



STAFF REPORT

To: Summit County Council
From: Brandon Brady, Transportation Planning Deputy Director
Date of Meeting: April 5, 2023
Type of Item: Traffic Study for Silver Summit Interchange

Background:

The areas surrounding the Silver Summit Interchange along US-40 are growing quickly and some of the intersections are failing or are close to failure. Large developments nearby have been approved and are being built out, like Silver Creek Village, Promontory, and the Summit County owned FJ Gillmor Subdivision. Other developments are in the concept phase, such as the Marketplace at Silver Summit (Marketplace) that will have additional impacts on this area. It is important to understand the impacts that these developments will have on the interchange and the frontage roads. Summit County (County) and the Utah Department of Transportation (UDOT) worked with Wall Consulting Group (WCG) to look at the future impacts in this area and possible solutions.

Summary:

The study considered the four intersections of Highland Dr/Silver Summit Pkwy, US-40 southbound ramps/Silver Summit Pkwy, US-40 northbound ramps/Silver Creek Dr, and Pace Frontage Rd/Old Hwy 40/Silver Creek Dr (Figure 1).

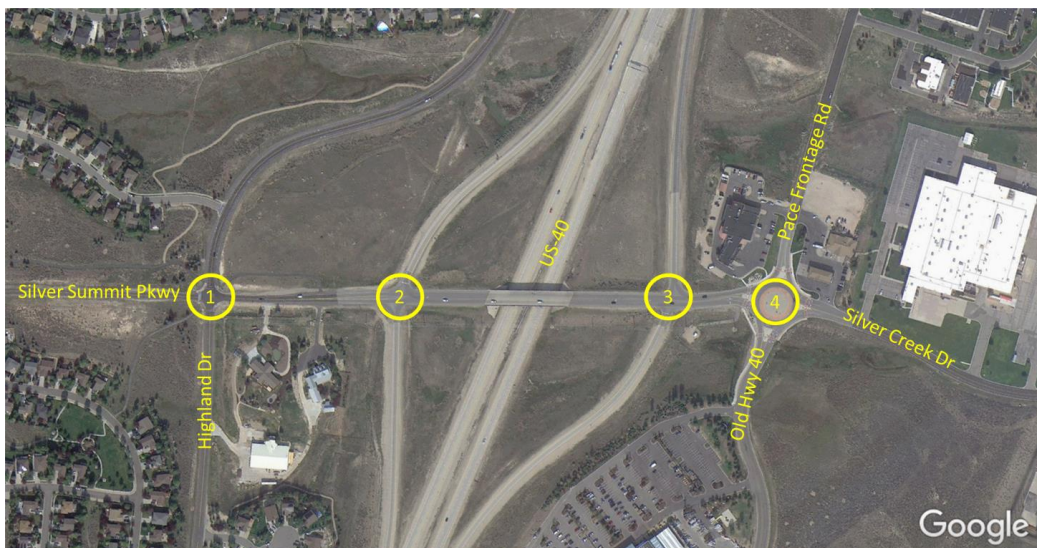


Figure 1: Study Area

Traffic counts were taken in the morning and evening peak hours and then modeled to analyze the existing conditions. It was determined that the intersection of the US-40 southbound ramps/Silver Summit Pkwy and Highland Dr/Silver Summit Pkwy are already failing in the AM peak hours and the other two intersections are on the brink of failing. The southbound ramp failure leads to traffic queuing onto US-40 and unsafe travel conditions. Table 1 demonstrates the level of service (LOS) for the existing conditions.

