 20% reduction in day skier parking from existing conditions. On December 6, 2023, Park City Municipal published a FAQ stating:

"Is there a 20% reduction in day skier parking proposed? On peak days, Deer Valley parks approximately 1,700 day skier vehicles. The proposed partnership would limit day skier vehicles to 1,360 in the future — a 20% decrease from current peak day conditions."

Despite PTL challenging these numbers in public comments, City Manager Matt Dias reiterated them at the December 14, 2023 City Council meeting where the PPP and the Right of Way (ROW) vacation were awarded. However, these numbers are incorrect. The five parking lots at the base of Deer Valley

currently have 1,340 parking spaces. Additionally, in December 2019, City Council authorized a temporary parking program permitting up to 142 on-street spaces during peak days. Therefore, existing conditions include a total of 1,482 authorized spaces for both day-skiers and employees.

The Staff Report drafted for the recent October 9th Planning Commission meeting acknowledged the correct numbers initially but then erroneously stated that the Snow Park Area has around 1,700 parking spaces at peak. This error is significant and must be corrected. Historical evidence supports a total of 1,482 spaces including a December 19, 2022 Planning Commission Staff Report that confirms these figures: "Deer Valley currently has 1,340 parking stalls in the surface parking lots north and south of Doe Pass Road. With the addition of 142 on-street parking stalls, this equates to 1,482 day skier and employee parking stalls today."

In Staff Reports related to the Snow Park development and issued prior to December 2023 when no parking reduction was sought, 1,500 day-skier parking stalls was the number used to ensure sufficient parking for day skiers and employees in the proposed garages. You'll recall in 2022, Deer Valley introduced a 20% parking reduction. Accordingly, parking was reduced to 1,200 stalls. See Table below from the December 19, 2022 Meeting package.

**Projected Future Demand By Use**

| Use | Existing | Parking Required By Code | Estimated Future Demand with 20% Reduction |
|---|---|---|---|
| Deer Valley Resort Day Skier & Employee | 1,350 | 1,500 | 1,200 |
| Event Center | 0 | 251 | 201 |
| Commercial | 0 | 107 | 86 |
| **Subtotal** | **1,350** | **1,858** | **1,487** |
| Residential | 0 | 198 | 158 |
| Hotel | 0 | 206 | 165 |
| **Subtotal** | **0** | **404** | **323** |
| **Total** | **1,350** | **2,262** | **1,810** |

Fehr and Peers confirms the lower number of existing stalls in its Snow Park Village Transportation Analysis dated April 2023. Table 7, page 37, Footnote 10 reads: "The rates for day skiers were derived by calculating the number of existing vehicles with the available 1,350 stalls." After Deer Valley withdrew the parking reduction they initially proposed in 2022, Table 7 added an additional 150 day skier parking stalls for a total of 1,500 day skier parking stalls. The modified Transportation Analysis presented in April 2023 confirmed a total of 1,500 day skier stalls.

On the off chance City Manager Dias included ADA and executive parking in his calculation of existing conditions, those only add 62 spaces, nowhere near the 1,700. Thus, 1,482 spaces are the baseline, and a 20% reduction equates to 1,186 parking spaces that must be enforced.

According to the October 9 Staff Report, City Council approved Ordinance No. 2023-56 in part due to the reduction in day skier parking. However, the current plans show 1,361 day skier parking spaces (885 on level 1 and 476 on level 2), representing only an 8.9% reduction.

Park City's Transportation Plan Master Update aims to reduce vehicle trips by 20%. You'll recall PTL suggested repeatedly that a condition of approval for the ROW be that Deer Valley Resort reduce overall traffic on Bonanza and Deer Valley Drives by 20%. 8.9% does not come close to community or Park City Municipal goals and staff and Planning Commission must hold Deer Valley to the 1,186 day skier spaces permitted.

Resolution No. 24-2023

On December 14, 2023, the City Council approved Resolution No. 24-2023, outlining a Letter of Intent for the public-private partnership." In terms of Snow Park Village MPD and CUP review, only 1,360 spaces may be designated for day skier use and another 611 spaces the Applicant is requesting for new uses are prohibited from day skier parking. This is to reduce vehicle trips. Yet, in the application before you, 250 of the 611 spaces prohibited from day skier parking are designated "ski club" parking spaces. Ski club members will use these spaces for parking when they ski. If we consider another existing ski club – 1981 Club at Silver Lake – we know many members are locals and that dedicated parking is a membership perk. The same will be true of the new ski club at Snow Park where membership includes parking directly at the base on P1/Level 3. This amounts to more day skier parking and violates the 1,186 total spaces Deer Valley is allowed per legitimate application of Ordinance No. 2023-56.

Deer Valley's current plans effectively increase day skier parking from 1,482 to 1,611 spaces (1,361 day skier spaces + 250 ski club spaces). This contradicts the Conditions of Approval for the ROW vacation and fails to further Park City's traffic reduction goals.

CONCLUSION

I support the Snow Park base development, provided it complies with the Land Management Code (LMC) and Conditions of Approval. However, the current plans increase day skier parking and do not align with Park City's goals or the ROW vacation conditions. Planning Commission must ensure accurate parking analysis and reductions. It is vital to enforce existing conditions and demand sufficient mitigations to ensure the development will be done responsibly.

Thank you for your consideration.

Sincerely,

Allison D Keenan

**10.29.2024**

I live full time in the Oaks in lower Deer Valley at [REDACTED].

Our traffic situation is barely tenable during high volume ski days, as we have only one way out of our community that largely relies on two lane roads. The planning commission has a choice:  either add lanes to 248 around the high school, and add lanes to Bonanza and Deer Valley Drive on all the portions where there are currently only 2 lanes, OR, refuse to allow a single additional vehicle, or a single additional parking spot, in the Snow Park project that is in excess of what you are legally required to

allow.  Absent that, you will be creating another Paradise California type situation where we are all one brush fire away from a horrific disaster.

Bill Bloomfield

**10.30.2024**

Dear Park City Planning Commission:

We live full time in the Oaks in lower Deer Valley at [REDACTED].  Our traffic situation is barely tenable during high volume ski days, as our community relies solely on two lane roads to exit until you reach the traffic circle. I understand from the current Alterra proposal that this will clearly worsen with thousands of units being created.

To manage this, the planning commission has a choice:  Either add lanes to 248 around the high school AND add lanes to Bonanza and Deer Valley Drive on all the portions where there are currently only 2 lanes, OR, refuse to allow a single additional vehicle, or a single additional parking spot, in the Snow Park project that is in excess of what you are legally required to allow.  Absent that, you will be creating another Paradise California (fatal fire) type situation where we are all one brush fire away from a horrific disaster.

Thank you in advance for your serious consideration of this serious threat. (Not to mention the significant traffic headaches for full time residents.)

Regards,

Susan S. Bloomfield

**10.30.2024**

User comment: Dear Planning Commission, Please include these comments in the public record.

The Snow Park Development evolved in some win/win ways for Deer Valley and our community. One example of a win/win is the modification of development plans to use tunneling to continue to provide the drop-off area our community loves. Thank you to Deer Valley and City Hall for implementing a solution recommended by the Protect the Loop community organization. Protect the Loop priorities were based on surveying our community for feedback on the development. This is a prime example of community engagement making a difference. We still have the difficult challenge of increasing traffic due to the development.

I live in the Rossie Hill neighborhood. According to the Fehr & Peers October Traffic Study, the intersections impacting my home are already not acceptable at an E level of service and will decline to F in 2040. The analysis from the Fehr & Peers study about his decline is outlined in a portion of their traffic study below.

1.4 Study Results In the Plus Project Conditions (2030 and 2040), seven of nine study intersections, with recommended mitigations in place, meet the Park City LOS standards. The two intersections that do not meet Park City LOS standards are Mellow Mountain Rd / Deer Valley Dr and Deer Valley Dr / Marsac Ave, both of which are failing in the PM peak hour. The Mellow Mountain Rd / Deer Valley Dr LOS E and F, under 2030 and 2040 Plus Project Conditions respectively, are a result of high volumes leaving the Resort

in the PM peak hour making it hard to turn out from Mellow Mountain Road. The Deer Valley Dr / Marsac Ave roundabout fails currently and under all analyzed scenarios given high traffic volumes exiting various ski resorts and moving in and out of downtown Park City. As a result, potential mitigations at the Deer Valley Drive / Marsac Avenue roundabout were not analyzed as part of this study.

However, at the time of this writing, the Utah Department of Transportation (UDOT) is conducting a traffic and safety study at the roundabout. The Rossie Hill and Deer Valley Drive intersection which services the Rossie Hill neighborhood is located between Mellow Mountain, which is below the "Y", and the Marsac Ave roundabout. Mellow Mountain and the Marsac Ave roundabout intersections are currently LOS E and will decline to LOS F in 2040.

While I support the overall development, I do not believe our neighborhood should shoulder such a large negative impact from the increase in traffic. I am requesting a mitigation solution which will improve our ability to exit Rossie Hill Drive to move on to Deer Valley Drive. Somehow even though I live .75 of a mile from Deer Valley, the intersection which impacts my neighborhood is below the "Y" and failing LOS mitigation strategies have not yet been explored.

In a positive development, there are some solutions offered which will improve the LOS for other intersections. One example of a LOS improvement is below from the Fehr & Peers analysis. 1.6 Improvements to Existing Conditions 4. Improvements to the geometric configurations for Queen Esther Dr and Solamere Dr which will increase LOS from a B to an A for traffic flows in and out of neighborhoods in these areas.

Questions:

1. Can we find a solution to improve the LOS to a passing grade on Deer Valley Drive from the "Y" to the roundabout? The current development plan analyzed by Fehr & Peers shows the LOS moving from E to F.

2. Can we explore a mitigation solution which improves our "geometric configurations" to help with egress moving from Rossie Hill Drive on to Deer Valley Drive? Beyond the specific intersection issue I am highlighting above, I want to discuss exploring additional ways to reduce the number of cars driving to Snow Park. We can potentially impact how employees arrive to the resort. This includes the existing Deer Valley resort employees as well as all the new employees needed to support the additional lodging, restaurants and retail stores. I also want to share an idea to increase the utilization of the current bus system for residents and skiers staying in Park City.

Traffic mitigation ideas:

1. Shuttles/buses for all Heber Valley employees which capture the employees in Heber so they are not driving on highway 40 and 248 to get to work. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

2. Shuttles and/or buses from Salt Lake City to Deer Valley. Let's eliminate the number of employees needing to drive up I-80 and 224. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

3. Deer Valley employees living in Park City should be incorporated into our local shuttle and/or bus services. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

4. A specific request for Deer Valley at the transit center is to develop a lounge-like atmosphere with a large lounge area with free lockers. Deer Valley provides exceptional free ski storage. A similar free locker option available as soon as you enter the transit station will encourage both locals and other guests to use the bus to get to Deer Valley. How many people do you know who drive to Deer Valley just so they can change into their ski boots in the parking lot?

Pedestrian Safety: We currently and in the future need painted directions on the sidewalk and the bike lanes designating one area for bikes and one area for pedestrians. People who rent electric bikes regularly make me jump out of the way while they ride their electric bike at a high rate of speed on the sidewalk.

Shared Managed Lane: I do support a shared managed lane which begins on Deer Valley Loop and connects all the way to highway 80 and highway 40. Until we figure out how to connect the SML to other parts of Park City, I do not support the SML. The SML would only decrease the travel time of buses around the loop by a small amount of time and will not encourage greater use of the bus by locals or visitors.

I appreciate this opportunity to share my thoughts regarding the current Snow Park Development Plan. Thank you, Allison Kitching Portico Condos (Rossie Hill Neighborhood) 84060

**11.4.2024**

I would like to provide you with another update to provide to the Planning Commission. I attended the October 30 meeting and probably wasn't clear on what I was trying to express. I spoke with Michael Demkowicz and he clarified most of my concerns but wanted to ensure that this is documented. An action item was taken by someone on the Deer Valley team but I don't recall his name.

I have attended every Snow Park presentation and in the last one on September 12th, I noticed something I hadn’t seen yet. This is shown in Exhibit 29A of the October 9 presentation. There was a defined expansion of the sidewalk from 8 ft to 12ft. The 12 ft sidewalk was new to me. I saw in the latest proposal from October 24th, Exhibit 29A it was changed to state 8-12’ which is what the dimension is for the existing sidewalk size. Exhibit 29B, however, still states there will be a new 12’ wide multi-use path.

As I expressed to Michael, our property line per our survey map butts up against the existing sidewalk which is currently between 8 and 9 ft wide. The existing road and sidewalk system is 44-45’ wide from the edge of the sidewalk to the far end of the north roll gutter. This includes two 11 ft paved road lanes, two 4½ ft shoulders, and two 30” roll gutters. The City has a 60 ft Right of Way along Deer Valley Drive so they have about 15' left to develop if they choose rather than taking property from Fawngrove. We have had owners complain about the noise and lights from traffic shining directly into their Units so moving closer towards Fawngrove will only make this worse. The nearest property across the street from Fawngrove is 90 ft away and up a hill so it wouldn’t be affected by traffic lights and noise as much as we would.

MIchael told me that they no longer intend to expand the sidewalk onto Fawngrove property. They will be developing the other side of the road. I would like to see written confirmation and a revised drawing of this.

We also discussed the bus stops on the north side of Deer Valley Dr N (westbound direction towards the Y). I actually met Michael and the DV team on the bus home from skiing last year and showed him what I meant. He got off the bus with me to look. He actually brought it up when I spoke with him last week. In order to add safe areas for commuters to stand, that side of the road will need to be expanded because it currently has no proper bus stops and is extremely dangerous. People have to stand on the shoulder to wait for the bus and during the winter, the shoulder gets covered by snow banks several feet tall forcing them to stand on 3-4 feet snow banks to wait for the bus. I have attached a photo I took from three years ago, not the big snowfall year. Since buses normally stop at the white line, people get dropped off with children and ski gear where they have to stand in the snow within inches of the bus as it departs. I have been in contact with several different people from Park City departments over the past three years and have not received final confirmation that this will be changed. I was told last year that the City has many locations that need bus stops and they may not be able to get to Deer Valley bus stops until 2024. As much as we need them, this shouldn't start until the roadway expansion is approved and there is a definitive plan.

The Fawngrove owners I have heard from do not believe expansion of the sidewalk along Deer Valley Dr North is necessary. It has worked fine for years with the existing size without having to expand closer to Fawngrove buildings. Most people I see riding east along Deer Valley Drive North prefer to use the shoulder of the road when there are pedestrians on the sidewalk. With the third multipurpose lane, this leaves even more room on the road for bicycles. When I ride my bike, I use the road to avoid frightening people I approach from behind or making pedestrians move over to make room for me. If the City still feels the road needs expansion, there is much more space on the other side of the road and bus stops can be added at the same time.

My two priorities then are:

1. I oppose any expansion of the sidewalk onto Fawngrove property when there is ample right of way on the other side of the road. I do not believe the sidewalk needs to be expanded at all.
2. Proper bus stops are required along the westbound lanes of Deer Valley Drive North. These should not be added until the full dimensions of the road expansion have been determined and approved.

Thank you for your attention to this.

Tom Miller

84060

**11.12.2024**

A friend and I who are both Solamere residents attended the Snow Park open house and briefing held in September. Remembering the excavation and removal of contaminated soil when the Montage was built and hauling it out to Richardson Flat, we asked what the plan was for Snow Park. We were told not to worry; soil would be hauled UP the mountain. In reading through the Agenda Packet for the upcoming Commission meeting, I see the same rather blithe reference to soil removal and hauling impact on traffic flow and business interruption.

In digging up the lowlands where once the ponds extended, developers will be bringing up more than dirt and mining residuals of metals. There are acres of asphalt and concrete that haven't been mentioned. My questions are twofold: 1) exactly where up the mountain do they intend to put the haul and how do they plan to make it less toxic in runoff and 2) what do they intend to do with the man-made materials of asphalt, etc.?

I hope to attend the meeting via Zoom, but would like my questions entered into the conversation.

Thank you,

Sally Sorenson

**11.12.2024**

My wife and I are a full-time residents of Park City, but are unable to attend the November 13 Planning Commission meeting. In a very early discussion with a Deer Valley project manager, we were told that there was a plan to use a temporary cement plant at the site, which would greatly reduce the number of cement trucks traveling through town to the Snow Park construction site. We hope that this is still part of the construction project under review by the Planning Commission. We live on Rossie Hill Drive and, along with other Park City residents and guests, would be significantly impacted by the noise, traffic congestion, and pollution caused by a constant stream of cement trucks going up and down Deer Valley Drive.

Thank you

Bob Gurss

**11.13.2024**

Planning Commission,

As a property owner in Powder Run on Lower Deer Valley Drive I am troubled with the recent changes to Deer Valley's plans concerning the traffic flow, specifically the direction of the flow. As their plans have changed multiple times, this latest change would impact our buildings immensely. My concern is centered around the exit from the new transit area onto Deer Valley Drive. Their plans depict this exit immediately next to our only crosswalk to the new area. My worry is, are the vehicles going to be able to see any pedestrians that are attempting to cross? I ask this because it appears they will be driving up an incline and immediately turning left. In my opinion this is an accident waiting to happen, and as a family with younger children trying to navigate a crosswalk with ski boots with cars and buses that do not have a clear line of sight with the cross walk this is a very dangerous combination. I believe there are multiple different options that would elevate this issue, with the easiest being changing the traffic flow. Rather than exiting onto Deer Valley Drive from the transit center, why not enter the transit center from Deer Valley Drive? I appreciate you taking the time to hear my concerns as a resident and parent.

Respectfully,

Brandon Wiemeyer

**11.13.2024**

I am having trouble reconciling the reduction of parking spaces that were agreed in order for the land vacation. An exhibit showing this would be helpful. Every time I look at the historic numbers as well as the current estimates of parking for the lots and streets it seems to be different. These spaces are mostly day skiers but also include a significant number of DV employees. There is a small number of others such as Jans, Rennstall and small shops not DV owened(I think). The ski club also needs to be addressed. My take is most of these members to be are currently day skiers who look forward to joining the new club. This raises the question of the intent of the 20% reduction. Let's get this out in the open.

Thanks, Bill Watson. 84060

**11.13.2024**

I would like to add my items I addressed in the meeting today.

I appreciate that Deer Valley addressed my question from the last meeting that the sidewalk in front of Fawngrove would not be expanded to 12 ft and would remain the same size as today (8 - 9 ft). They said the shoulder on the north side of Deer Valley Dr North would be expanded slightly to make the shoulder 5 ft, which would accommodate people standing and waiting for the bus. This will work as long as the shoulder remains plowed during the winter. Snow plow operators must be instructed to plow the shoulder and not along the white line of the shoulder as is done today.

In the November 2026 - May 2028 Temporary drop off slide, it shows transit buses operating in one direction, west to east. If the buses only travel counter clockwise around the loop, how do residents along Deer Valley Dr North and East get to Snow Park in the morning? I have made suggestions in the past that a shuttle bus service operate all day around the loop to pick up and drop off. One of the Commissioners suggested that Deer Valley provide free shuttle service during the construction period, which would be acceptable as well.