Table 1: Existing Conditions LOS Results

Intersection	Condition	Overall Int.	Eastbound			Westbound				Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	U Turn	LT	TH	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS D / 27.1	3.7	0.7	0.9	2.4	1.0	1.2	2.9	10.5	10.5	8.9	27.3	25.7	22.8
	PM	LOS B / 13.0	2.4	0.4	0.8	1.4	0.7	0.9	-	6.8	9.8	6.6	13.2	14.1	9.5
US-40 SB Ramps / Silver Summit Pkwy	AM	LOS F / >50.0	-	0.7	0.8	8.2	0.9	-	-	-	-	-	>50.0	>50.0	38.1
	PM	LOS B / 13.9	-	0.4	0.7	4.7	0.8	-	-	-	-	-	15.6	-	9.1
US-40 NB Ramps / Silver Creek Dr	AM	LOS C / 21.3	6.6	1.9	-	-	0.4	0.6	-	18.1	35.8	22.4	-	-	-
	PM	LOS B / 10.1	25.9	1.1	-	-	0.8	1.0	-	10.7	38.4	9.6	-	-	-
Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr	AM	LOS A / 6.1	4.2	3.8	1.6	13.1	13.4	5.2	-	11.5	11.8	2.6	7.6	7.1	5.9
	PM	LOS C / 21.0	2.4	2.1	1.0	31.0	32.4	20.2	-	4.9	4.9	1.3	>50.0	>50.0	>50.0

WCG, January 2023

Future 2030 conditions were also analyzed using volumes from a traffic analysis done by Fehr & Peers for the Marketplace. This analysis assumed that both Silver Creek Village and the Marketplace would be built out by 2030. Projections were also provided by Summit County staff for the FJ Gillmor Subdivision. The Future 2030 No Build Analysis is shown in Table 2.

Table 2: Future (2030) No Build Analysis LOS Results

Intersection	Condition	Overall Int.	Eastbound			Westbound				Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	U Turn	LT	TH	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS F / >50.0	2.5	1.4	1.2	3.8	1.3	1.6	-	9.8	41.2	10.4	>50.0	>50.0	49.8
	PM	LOS B / 13.2	3.3	0.4	0.8	1.3	0.6	0.8	-	9.2	8.9	6.7	13.3	15.0	10.9
US-40 SB Ramps / Silver Summit Pkwy	AM	LOS F / >50.0	-	1.5	1.2	>50.0	26.9	-	-	-	-	-	>50.0	-	>50.0
	PM	LOS F / >50.0	-	0.5	0.7	5.5	0.7	-	-	-	-	-	>50.0	-	>50.0
US-40 NB Ramps / Silver Creek Dr	AM	LOS F / >50.0	24.7	6.4	-	-	2.9	1.6	-	>50.0	-	>50.0	-	-	-
	PM	LOS F / >50.0	24.8	2.0	-	-	0.6	1.0	-	>50.0	-	>50.0	-	-	-
Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr	AM	LOS F / >50.0	14.4	13.8	1.7	>50.0	>50.0	>50.0	-	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0
	PM	LOS F / >50.0	7.7	7.2	1.7	>50.0	>50.0	>50.0	-	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0

WCG, March 2023

All intersections fail by 2030 when all approved and proposed developments are built out, if additional roadway capacity is not provided. The study considered LOS for seven different design alternatives. However, the only two alternatives that performed satisfactorily were (1) single point urban interchange (SPUI) with a signal at Pace Frontage Rd (Figure 2) and (2) dual-lane southbound ramps roundabout, six-leg dual roundabout at Pace Frontage Rd and northbound ramps, and a single-lane roundabout at Highland Dr (Figure 3).