With limited parking during the construction, I hope that Deer Valley will not continue parking along Deer Valley Dr. My understanding was this is the last year they are permitted to do so and they should not be allowed to continue parking on the road. It is a nuisance and dangerous to those of us who live and drive here.

Living within a half mile of the development, I am not in favor of work progressing late into the evening. The proposal of 4:30 is fine. Going until 8:00 pm or 9:00 pm is not acceptable.

Thank you,

Tom Miller

Fawngrove

84060

**11.13.2024**

Thank you for the opportunity to speak at this evening's meeting and apologies that I couldn't get my audio to connect.

My question and comment:

I am president of Nordic Village Homeowners Association. Our neighborhood adjoins the Deer Crest access road that connects to Queen Esther Drive between Amundsen Court and Nansen Court. We have noticed a substantial increase in construction traffic on the Deer Crest access road over the past year, likely connected with a major project that is under development adjacent to the St Regis hotel.

It is our understanding--and I believe this was referenced at the October 30 planning commission meeting--that a prior agreement with the city and / or county prohibits the use of that road for construction access. If that is the case, said agreement is not being honored in any shape or form. Very large construction vehicles, including tractor-trailer rigs, loaders, and very large cranes regularly travel up and down that road, causing noise and disturbance to my HOA residents.

The Deer Crest access road is steep and narrow, with a number of curves. It travels over abandoned mines. That road was never intended to handle large vehicles, yet that type of traffic has become an almost hourly occurrence on many days. From conversations I have had with Park City Police and Summit county officials, the Deer Crest access road is privately owned by a Deer Crest-related limited liability corporation and as such is not subject to the laws of any governmental agency or jurisdiction. However, it does connect with a public street (Queen Esther Drive) and it has become a significant public nuisance in the form of noise, vibration, pollution, and potential disturbance of mining legacies that could cause seismic disturbance or threaten public water supply.

My HOA residents are deeply concerned that the Snow Park project will add to an already untenable level of construction vehicle activity, particularly in light of the applicant's plans to stage excavation soil uphill from the Snow Park base. The Snow Park access road offers an easy means of egress for excavation soil.

I would really appreciate the opportunity to discuss the current state of construction vehicle activity on Deer Crest access road before the Snow Park development.

Thank you for your consideration.

Sam Brothwell

**11.17.2024**

Planning Commissioners,

Scott and I are longtime full-time residents of the Sunspot condominiums located at 625 Deer Valley Drive, 84040. We would like to submit the following comments regarding the Snow Park Project Draft Construction Mitigation Plan.

The Snow Park Village Plan and the Staff Report cover the impact on what we will call the Deer Valley Loop. Our comments are specific to those of us who live between the Y and the Old Town roundabout and who will experience significant impact through this construction process. Our comments are specific to two topics: Project Hours and Safety.

<u>Project hours for both Material Delivery and Construction Vehicles</u>

According to Standard #1 in the Staff Report - MCPC Section 11-14-6(A) - construction work within Park City is allowed 7AM-9PM Mon-Sat and 7AM-6PM on Sunday. And according to Standard #3, deliveries including concrete are prohibited outside of construction work hours.

According the Snow Park Village Draft Construction Mitigation Plan, hours will be limited to 7AM-4:30PM Mon - Sat and no Sundays.

We appreciate the hours proposed in the Snow Park Project plan which will allow residents in Lower Deer Valley at least a brief respite from construction traffic during the evening and for approximately 50 days (Sundays) per year through this 5 year process. We encourage that the Chief Building Official be held to strenuous account regarding any special requests for variances outside of these hours.

Public Safety

Having lived on Deer Valley Drive for many years, we often experience speeding on the road, however construction and material delivery vehicles create even more risk. We want to ensure that throughout this process there is a focus by the city in regard to:

1) Speed control - We are requesting more enforcement of the 25 mph speed limit on Deer Valley Drive, especially between the Y and roundabout.

2) Brake checks - According to Standard #8 of the Staff Report - and corresponding redline #22 - it looks like this is being addressed in the process. We ask for strenuous enforcement in this area.

3) Covered dump trucks - We have seen rocks and debris fall from dump trucks. Due to the many pedestrians on Deer Valley Drive, we ask for strenuous enforcement in the area as well.

And in closing, we are assuming that once the project begins, there will be a 24 hour staffed line for public questions and concerns. Thank you for the opportunity to comment.

With regards,

Rachel and Scott Sahlman

**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 raodside 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 helfpul 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 December11th 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 survery done a couple of years ago.

Sincerely,

Martha Lieberman

This can be posted as a public comment and submitted to the next planning meeting.

**January 19, 2025 | 7:36 a.m.**

I can only guess that DV (Alterra) chose this night to present its circulation plan. They seem to think it is a done deal. Their idea of circulation is fairly pedantic. For anyone who has traveled overseas the obvious answer for three way intersections (including the deer valley east and west Y intersection) is a round about. DV has told me they can't do roundabouts because… they cost too much, they would have to move power boxes, they won't handle the traffic (makes me wonder about how much more traffic they are bringing in). In any case all of their "reasons" are red herrings. Roundabouts have been proven safer for pedestrians and drivers, by slowing, but keeping traffic moving with time for drivers to attend to pedestrians They maintain dark skies by keeping lighting low to the ground. They are less expensive than traffic lights and less annoying when there is no one else around (like summers in PC).

I have 4 guests arriving that night so I will be unable to attend, but I want my opinion entered into the record.

Unless Deer Valley comes up with a plan in which drivers are not turning left through traffic and which does not include traffic lights (please, let's be creative about this and not stuck in freeway mentality) I will be raising the opposition again. And this time we will not be blindsided by behind doors negotiations which produce peanuts for the community.

Could you call me? I'd like to discuss this with you.

Kind regards,

Charlotte O'Connell

**January 21, 2025 | 3:02 p.m.**

we have had property here in PC since 1980 and have known that DV resort had the opportunity to build out the parking lots. the city has known this as well. we were lucky that it wasn;t but now we are faced with development. what has the city done? nothing in all those years to improve the streets. you plan a meeting right at the time of sundance where there will be no parking crazy.

and, the city wants to use taxpayer money for the resort - crazy. what about an evacuation plan for the surrounding homeowners in case of a fire - like california has had? the present and past city council is only into development for more money….it is disgusting. the council and its planning department approve the worst looking developments here in the city that are unattractive and cheaply built - disgusting.

for wanting a top resort the council doesn't have a clue ….what about water….that is a major concern where is the planning on that issue?

this is a disaster as is park city resort. your first priority is your tax base of homeowners and businesses not developers.

pls put this in the record.

lynda shea

**January 21, 2025 | 9:46 p.m.**

Please consider the alternative to any increased car traffic on the Deer Valley Drive Rd. system. With the Olympics in sight and future Snow Park development at our doorstep we should consider the following option. It is not too late to facilitate public transportation rather than overburdening the existing infrastructure.

A large parking area and rail terminal ("transportation terminal") should be built adjacent to highway 189 north of Jordanelle Reservoir on land already owned by Park City municipal corporation. This should be the end point of a rail spur from Salt Lake City and eventually connecting to Heber and Provo. It should be the end point of all non-resident car traffic not able to be easily managed through the Kimball Junction portal. All non-residents would leave their initial transportation at this terminal and board a monorail type system, which would directly connect to the snow park development . The monorail, wood then carry traffic further to the Park City town transportation center. The monorail could then continue to Park City resort and turning north carry all traffic to the kimball Junction area.

A rail and all non-resident public transportation terminal would significantly reduce the impact of development and new traffic. This also means the quality of life of current and future residents (taxpayers )would ant least hold steady if not improve. Safety of all current residents and future development would improve by easing access to emergency vehicles by reducing non-resident vehicle Traffic. The environment would benefit from organized mass and public transit systems, which would eventually benefit large venue events, such as the Olympics.

The current loop traffic plan will at best be a short term and extremely expensive patch job for a transportation system that needs a real answer. Rather than taxing residents, a portion of costs of this new public transportation system could be transferred to those utilizing this system.

Although more expensive in short term dollars, the public use fees should provide more than enough funds over time to make this happen and will be a transportation investment that would reflect an environmentally, thoughtful accommodation to an increasingly utilized space.

It is not too late to make a smarter, long-term choice than an accommodation for a short term damage control plan. I appreciate the opportunity to present this and your consideration.

Tim Robison

**January 23, 2025 | 10:49 a.m.**

My name is John Robertson MD and I reside in lower Deer Valley at [REDACTED]. I attended last nights snow park planning meeting and have the following thoughts:

1. I commend this PC planning commission's thoughtfulness in this process and Deer Valley's integrity in making this process open and transparent. Further it is wise for the planning commission to withhold approval for more than 1300 skier parking spots already allowed in the CUP until MUCH more details of their planning in phase 3 are available.

2. Deer Valley has offered to provide data reporting related to traffic flow, guest attendance, etc. as part of this process. One member of the council did not feel this was necessary and could be done as a memo. Another board member disagreed as do I. A regular reporting with a formal dashboard of all the subprojects is necessary for your voters to see objectively the impact of this project on their community. It would be unwise to wait till the community is angry about the impact of this large project in such a small place as Deer Valley. Not only is traffic a concern but also what is this doing for the tax base, impact to schools, critical services like fire and emergency providers, police impact, etc.. despite your best plans there is ALWAYS unintended consequences. It would be good for your resident taxpayers to have awareness of the challenges you will have planning for the future of park city. An integrated dashboard including numbers of cars, guests at the resort, travel wait times, "failed traffic lights", critical incidents such as delays reported by first responders, deaths, etc should be included. As plans for phase 3 become more clear, your commission can further delineate the required metrics to report to the public.

3. Loved the idea of message boards/texts for customers regarding wait times into and out of the resort for cars parked at the resort and would be great for everyone like DV guests, bus and shuttle drivers, police, fire dept., EMT, etc. where you know there will be choke points during the day especially during peak dates at the resort.

4. Reservations are not a great answer! At park City resort, these were implemented and I found myself frequently angry because as a season garage pass holder I had to plan far in advance to get a reservation at peak times at the resort. When I visited the garage anyway during these times I could not get a reservation, I found many empty spaces in the garage. Basically PC's technology did not aggressively police the reservation holders who did not show up. This was poor for the business of the resort and unfair to those whom bought parking passes but could not use them. A simple rule like "be there by 10 AM or lose your reservation and get charged a fee" was not in place there. I share the legitimate concern by DV staff that empty parking spots results in lost revenue to the resort and a poor customer experience for those whom travel a long distance and cannot park due to a lack of a reservation. It will be up to DV to figure out how to communicate how to get in and out of the resort. To that end since all these local resorts do email surveys of their customers experience after visiting, it would be wise for the planning commission to capture this feedback re. Traffic, parking, ease of use of public transportation, etc.. as part of the ongoing projects over the next several years.

5. "Field of Dreams" - if you build it they will come!

We all know DV is a gem which is why many of us live here in PC. I suspect you could see the same issue in many other parts of the country. I come from Southern California and as a point of reference you can ask anyone how easy it is to get into the "Hollywood Bowl" for example. You could literally walk for miles from parking to the venue to see a show. The point is, this venue survives simply because an enormous population, NOT the customer experience. Sadly, I will attend the bowl only when the performance is not offered elsewhere. Deer Valley is very small so small increases in attendance, commercial services, lodging, Olympics, etc.. will likely have a big impact. This is why the local community is anxious and skeptical of a venture capitalist backed entity's intention to expand as much as they have planned. Recently we have just experienced a labor disruption at PC resort that has further fouled many locals opinion of Vail resorts. Given that attendance at any of these resorts impacts the local residents and the city of Park City we should maintain a cautious vigilance to protect our environment. I applaud the stated intent of the DV folks to work closely with the city as has been granted by the CUP.

Lastly using a robust data stream will be useful for the city to ask both the state and even federal government to assist in transforming this rapidly growing region (PC And Heber valley) from a car/truck reliant culture to one that more resembles that found in more congested parts of the world like mountain regions in Europe (light rail, clean public transit, etc..). It is startling than even one of your planning board members stated that it can take him up to 45 minutes to travel from near pioneer square to DV a distance less than 4 miles during peak times. The point is we already have excessive traffic even before this large expansion. As a planning commission for PC, you need to set the stage with surrounding communities and Salt Lake City to better deal with an onslaught of demand on inadequate infrastructure. We Don't want to be like LA!

John Robertson

MILLER | HARRISON
LAWYERS

CALEB O. ANDREWS
UTAH BAR NO. 17511
OFFICE: (385) 831-7356
caleb@millerharrisonlaw.com
ADMITTED TO PRACTICE IN UTAH

October 9, 2024

Park City Planning Commission
445 Marsac Ave
Park City, UT 84060
planning@parkcity.org
(435) 615-5060

**Re:** ***Intersection Stoplight – Stonebridge Townhomes Association – Deer Valley Development Discussions***

Dear Park City Planning Commission,

My office represents Stonebridge Townhomes Association ("Association"), a local homeowners association in Park City, Utah. As you are aware, Deer Valley Resort ("Resort") intends to develop a workforce housing project ("Project") at or near 1555 Lower Iron Horse Loop Road (See Exhibit "A"). The Park City Planning Commission ("PCPC") has had ongoing discussions with the Resort regarding the Project. One of the expected consequences of the Project is increased traffic. Notably, Bonanza Drive is already one of the busiest roads in Park City. Additionally, it suffers from year-round backups during rush hours.

The Association is aware of plans to install a stoplight at the intersection of Deer Valley Drive and Sunnyside Drive (See Exhibit "A", designated in red). The Association has only one road for street access, located at the intersection shared by Stonebridge Circle, Mellow Mountain Road, and Deer Valley Drive (the "Entrance") (See Exhibit "A", designated in green). Currently, the afternoon and evening rush make left turns out of Stonebridge Circle virtually impossible. The proposed stoplight is anticipated to only increase the risk of traffic congestion around Stonebridge Circle, which is the sole entrance/exit to the Association.

Subsequently, the Association proposes solutions to alleviate the traffic around the Entrance. First, the Association requests that the Entrance be designated as a "Keep Clear" area of the road. "Keep Clear" markings on the road are used to clear designated sections so vehicles can enter and exit. These markings are beneficial to stop vehicles from blocking

the intersection and make it easier for vehicles to enter and exit side roads. As the Entrance it the only street access to and from the Association, it must remain unobstructed at all periods of the day. Examples of “Keep clear markings are below”:





In addition, the Association also proposes adding a “Keep Clear” or a “No Stopping Any Time” sign to further emphasize the importance of keeping the Entrance accessible. The signs will designate the area even in low visibility conditions, including during times which snow and ice that may cover the roadway markings. Examples of possible signage on the side of the road are below:










Without traffic improvements, the congestion during rush hour and ski season will worsen at the Entrance. The addition of these road markings and/or signage would preserve both the time and safety of homeowners and skiers alike. It is the Association’s hope that by working collaboratively with the Planning Commission during future development, we can find workable solutions for all. Please feel free to contact me directly if you have any questions or concerns. Thank you for your attention to this matter.