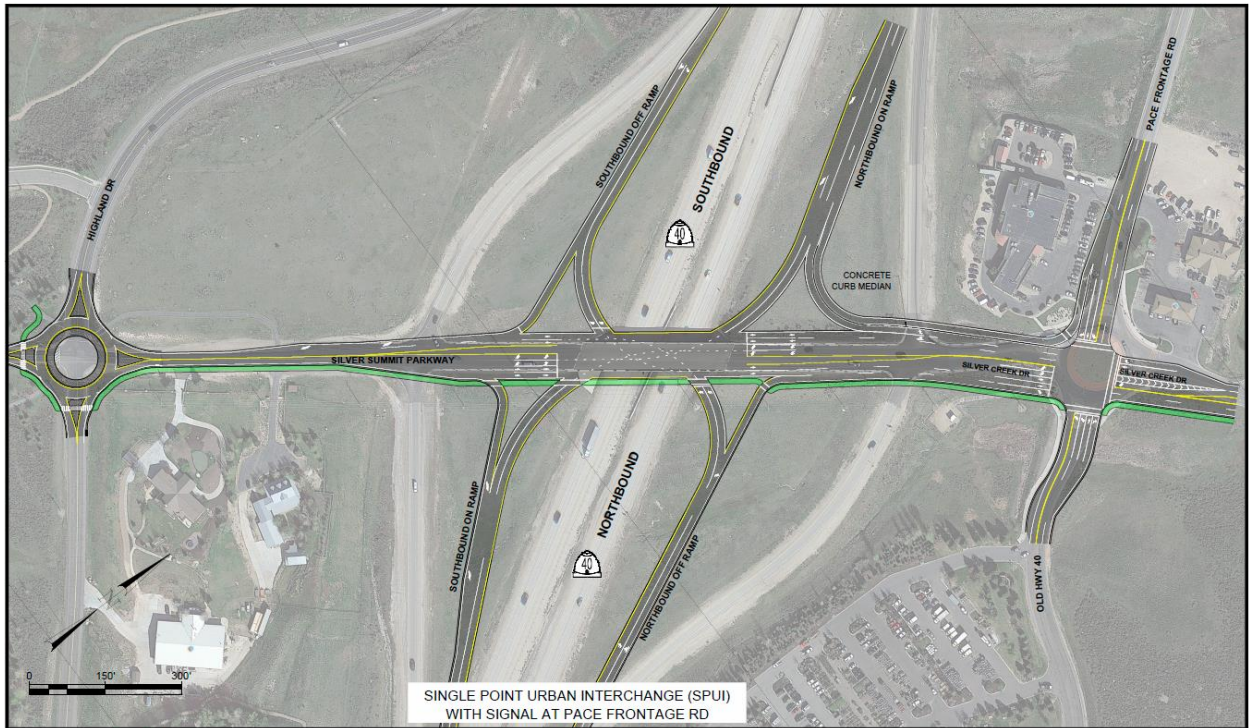


Figure 2: SPUI with Signal at Pace Frontage Road

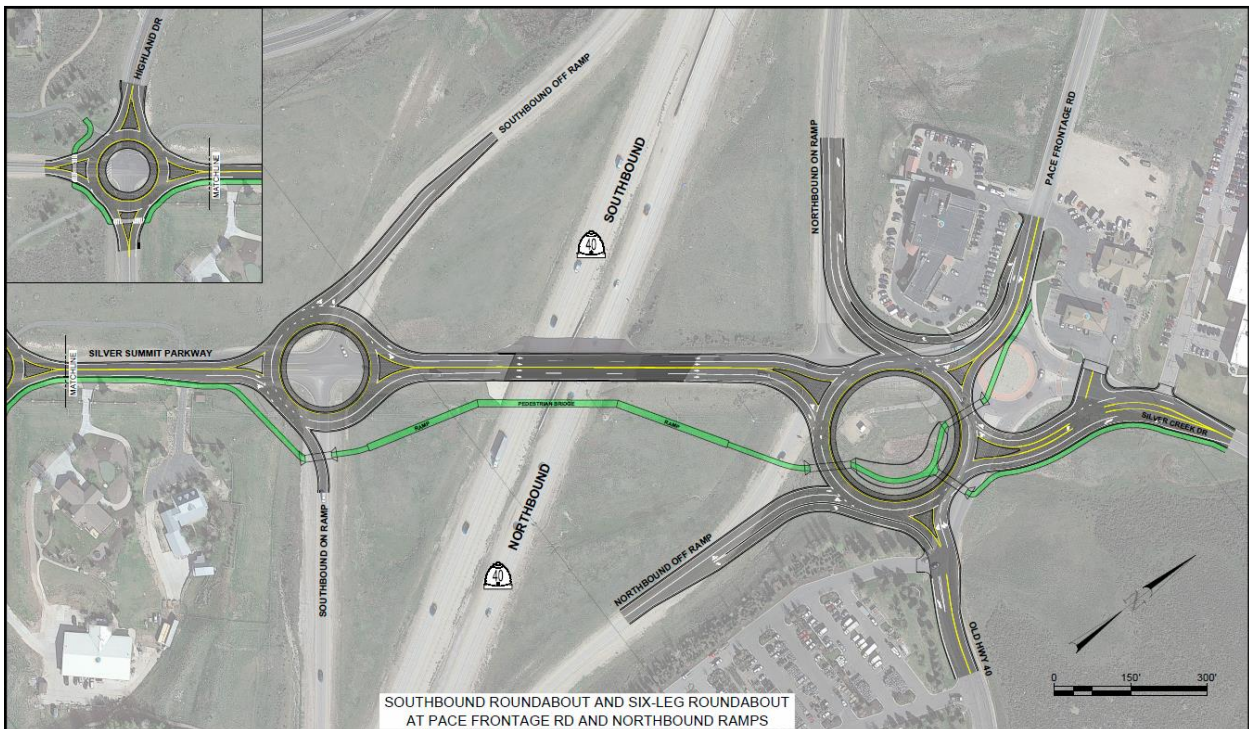


Figure 3: Southbound Roundabout and 6-Leg Roundabout at Pace Frontage Road and Northbound Ramps

P.O. Box 128 X Coalville, UT 84017
 Coalville: (435) 336-3250 -- Kamas: (435) 783-4351 ext. 3250 -- Park City (435) 615-3250
 Fax: (435) 336-3043 -- Park City Fax (435) 615-3043

The future (2030) LOS for each of the two alternatives are shown in tables 3 and 4.

Table 3: Future (2030) SPUI + Signal Design LOS Results

Intersection	Condition	Overall Int.	Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS B / 10.1	7.9	10.2	8.4	3.4	3.5	3.2	6.3	16.2	14.9	10.0	8.8	8.5
	PM	LOS A / 2.8	LOS B / 10.1			LOS A / 3.4			LOS B / 14.8			LOS A / 9.9		
US-40 Ramps / Silver Summit Pkwy	AM	LOS C / 28.4	39.7	41.6	1.0	29.4	22.6	1.8	38.0	-	52.2	34.8	-	11.5
	PM	LOS D / 44.8	LOS C / 34.1			LOS B / 14.3			LOS D / 49.7			LOS C / 26.4		
Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr	AM	LOS C / 27.9	48.4	29.4	11.1	26.5	47.6	36.9	33.6	44.6	13.1	33.0	56.1	2.3
	PM	LOS D / 51.8	LOS C / 30.9			LOS D / 42.9			LOS C / 26.9			LOS A / 8.3		
			67.4	40.4	21.5	67.3	72.0	65.0	>80.0	66.1	38.7	39.5	65.8	2.8
			LOS D / 40.3			LOS E / 70.9			LOS E / 78.2			LOS B / 10.4		

WCG, March 2023

Table 4: Future (2030) Dual Roundabout Interchange Design LOS Results

Intersection	Condition	Overall Int.	Eastbound				Westbound			Northbound			Northbound 2 (Old Hwy 40)				Southbound		