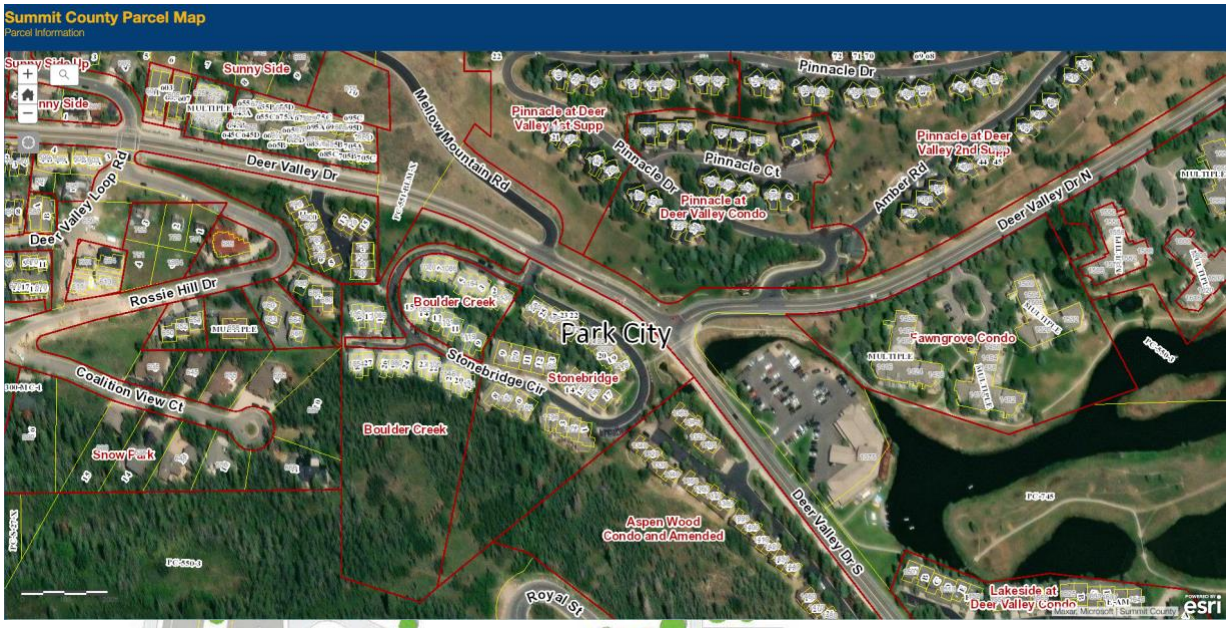
Respectfully,

**MILLER HARRISON LLC**

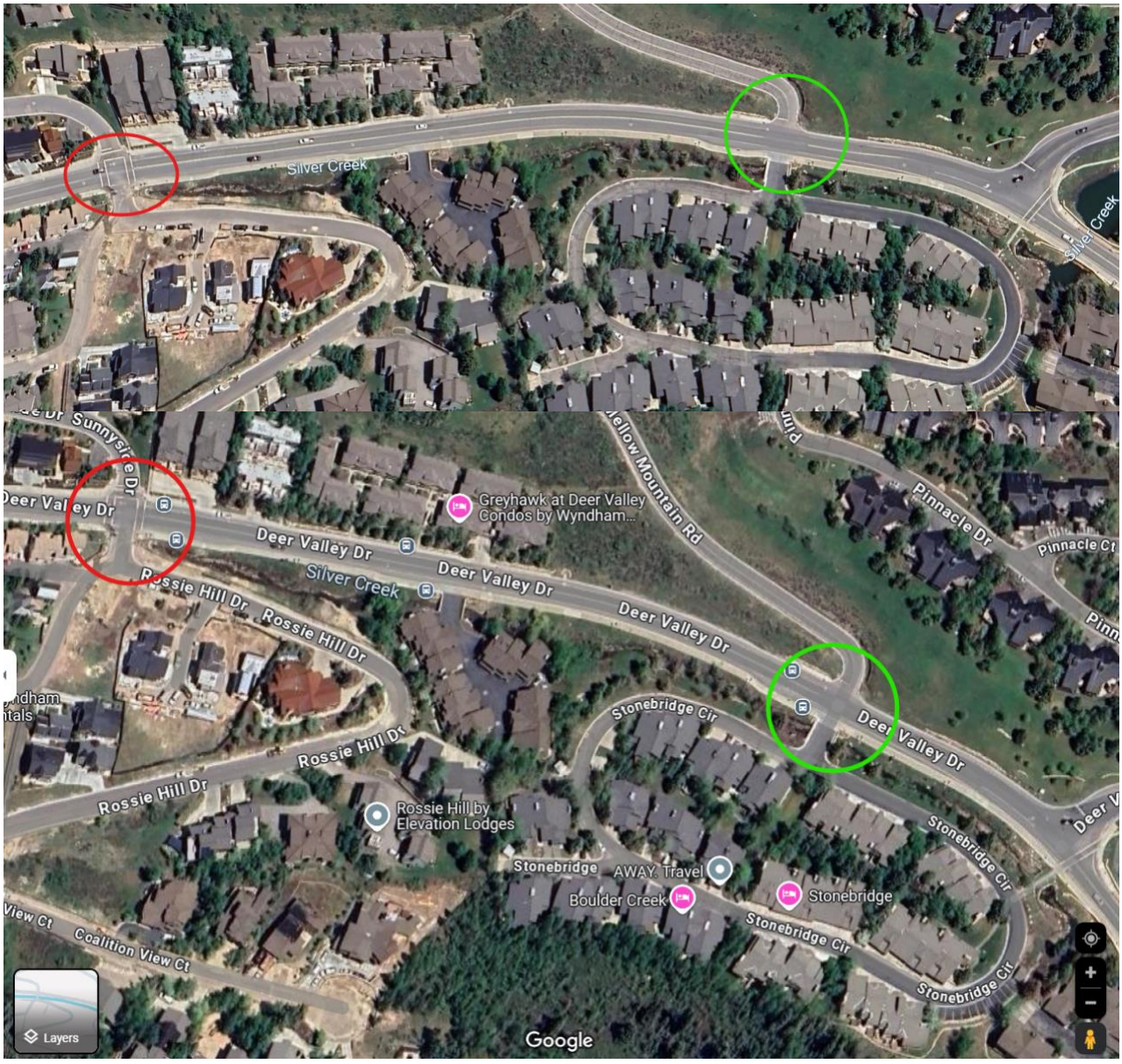
*/s/ Caleb O. Andrews*
*Attorney at Law*

# EXHIBIT “A”

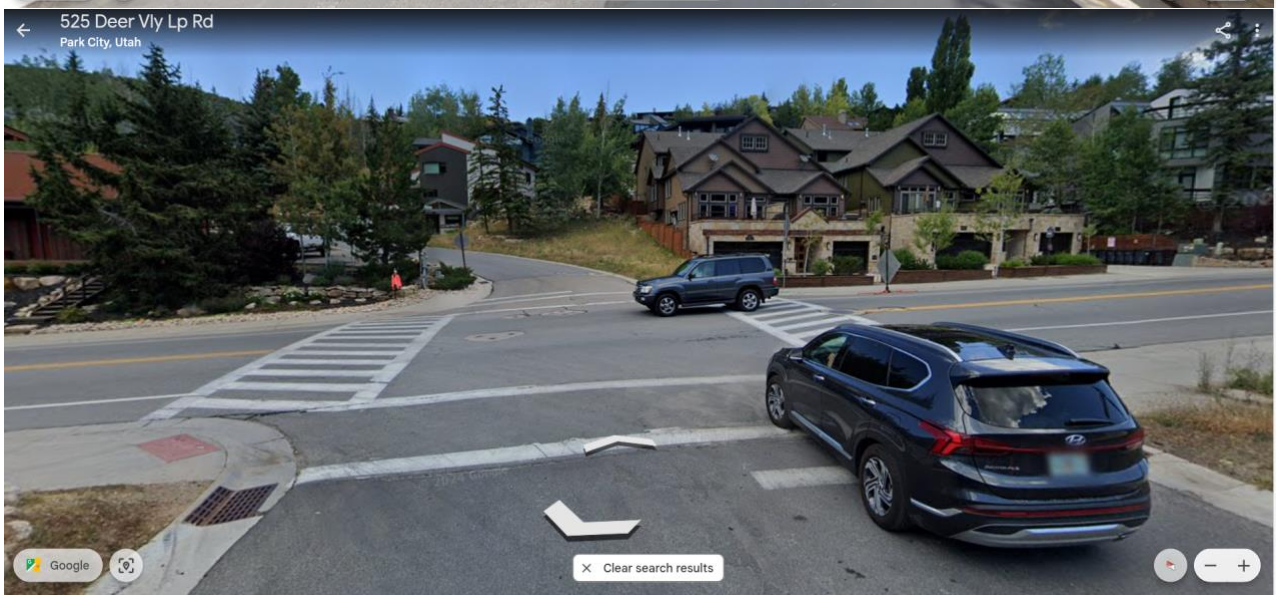
(Photos)


Summit County Parcel Map
Parcel Information
Sunny Side
Deer Valley Dr
Deer Valley Loop Rd
Rossie Hill Dr
Coalition View Ct
Snow Park
Mellow Mountain Rd
Pinnacle at Deer Valley 1st Supp
Pinnacle Dr
Pinnacle Ct
Pinnacle at Deer Valley Condo
Pinnacle at Deer Valley 2nd Supp
Amber Rd
Deer Valley Dr N
Boulder Creek
Park City
Stonebridge Cir
Stonebridge
Fawngrove Condo
Deer Valley Dr S
Aspen Wood Condo and Amended
Lakeside at Deer Valley Condo
Royal St
esri


HISTORIC UNION PACIFIC RAIL TRAIL
PROPERTY BOUNDARY
SILVER CREEK
NATURAL SETTING
TRASH ENCLOSURE TRANSFORMER
10'-0"
CREEK SIDE PLAZA
RESIDENT COMMONS
BONANZA DR.
P.M. SUN
20'-0"
ENTRY PLAZA
LANDSCAPE BUFFER
RESIDENT GREEN
LOWER IRON HORSE LOOP RD.
PUBLIC ACCESS EASEMENT
ZONING SETBACK
EXISTING UTILITY BOXES
A.M. SUN


Silver Creek
Silver Creek
Deer Valley Dr
Greyhawk at Deer Valley Condos by Wyndham...
Deer Valley Dr
Silver Creek
Deer Valley Dr
Deer Valley Dr
Rossie Hill Dr
Rossie Hill Dr
Yellow Mountain Rd
Pinnacle Dr
Pinnacle Ct
Stonebridge Cir
Deer Valley Dr
Rossie Hill Dr
Rossie Hill Dr
Rossie Hill by Elevation Lodges
Stonebridge
AWAY. Travel
Boulder Creek
Stonebridge
Stonebridge Cir
Stonebridge Cir
Stonebridge Cir
Coalition View Ct
Layers
Google


Stonebridge Cir
Park City, Utah
Google
Clear search results


525 Deer Vly Lp Rd
Park City, Utah
Google
Clear search results

**November 11, 2024 | 1:02 p.m.**

Dear Planning Commissioners and Planning Staff,

Please see the attached letter with my comments about the October 30 Special Meeting and the proposed Snow Park Development circulation plans. Please include this in the public record. Thank you.

Best Regards,

Allison D Keenan

84060

Dear Planning Commissioners,

First and foremost, thank you for serving our community. The Snow Park development is only one of many applications that you must review closely to make sure it is in compliance with the Land Management Code. I honestly have no idea how you review all of the documentation for all of the developments that are underway in Park City. I was unable to attend the October 30 meeting in person, but I listened online and I appreciated your thoughtful comments and feedback.

I do appreciate many of the revisions that Deer Valley had made to the plans in response to community feedback. However, I still have concerns.

Parking - The “existing” parking number of 1,700 cars on peak days does not add up. At the October 30 meeting, when Commission Suesser asked for specifics on the parking numbers and the numbers used by Fehr & Peers, Wade Budge and Hannah Tyler both commented that existing parking at peak times is 1700 which includes overflow parking on Doe Pass which is a private road. It was confirmed by Deer Valley at the meeting that the current lots hold 1340 cars. In December 2019, City Council authorized a temporary parking program permitting up to 142 on-street spaces during peak days. That totals 1,482 parking spaces on certain peak days. To arrive at 1700 parking spaces, 218 cars would need to be parked on Doe Pass at peak times. That is more than the number of cars that can park around the loop. Parking 218 cars on Doe Pass is not possible. Doe Pass is only 665 feet in total length based on Google Earth measurements and is a one-way road that allows traffic to exit the resort on peak days so only a portion of the narrow road can be parked. The picture below shows Doe Pass at the top.



Park City's Transportation Plan Master Update aims to reduce vehicle trips by 20%. The Fehr & Peers reports through 2023 used 1,500 parking spaces as the basis for day skier parking on peak days. Unless actual parking counts can be provided, no more than 1500 spaces should be used as the basis for the 20% reduction in day skier parking. Day skier parking should be limited to 1,200 spaces as was proposed by Deer Valley in their 2022 plans.

As Commissioners Shand and Frontero commented at the meeting, the ski club parking which had 250 spaces allocated in the Fehr & Peers October 2024 traffic analysis (p. 50) and has 260 spaces allocated in Table 1 below is additional parking for day skiers. Per Resolution No 24-2023, the additional 611 parking spaces the applicant is requesting are *prohibited* from day skier use. Wade Budge mentioned that the ski club is consuming UEs and that to build this out as commercial space would change the parking requirements. Yet, based on Table 1, Exhibit D: Parking Memorandum dated October 23, 2024, there is another option. Deer Valley can keep the ski club and include that parking in the day skier parking total. Deer Valley can then add back parking for the condos, retail and hotel required by the LMC that was reduced by 259 spaces below.

**Table 1: Proposed Parking Allocation Compared to LMC Requirements**

| Use | Quantity of Land Use | LMC Parking Requirement | Final Allocation | Percent Change | Notes on Shared Parking |
|---|---|---|---|---|---|
| Condo[1] | 100 units | 200 | 156 | -22% | |
| Retail[2] | 30,000 s.f. | 90 | - | - | Parking for retail has an opportunity for shared parking with day skiers and other users. |
| Event Barn[3] | 15,000 s.f. (250 attendees) | 63 | 65 | 3% | Events occurring at the event barn will be in the afternoon/evenings, where shared parking with day skiers and other users will occur. |
| Hotel | 120 rooms | 120 | 115 | -52% | The parking for the food and beverage, meeting space/ballroom, and spa for the hotel has an opportunity for shared parking with day skiers and other users. |
| F&B | 8,000 s.f. | 40 | | | |
| Meeting/Ballroom | 8,000 s.f. | 40 | | | |
| Spa | 8,000 s.f. | 40 | | | |
| Storage | N/A | - | 15 | - | |
| Ski Club[4] | 15,000 s.f. (500 members) | 125 | 260 | 108% | |
| **TOTAL** | | **718** | **611** | **-15%** | |

Traffic - Traffic will increase with the development and peak traffic must be mitigated. Commissioner Van Dine asked about the intersections with an F LOS and how many hours per day and how many days per year this would occur. KPCW noted there were 66 peak traffic days last winter. Park City winter calendar identifies 66 peak traffic days Most locals know not to drive between 3:30 and 6:00 pm on peak days. Specific data on the length of peak hour traffic would be valuable. I agree with Commissioner Hall's comment that PM peak traffic is a huge issue, intersections are already failing, and the proposed plans add more parking stalls and increase traffic.

In the Fehr & Peers October 2024 traffic impact study, Table 11 on page 49 shows current peak traffic counts and anticipated peak traffic counts. Between traffic today and traffic in 2030, AM peak traffic will remain the same on Deer Valley Drive West and will increase by 8.4% on Deer Valley Drive East. PM peak traffic will increase by 16.8% on Deer Valley Drive West and 13.2% on Deer Valley Drive East. Commissioner Frontero suggested a 5-year plan to mitigate single occupancy vehicle use with specific goals. Conditions of approval are necessary to ensure that the applicant's TDM plan is sufficient.

**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.

Circulation & Underground Drop-Off – The underground drop-off at the base is a notable and much appreciated change from the prior plans. Commissioners Van Dine and Johnson commented on the underground drop-off exit. There are 3 lanes in and one lane out with a stop sign proposed at the exit. This could result in significant queuing as buses and shuttles merge with vehicles and try to exit the garage. People will only use transit if it is convenient and efficient.

Community members in lower Deer Valley adore the Deer Valley shuttle service. I use it regularly and have done so for years. Hannah Tyler noted that it provided 50,000 rides last year. The Oaks signed up for service in the middle of last winter and Solamere has contracted to use the service starting this winter. Additional communities may sign up. There are regularly 2 to 4 Deer Valley shuttles at the base at one time in addition to shuttles from the St Regis, Montage and various local hotels. Are the 6 spaces for shuttles in the drop-off area sufficient? Shuttle usage reduces vehicle trips.

Connectivity to East Village – Commissioner Sigg requested information about when the gondola connecting to the East Village would be completed. Deer Valley is providing private shuttles from the new lot by the Jordanelle to the East Village. Deer Valley should be required to provide transit from the East Village to the Snow Park base until the gondola is completed and operating on a regular basis.

I support the Snow Park base development, provided it complies with the Land Management Code (LMC) and Conditions of Approval. Thank you for the work you have done reviewing this application, and as always, thank you for your consideration of my comments.

Sincerely,
Allison D Keenan

Park City Planning Commission

c/o AlexanderBarton@parkcity.org

As a commercial real estate broker for over 50 years and owner of an appraisal company, I believe I have extensive knowledge of real estate in general and specifically the impact of easements on property value. The proposed widening of the existing pedestrian/bicycle path will without question have a significant negative impact upon those Fawngrove properties abutting the easement. Although easier and certainly less expensive to expand the path on the Fawngrove side rather than the Pinnacle side, it is without question because of the set back of the Pinnacle properties, there would be a negligible impact on Pinnacle property values. I urge you to reconsider the location of the widening. Although I am owner in Fawngrove and have been for almost 20 years, I am not impacted by this proprosed widening as my unit is adjacent to the pond.

I would like to add that as a Real estate broker licensed in Delaware, Maryland, New Jersey and Pennsylvania and having worked in various municipalities in each of those states, I have never encountered approvals granted by the various municipalities that did not sunset after a period of time. It is my understanding that approvals granted the Snow Park development occurred 40+ years ago. I find it incomprehensible that those approvals are still enforceable. Circumstances impacting development approvals such as demographics, traffic patterns, etc. can dramatically alter over a period of time which is why approvals do not survive without a termination date. Snow Park is a classic example of why the density previously approved should be reduced significantly. Although I am not suggesting that for potential legal reasons that significant modifications be made, I am suggesting that future approvals be structured so that construction must commence within a certain time frame.

Respectfully Submitted



W. Duncan Patterson CCIM

**October 29, 2024 | 7:46 p.m.**

Dear Planning Commissioners and Planning Staff,

I am submitting the attached letter and documents prior to the October 30 Special Planning Commission meeting for your review. Please make sure these are included in the public record. Thank you.

Allison D Keenan

Lower Deer Valley Resident, 84060

Dear Planning Commissioners,

Deer Valley proposes to develop the Snow Park Village in two phases:

> Phase I - underground parking; transit hub; road, utility and pedestrian improvements
> Phase II – hotel; residential units; commercial and support space

Without knowing Phase 2 land uses, it is impossible to calculate daily trip generation and evaluate parking requirements per the LMC. Commissioner Suesser noted this at the October 9 meeting.

Daily trip generation is the foundation of Fehr & Peers' estimation of additional daily traffic to and from Snow Park, as well as peak traffic and the viability of intersections. However, three different Fehr & Peers reports (attached) over three years reflect disproportionate and unsupported changes in trip generation numbers. Changes in daily trip generation resulting from Snow Park redevelopment must be clearly defined. This can only be done with accurate land uses.

First and foremost, we need an accurate baseline of current daily trips so we can assess the impact of the additional daily trips from the proposed development. The numbers of existing trips have changed from the October 2022 Fehr & Peers analysis to the 2024 analysis. In fact, AM Saturday Peak Hour trips have increased from 1,050 to 1,370 – a 30% increase. PM Saturday Peak Hour trips have increased from 1,420 to 1,510 – a 6% increase. Based on the current trip generation calculations, the new development will increase Saturday Peak Hour AM traffic by 3.6% (1,370 trips in 2024 to 1,420 trips) and increase Saturday Peak Hour PM Traffic by 15.2% (1,510 trips in 2024 to 1,740 trips).

July 2022 – This table confirms **2,276** additional daily trips based on an application that reduced parking to 1,800 parking spaces total including parking for 143 Multifamily Low-Rise Housing Units and 193 Resort Hotel Units.

April 2023 - Deer Valley withdrew their request for reduced parking late in 2022, and a revised Snow Park Village Trip Generation analysis done in April 2023 stipulated **3,616** additional daily trips. The table also confirms an additional 150 day skier parking stalls was added to existing base parking of approximately 1,350 stalls. (There are actually 1,340 stalls in the existing lots.) Meanwhile, pursuant to feedback from WCG and Planning Commissioners regarding the difficulty in getting people out of cars, significant reductions were applied to assumptions on the percentage of those who would bike, walk, or use transit. Likely all of these factors contributed to the more than 50% increase in new daily trips Fehr & Peers stipulated in 2023.

July 2024 - The latest Fehr & Peers analysis shows 1,971 total parking spaces which is more than the 1,800 cited in the July 2022 report. Yet the new daily trips number is reduced by more than 63% to **834**. The only supports Fehr & Peers offers for its massive reduction in daily trip generation are undetermined changes in land use and a mistaken reduction in day skier/staff parking. Please see the attached file showing trip generation for 2022, 2023 and 2024.

In the 2022 and 2023 Fehr & Peers reports, land uses were notably different from what is proposed in 2024. Yet no final application for Phase II with land uses has been submitted. Multifamily housing was 143 units in 2022 and 2023 and now reduced in 2024 to 100 units. Resort Hotel was 193 rooms in prior reports and is 120 rooms in 2024. These changes in land

uses result in 1,109 fewer gross daily trips. If this is inaccurate, additional daily trips could be understated by more than 200%.

My previous email detailed contradictions in parking numbers. Contradictions and errors persist in the 2024 report and further cloud understanding. The 2024 report cites a 340 stall reduction to day skier/staff parking. But there are currently 1,482 spaces available on peak days, and the current proposal stipulates 1,361 day skier/staff spaces. That equates to a reduction of 121 stalls, not 340. Inserting the correct number on this line alone results in 657 additional daily trips and a 178% increase to daily trips generated by the proposed development over what is currently included by Fehr & Peers.