			LT 1	LT 2	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH 1	TH 2	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS C / 16	21	-	24	19	3	3	2	0	>50	>50	-	-	-	-	11	10	8
	PM	LOS A / 2	LOS C / 23				LOS A / 3			LOS F / >50			-				LOS B / 11		
US-40 SB Ramps / Silver Summit Pkwy	AM	LOS E / 44	-	-	26	19	1	1	-	-	-	-	-	-	-	-	>50	-	>50
	PM	LOS F / >50	LOS D / 25				LOS A / 1			-			-				LOS F / >50		
Pace Frontage Rd / US-40 NB Ramps / Old Hwy 40 / Silver Creek Dr	AM	LOS F / >50	13	13	7	8	25	26	8	>50	>50	>50	>50	>50	>50	>50	33	36	34
	PM	LOS F / >50	LOS A / 9				LOS C / 18			LOS F / >50			LOS F / >50				LOS D / 34		
			21	25	10	13	>50	>50	50	>50	>50	38	>50	>50	>50	>50	>50	>50	>50
			LOS C / 15				LOS F / >50			LOS F / >50			LOS F / >50				LOS F / >50		

WCG, March 2023

The dual roundabout interchange is not anticipated to accommodate the projected traffic demand and queuing on the northbound offramps will interfere with traffic on US-40. If the County decides to pursue this alternative, additional access points for the area would be needed. This study proposes two additional access points, one is an additional interchange located between the Silver Summit Interchange and the Quinn's Junction Interchange and the second is an underpass at I-80 that connects the areas north and south of the interstate. The general locations are shown on Figure 4, but further analysis would be needed to determine the best location for each.



Figure 4: Additional Access Points

In reality, it is unlikely that all the approved and proposed developments will be built by 2030. To demonstrate the timeline of the various infrastructure needs, an incremental analysis was completed by adding a percentage of the trips generated by the Marketplace and FJ Gillmor Subdivision. The timeline and cost estimate for these improvements is shown in Figure 5.

DESIGN ALTERNATIVE 3A

Signal & New Interchange

Total Cost \$88.6 million

SIGNAL AT SB RAMPS
INITIATE AT 0% DEVELOPMENT
COST \$2.4 million
AM/PM Highland—D/B
LOS typ. SB Ramps—C/B
NB Ramps—C/D
Old Hwy 40—A/C

SIGNAL AT NB RAMPS
COST \$2.4 million

SIGNAL AT OLD HWY 40
INITIATE AT 10% DEVELOPMENT
COST \$5.2 million
LOS Highland—D/B
SB Ramps—B/B
NB Ramps—F/B
Old Hwy 40—C/D

IMPROVEMENTS AT HIGHLAND
COST \$1.5 million

INTERCHANGE RECONSTRUCTION
INITIATE AT 30% DEVELOPMENT
COST \$77.1 million
LOS Highland—A/A
Interchange—C/D
Old Hwy 40—C/D



DESIGN ALTERNATIVE 4

Roundabouts & Additional Access

Total Cost \$48.5-78.5 million

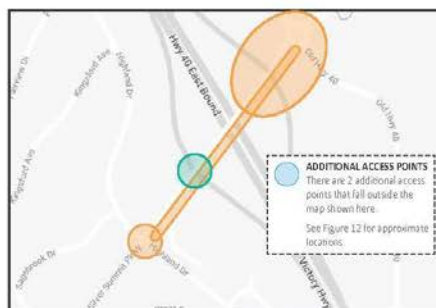
ROUNDBOULT AT SB RAMPS
INITIATE AT 0% DEVELOPMENT
COST \$2.9 million
LOS Highland—D/B
SB Ramps—B/B
NB Ramps—C/C
Old Hwy 40—A/C

ROUNDBOULT AT NB RAMPS/OLD HWY 40
INITIATE AT 10% DEVELOPMENT
COST \$7.4 million***
LOS Highland—A/A
SB Ramps—A/A
NB/Hwy 40—C/B

MULTI-USE TRAIL
COST \$6.7 million

IMPROVEMENTS AT HIGHLAND
COST \$1.5 million

ADDITIONAL ACCESS POINTS
INITIATE AT 60% DEVELOPMENT
COST \$30-60 million



* 2023 COSTS
** Percentage of 2030 Development
*** Assumes design deviation for shoulder widths and existing structure is compatible.

Figure 5: Estimated Timeline and Cost Estimate

The traffic study considered additional performance indicators other than LOS. Figure 6 compares the two alternatives for a variety of factors.

	Signal & New Interchange	Roundabout & Additional Access
Cost/Phasing		
Queueing		
Right of Way Impacts		
Environmental Impacts		
Business Impacts/Access		
Bike/Ped Compatibility		
Access Redundancy		
Safety		
Maintenance		
Aesthetics		