Between potential changes to land uses that have yet to be confirmed and parking numbers, additional daily trips could be 2,600 rather than 834. It is imperative that the Planning Commission know land uses are determined and parking calculations are correct. Without proper information and accurate data, daily trip generation could be 3 times what is currently included in the Fehr & Peers 2024 report.

It must be noted that the repeated references in Fehr & Peers reports, staff reports, and general dialogue to “Day Skier/Staff Parking” are misleading. Deer Valley has not submitted employee parking plans for executives and/or other staff, but regularly states that employees (including ski school instructors) will not be permitted to park at Snow Park and instead have to rely on transit. If employees shall be permitted to park at Snow Park, Deer Valley must disclose where and how many at a time. If employees shall be forced to park remotely, that must be disclosed as well in order to calculate for the peak period traffic increases that will result when existing employee parking is converted to day skier parking.

In conclusion, I’d like to reiterate two points:

1) It is imperative that land uses are confirmed and stipulated as a part of the Phase I application.
2) Parking reductions must be based on the actual current day skier and staff parking (these are not the same) of 1,482 spaces on peak days, and future allowances for employee parking must be specified.

Every traffic metric for the development is determined by trip generation numbers.

As always, I support the development rights of Deer Valley, but approvals cannot be granted where numbers and assumptions remain incorrect. Traffic ramifications must be transparent so they can be mitigated properly. The Planning Commission must find that the project addresses and mitigates traffic in order to issue a CUP for the proposed development. Thank you.

Sincerely,

Allison D Keenan

## Table 6: Snow Park Village Trip Generation

| Land Use[1] | Number of Units | Unit Type | Rate[2] | Daily Trip Generation[3] | % Entering[4] | % Exiting[4] | % Walk/ Bike[5] | % Transit[5] | % Paid Parking[7] | % Internal Capture[6] | % Resort Int. Capt.[9] | Trips Entering | Trips Exiting | **New Daily Trips** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (220) - Multifamily Housing Low-Rise | 143 | Dwelling Unit | 8.14 | 1,164 | 50% | 50% | 4.6% | 3.0% | - | 1.9% | - | 527 | 527 | **1,054** |
| (330) - Resort Hotel | 193 | Rooms | 6.27 | 1,210 | 50% | 50% | 4.6% | 3.0% | 15.0% | 1.9% | - | 457 | 457 | **914** |
| (820) - Shopping Center | 25.9 | 1,000 Sq. Ft | 46.12 | 1,195 | 50% | 50% | 4.6% | 3.0% | 15.0% | - | 90.0% | 47 | 47 | **94** |
| (495) Recreational Community Center | 30.9 | 1,000 Sq. Ft | 9.10 | 281 | 50% | 50% | 4.6% | 3.0% | 15.0% | 1.9% | - | 107 | 107 | **214** |
| **Net Weekday Trips** | | | | **3,850** | | | | | | | | **1,138** | **1,138** | **2,276** |
| Land Use[1] | Number of Units | Unit Type | Rate[2] | AM Peak Hour Trip Generation[3] | % Entering[4] | % Exiting[4] | % Walk/ Bike[5] | % Transit[5] | % Paid Parking[7] | % Internal Capture[6] | % Resort Int. Capt.[8] | Trips Entering | Trips Exiting | **New AM Peak Hour Trips** |
| (220) - Multifamily Housing Low-Rise | 143 | Dwelling Unit | 0.46 | 66 | 23% | 77% | 5.6% | 1.9% | - | 3.7% | - | 14 | 45 | **59** |
| (330) - Resort Hotel | 193 | Rooms | 0.41 | 79 | 72% | 28% | 5.6% | 1.9% | 15.0% | 3.7% | - | 43 | 17 | **60** |
| (820) - Shopping Center | 25.9 | 1,000 Sq. Ft | 0.94 | 24 | 62% | 38% | 5.6% | 1.9% | 15.0% | - | 96.2% | 1 | 1 | **2** |
| (495) Recreational Community Center | 30.9 | 1,000 Sq. Ft | 1.76 | 54 | 62% | 38% | 5.6% | 1.9% | 15.0% | 3.7% | - | 25 | 16 | **41** |
| **Net Saturday AM Peak Hour Trips** | | | | **224** | | | | | | | | **83** | **79** | **162** |
| Land Use[1] | Number of Units | Unit Type | Rate[2] | PM Peak Hour Trip Generation[3] | % Entering[4] | % Exiting[4] | % Walk/ Bike[5] | % Transit[5] | % Paid Parking[7] | % Internal Capture[6] | % Resort Int. Capt.[8] | Trips Entering | Trips Exiting | **New PM Peak Hour Trips** |
| (220) - Multifamily Housing Low-Rise | 143 | Dwelling Unit | 0.70 | 100 | 60% | 40% | 3.4% | 2.9% | - | 10.6% | - | 50 | 34 | **84** |
| (330) - Resort Hotel | 193 | Rooms | 0.70 | 135 | 43% | 57% | 3.4% | 2.9% | 15.0% | 10.6% | - | 40 | 53 | **93** |
| (820) - Shopping Center | 25.9 | 1,000 Sq. Ft | 4.50 | 117 | 52% | 48% | 3.4% | 2.9% | 15.0% | - | 96.2% | 2 | 2 | **4** |
| (495) Recreational Community Center | 30.9 | 1,000 Sq. Ft | 1.07 | 33 | 52% | 48% | 3.4% | 2.9% | 15.0% | 10.6% | - | 12 | 11 | **23** |
| **Net Saturday PM Peak Hour Trips** | | | | **385** | | | | | | | | **104** | **100** | **204** |

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

2. ITE Trip Generation Rates. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan.

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

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

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

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

7. Percentage of trips that shift to transit due to parking costs based on Fehr & Peers's Parking Cost Tool. The tool estimates close to 20%; 15% assumed for conservative results.

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

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

Source: Fehr & Peers

## Table 7: Snow Park Village Trip Generation

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

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

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

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

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

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

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

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

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

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

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

Source: Fehr & Peers

**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.

**Snow Park Development Trip Generation**

| Year | | Parking Spaces | Gross Daily Trips | Adjustments - Day Skier Parking (3) | Adjusted Gross Daily Trips | Reductions due to Walk, Bike, Transit & Internal Capture | % Reduction (4) | New Daily Trips | New AM Peak Hour Trips | New PM Peak Hour Trips |
|---|---|---|---|---|---|---|---|---|---|---|
| 2022 | 20% Overall Parking Reduction - Day Skier Parking 1200 | 1,800 | 3,850 | - | 3,850 | (1,574) | 41% | 2,276 | 162 | 204 |
| 2023 | Fully Parked per LMC - Day Skier Parking 1500 | 2,236 | 3,850 | 1,113 | 4,963 | (1,347) | 27% | 3,616 | 261 | 322 |
| 2024 | New Submission - Change in Land Uses, Day Skier Parking 1,360 | 1,971 | 3,595 | (1,020) | 2,575 | (1,741) | 68% | 834 | 13 | 209 |

(1) The Land Uses were the same in the 2022 and 2023 applications.
(2) The 2024 application reduced the number of mutli-family residences and hotel rooms. Retail increased and the recreational community center changed to an event center and a ski club.
(3) In 2022 & 2023, 1350 base day skier stalls was assumed. 1340 stalls exist in the current lots. Trips were added in 2023 to arrive at 1500 day skier stalls. In 2024, adustments should not have been made to reduce day skier parking if the current base stalls are 1340 in the lots.
(4) WCG asked for a reduction in walk, bike, transit and internal capture in 2023 as it is difficult to change habits. These amounts increased again in the 2024 Fehr Peers Analysis. What has changed?
***Land uses determine trip generation estimates so these must be determined to have accurate numbers.***

**October 29, 2024 | 5:18 p.m.**

Dear Planning Commission members:

Please see the attached letter from American Flag HOA regarding the Deer Valley Resort MPD and CUP. Please include this email and attached letter as part of the record for the application(s).

Thank you.

Robert E. Boone III

October 29, 2024

Park City Planning Commission
City Hall
445 Marsac Avenue
Park City, UT 84060
planning@parkcity.org

Re: Snow Park Village Base Area Master Planned Development Permit and Phase I Conditional Use Permit – October 30, 2024 Special Planning Commission Meeting

Dear Planning Commission Members:

On behalf of American Flag HOA ("AF HOA"), I write to provide our residents' comments on the Deer Valley Resort's ("DVR") Snow Park Village Base Area Master Planned Development Permit and Phase I Conditional Use Permit (the "DV Project"), which will the subject of the October 30, 2024 Special Planning Commission Meeting.

At the outset, note that although AF HOA is still challenging the City Council's right of way ("ROW") vacation decision (the "ROW Vacation") in the court system, AF HOA is not opposed to development of the Snow Park Base Area, as long as the DV Project is designed and developed so that critical issues, such as traffic, access and skier migration, are adequately addressed.

The October 2024 traffic analysis provided by Fehr Peers ("FP") raises significant questions regarding the traffic circulation plan for the DV Project to which there must be concrete answers before any such traffic design and circulation plan are approved. As described in more detail below, such questions involve the reduction in parking spaces, trip generation calculations, and the unsatisfactory levels of service for critical intersections.

At the end of the day, the existing traffic situation on peak ski days (67 of them this past winter) is unacceptable and must be remedied. Building the DV Project will exacerbate the existing unacceptable traffic congestion. No one has proposed a viable solution yet. Not even the 20% reduction agreed to by the City with DVR as a condition of the ROW Vacation and part of the Park City / Deer Valley Proposed Public-Private Partnership Agreement ("PPPA") will sufficiently mitigate traffic and solve the traffic problem.