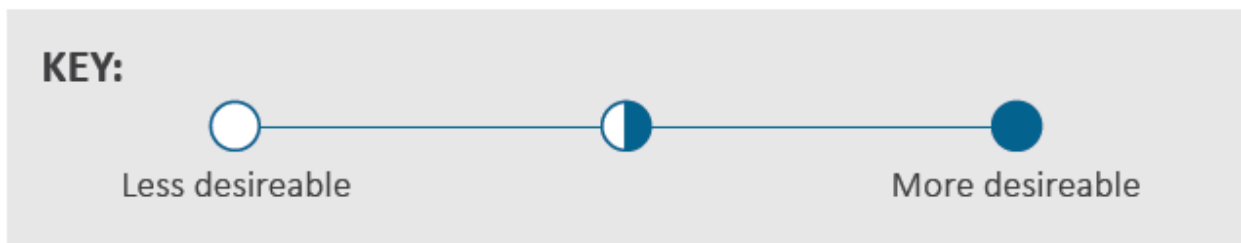


Figure 6: Alternatives Comparison

Conclusion/Recommendation:

SPUI and Signal Alternative

Advantages:

- Provides the capacity to accommodate the proposed traffic.
- Provides more turn lanes and traffic signals serving the on and off ramps and the intersection of Old Hwy 40.
- The SPUI would not be needed until 2040 or 30% of the proposed development is built.

Disadvantages:

- SPUI would cost around \$77.1 million and would require the new turn lanes and traffic signals at the on and off ramps to be removed when the new bridge structure is built. This would waste resources and be expensive.
- Not on the current UDOT long range plan.
- With the intersection of Pace Frontage Rd/Old Hwy 40/Silver Creek Dr becoming a signalized intersection, this would require Summit County to operate and maintain its first signal.
- Signal would also restrict access into 7-Eleven to a right-in, right-out only along Silver Creek Drive.

Dual Roundabout Interchange with Additional Accesses Alternative

Advantages:

- Would be done sooner and last longer than the additional signals and turn lanes.
- Would use the existing bridge structure, assuming a design deviation for shoulder width.
- Cost significantly less than the SPUI.
- Roundabouts typically result in safer operations and lower speeds than signalized intersections.
- Grade separated bike and pedestrian path.
- The additional access points will provide redundancy for emergency response, increase choice in travel and decreased out-of-direction travel, economic benefits, and support good general planning practices.

Disadvantages:

- Can only handle 60% of the proposed development. At this point, new US-40 access points would be needed to handle the additional traffic.
- Higher impacts on right-of-way

The Summit County Transportation Division recommends the dual roundabout interchange with future additional access onto US-40. This alternative provides the greatest overall benefit and allows the County to be more proactive and start planning improvements in a fast-growing area.

Appendices:

Appendix A: Traffic Study for Silver Summit Interchange in Summit County

Appendix A

Traffic Study for Silver Summit Interchange in Summit County

TECHNICAL MEMORANDUM

Date: Tuesday, March 28, 2023
To: Brandon Brady, PE, Summit County
Chip Hill, PE, UDOT Region 2
From: Gary Horton, S.E.
Jeremy Searle, P.E., PTOE
Scott Johnson, P.E., PTOE
Subject: **Traffic Study for Silver Summit Interchange in Summit County**

Background

This traffic analysis evaluates the existing and alternative configurations for the Silver Summit Interchange on US-40 in Summit County, Utah. The interchange and the adjacent intersections on either side currently experience delay and queueing during the peak hours, and planned developments in the area are anticipated to contribute to an increase of traffic. UDOT has determined that the southbound ramp intersection currently meets signal warrants. This analysis was requested by the County and UDOT to analyze long-term solutions to accommodate future growth at the interchange, including non-signalized alternatives.

The following intersections were analyzed in this study:

- Highland Dr / Silver Summit Pkwy
- US-40 SB Ramps / Silver Summit Pkwy
- US-40 NB Ramps / Silver Creek Dr
- Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr

Existing (2022) conditions, as well as future (2030) conditions were analyzed. Various intermediate scenarios were also analyzed to account for buildout of nearby developments. Future (2050) conditions were not analyzed as part of this study. The purpose of this study was to identify and evaluate needed improvements as they relate to land development in the area. Since the nearby developments represent 90% or more of the total growth that is anticipated in this area, future scenarios were tied to development phases rather than horizon years. Since most planned development is anticipated to be complete by 2030, horizon years farther in the future were not considered.