AF HOA believes the only way to sufficiently reduce traffic is to further reduce the number of day-skier parking in the Snow Park Base Area. Simply put, fewer parking spaces means less vehicles coming into and out of Deer Valley.

**Parking Spaces**

The City Council's December 2023 approval of the ROW Vacation requires a 20% parking reduction from "existing conditions." The basis for that requirement is the City's desire to reduce existing traffic by 20% on peak ski days under Park City's Transportation Demand Management plan ("TDM") adopted in 2016.

The PPPA Summary posted by the City on its website on November 30, 2023 states that the mitigation measures to be included in an updated MPD application and final Subdivision Plat include: "A reduction in day skier parking by 20% compared to existing conditions.

The Letter of Intent regarding PPPA states: "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 for day skier parking. Paid parking shall be implemented as part of TDM."

Ordinance 2023-56 states the same requirements.[1]

The FP October 2024 Traffic Study, p. 50, states:

> **10.1 Parking Supply**
> The greater Snow Park area currently has, at peak, around 1,700 parking spaces. As a result of a recent agreement with the City, the will be a 20% reduction of day skier spaces after the Snow Park project is constructed. This results in 340 fewer day skier spaces for a new total of 1,360. The new land uses such as the hotel and Event Barn at Snow Park will require parking. The amount allocated to these other uses is 611 spaces, for a total of 1,971 spaces for the overall project.
> There will be three levels of structured, controlled parking.
> - Level 1 consists of 885 day-skier spaces and 37 spaces for the event barn for a total of 922 spaces.

[1] The 20% parking reduction should be based on the current number of parking spaces in the DVR Snow Park lots, which is 1,340. The parking reduction should not be based on inclusion of the number of street parking spaces along Deer Valley Drive East ("DV Dr. East") (142 spaces total) because those spaces exist under a temporary permit and the spaces are not located on DVR property. Based on 1,340 parking spaces, a 20% reduction equals 1,072 parking spaces. Even if the parking reduction is based on the 1,482 total spaces in the DVR lots and along DV Drive East, a 20% reduction would equal 1,185 spaces. Thus, the City failed to actually negotiate a true 20% parking reduction as part of the PPPA with DVR.

- 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.

However, DVR's plan does not comply with the reduced parking requirement because there really isn't a 20% parking reduction in day skier parking.

Under the new plan, there will be 1,361 "day skier parking" designated spaces, plus 250 ski club parking spaces, which will be occupied by day skiers who are ski club members, for a total of 1,611 day skier parking spaces. Let's not kid ourselves that the ski club member spaces should not be counted toward the day skier allotment. Indeed, the spaces are designated for use by a ski club. 1,611 spaces is an INCREASE in day skier parking spaces by 9% over the current day skier capacity, and an 18.5% increase over the day skier capacity limit imposed as a condition of the ROW vacation. And those numbers do not include street parking along DV Drive East. If street parking is allowed along DV Drive East, there will be 1,753 day skier spaces, which is 393 spaces more than allowed. That represents a 29% increase over the limit, and an 18.3% increase over current conditions. Those numbers do not include street parking along other streets in the DV neighborhoods with unrestricted parking.

What does this mean? It means that traffic will increase significantly over what exists today. Traffic will be worse, not better, and that does not include traffic generated by the land use referenced in the FP study.

We also note that DVR has not provided any details about employee parking or overflow parking plans, which could further increase traffic significantly.

**Trip Generation**

The FP October 2024 Traffic Study, p. 21, acknowledges that: "the ski resort will be the primary generator of traffic."

FP did not count trips for non-hotel guests patronizing the hotel ("generated trips were not estimated for the food & beverage, meeting space/ballroom, and spa"). Those trips need to counted because they could be significant. The hotel will promote its facilities to non-guests. Hotel guests will invite locals and non-locals not staying at the hotel to the hotel.

FP's trip generation assumptions for the proposed hotel are based on 2018 data from the Canyons project. But the Canyons is a different animal from DVR. The Canyons has less amenities than the proposed DV Project. And the Canyons has a lower parking lot that reduces the trip generation count to the Canyons base.

The FP daily trip generation numbers don't add up and the FP analyses are inconsistent. In the 2022 application with a 20% reduction in parking to 1,800 parking spaces, weekday daily trip generation was 2,276 additional trips, or a multiple of 1.26 additional trips per parking space. In the 2023 application with full parking at 2,262 stalls, weekday daily trip generation was 3,616 additional trips, or a multiple of 1.6 additional trips per parking space. The 2024 transportation study with 1,971 parking spaces has only 834 additional weekday daily trips, or a multiple of 0.42 additional trips per parking space. The 834 additional daily trips is essentially 1/3 of the additional daily trip generation count under the 2022 application that had 10% fewer parking spaces.

The FP October 2024 trip generation analysis includes a trip reduction count based on a 340 day skier parking spaces reduction (1700 to 1360). This results in a decrease in estimated daily trips by 1,020. This is inaccurate because the actual reduction in day skier/staff parking is only 122 stalls. Thus, the FP report understates additional daily trips by at least 657.

FP also made new assumptions without data to support those assumptions. For instance, FP assumed the daily trip rate for ski club parking that is 1/3 less than day-skier parking. FP also assumed, again without any factual basis, that only 50% of guests attending events during PM peak hours will drive into Deer Valley; that 25% of event guests will already be staying at the hotel; and another 25% of event guests will take public transit or shuttles. These assumptions are not conservative, as FP claims.

New daily trips may be understated almost two-fold, if not more. If these numbers are incorrect, the peak traffic projections and the viability of the intersections after the project is completed are also incorrect.

Furthermore, land uses such as the number of residences and hotel rooms will not be finalized until Phase II of DVR's application. This could substantially change trip generation numbers.

**Level of Service (LOS)**

Per the FP October 2024 traffic study, 6 of 9 analyzed intersections have an unacceptable LOS of "F" based on existing average peak conditions over three weekends (Saturdays) in February 2024. The highest number of vehicles (trips) through any of the 9 intersections was 950 in the AM, and that was at the Y intersection of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West ("the Y"). At the Y, 600 cars took DV Dr. West, and 350 cars took DV Dr. East. In the PM, 500 cars exited the DV area by taking DV Dr. West, and 420 cars exited taking DV Dr. East. So, 97% of the cars arriving during AM peak hours leave during PM peak hours.

Table 3 and the FP study pp. 12-14 substantiate the traffic jam that occurs during evening peak hours where traffic is backed up from the roundabout through the Y and along DV Dr. West past Doe Pass Rd., and along DV Dr. East past Solamere and Queen Esther. The study fails to include data on the straight away wait time at those intersections but that wait time likely is the same as it is for Amber Rd. and DV Dr. East (229 seconds). Those intersections likely have a LOS of F. So, Table 3 does not give an accurate picture of the traffic situation; it is more dire than reflected in Table 3.

If, as mentioned above, the trip generation calculations are understated, then the LOS for these intersections will be worse than projected in this latest FP study.

**The Solution – Drastic Reduction is Parking Spaces**

The only way to reduce traffic is to significantly reduce the number of day skier parking spaces (and that includes ski club parking spaces).

Day skier parking should be limited to the number of spaces that will ensure that all intersections in the traffic circulation plan sustain a Level C or better rating during peak ski days. If the DVR and this City are truly committed to developing a "world class" ski resort, then the DV Project design needs to be configured to achieve such LOS ratings. The day skier parking space number needs to be determined by a third-party traffic engineering consulting firm with no interest in the DV Project, and no prior connections to any interested parties (DVR, the City and the public).

The total number of spaces (day skier and other designations) in the proposed parking garage also needs to be reduced. That will save DVR considerable construction costs. That also will minimize the number of non-day skier designated parking spaces in which day skiers might can improperly park. We all know that day skiers will park in spaces designated for other uses, and it is impractical for DVR to police that, and DVR won't effectively police that.

**Need for a Roundabout at Royal St. / Deer Valley Drive West Intersection**

The traffic circulation plan needs to include a roundabout at the intersection of Royal St. and DV Drive West. Many upper DV residents need to leave Deer Valley in the morning peak traffic hours to go to work or run errands. That requires a left turn at the bottom of Royal St. onto DV Drive West. Currently, it is difficult to make that left turn with just one lane of oncoming traffic headed towards Snow Park Lodge. Under DVR's proposed plan, there will be two lanes of such oncoming traffic. That traffic will include all buses and shuttles headed to the new underground transit center. Currently 50% or more of buses and shuttles take DV Drive East to get to Snow Park. The increased traffic will make it even more difficult for upper DV residents to make a left turn at the bottom of Royal St.

A roundabout is the best solution. Roundabouts are the most efficient means to keep traffic moving. However, DVR says there is not enough right-of-way to build a roundabout at that intersection. That is not true. DVR easily can build a roundabout using its property. A roundabout is feasible, and there is plenty of area for a roundabout. It is just a matter of moving dirt and costs. DVR might need to regrade the area around the intersection and/or modify the location of its proposed hotel (move it further away from DV Drive West and/or modify the footprint for hotel pool area). But DVR can easily do these things to greatly improve traffic circulation at this intersection.

We hope that the Planning Commission takes seriously the above input and truly tests the analyses and proposed design plans submitted in connection with DVR's application to make sure that the serious traffic issues, which impact all of Park City, are properly addressed.

Sincerely,



Robert E. Boone III
President, American Flag HOA

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.

Caroline Rodriguez

Caroline Rodriguez

Executive Director

High Valley Transit