Data Collection

Turning movement counts were collected by Parametrix at each of the study intersections on Tuesday, October 11, and Wednesday, October 12, 2022. Turning movement counts were

recorded during the morning (7:00 - 9:00 AM) and evening (4:00 - 6:00 PM) peak periods. Figure 1 depicts the morning and evening peak hour volumes observed in October 2022.

Existing Intersection Configurations

The Highland Dr / Silver Summit Pkwy intersection consists of one approach lane in each direction, with the north- and southbound approaches being stop-controlled.

The US-40 SB Ramps / Silver Summit Pkwy intersection consists of single lane approaches in the south- and eastbound directions. The westbound approach has a through lane and a left turn lane. It was observed in the field that vehicles on the southbound offramp are using the shoulder as a de facto right-turn lane. The southbound approach is stop-controlled.

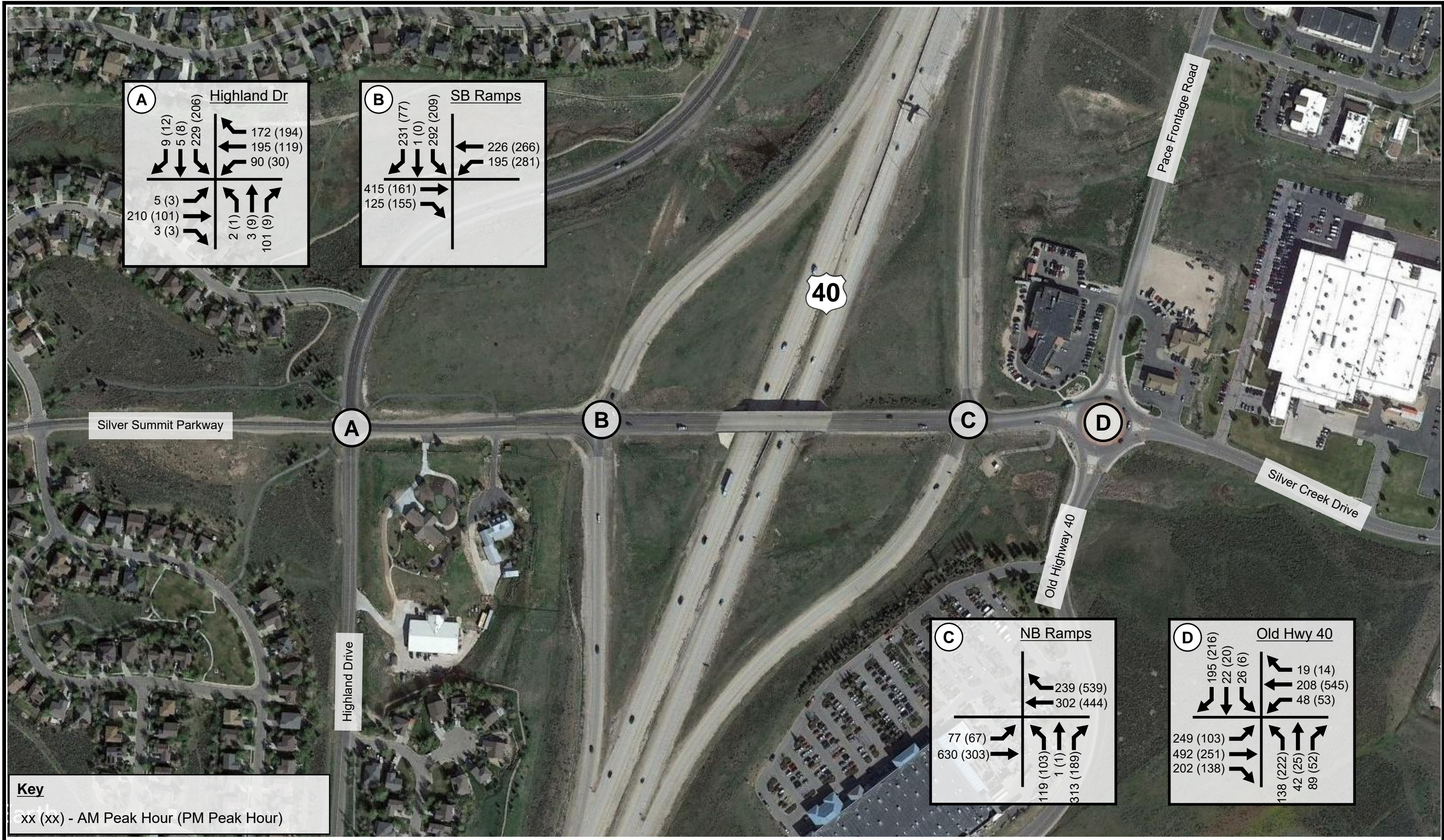
The US-40 NB Ramps / Silver Creek Dr intersection consists of single lane approaches in the north- and westbound directions. The eastbound approach has a through lane and a left turn lane. It was observed in the field that vehicles on the northbound offramp are using the shoulder as a de facto right-turn lane. The northbound approach is stop-controlled.

The Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection is controlled by roundabout. The intersection consists of two lanes entering on the north-, east-, and westbound approaches and a single lane on the southbound approach. The eastbound approach consists of a shared through left-turn lane and a shared through right-turn lane. The two-lane through movement on eastbound Silver Creek Dr merges down to one lane shortly after leaving the intersection. The north- and westbound approaches consist of a shared through left-turn lane and a right-turn lane. The single-lane southbound approach serves all movements.

Analysis Methodology

Level-of-service (LOS) is a term that describes an intersections operating performance during critical peak hours of the day. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle thresholds for both signalized and unsignalized intersections.

The Highway Capacity Manual (HCM) 7th Edition, 2022 methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, all-way stop-controlled, and roundabout intersections, the LOS is calculated based on the overall average delay for all intersection approaches. For two-way stop-controlled intersections, the LOS is calculated based on the average delay on the worst approach. At the request of Summit County, the delay and LOS for each intersection approach was reported, as well as for the whole intersection.



Key
 xx (xx) - AM Peak Hour (PM Peak Hour)



Existing 2022 Volumes
 Summit County - Silver Summit Interchange

2139 South 1260 West
 Salt Lake City, UT 84119-1464
 Phone: 801-449-1173

DATE: 12/19/2022
 PROJECT: 22-215
 Figure 1

The Highway Capacity Manual (HCM) 7th Edition, 2022 methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, all-way stop-controlled, and roundabout intersections, the LOS is calculated based on the overall average delay for all intersection approaches. For two-way stop-controlled intersections, the LOS is calculated based on the average delay on the worst approach. At the request of Summit County, the delay and LOS for each intersection approach was reported, as well as for the whole intersection.

At the request of Summit County, the Silver Summit Interchange was analyzed as two separate intersections instead of collectively as one interchange. The reason for this is that improvements made to the study area will be completed on an intersection basis in phases, and one of the purposes of this study is to determine when conditions at each ramp (and the other study intersections) would necessitate those improvements.

Vissim 2023 microsimulation software was used to create models of existing (2022) morning and evening peak hour conditions in the study area. The existing conditions models were created and calibrated following the UDOT Traffic Analysis Guideline (December 2018). From these existing models, additional models were created for future conditions and proposed alternatives. These Vissim models were used to determine the average delay and LOS for each study intersection. Multiple runs (10) of Vissim were used to provide a statistical evaluation of traffic operations in the study area. The GEH Statistic Equation was used to verify that ten model runs were sufficient.

Table 1: Level of Service Definitions for Intersections

LOS	Signalized Delay (sec/vehicle)	Unsignalized Delay (sec/vehicle)	Description
A	≤10	≤10	Favorable progression
B	>10 and ≤20	>10 and ≤15	Good progression
C	>20 and ≤35	>15 and ≤25	Fair progression
D	>35 and ≤55	>25 and ≤35	Noticeable congestion
E	>55 and ≤80	>35 and ≤50	Limit of acceptable delay
F	>80	>50	Unacceptable delay

Source: *Highway Capacity Manual*, Transportation Research Board, 2022

Existing (2022) Conditions Analysis

Existing conditions in the morning and evening peak hours were modeled using Vissim. The results of which are shown in Table 2.

Table 2: Existing Conditions LOS Results

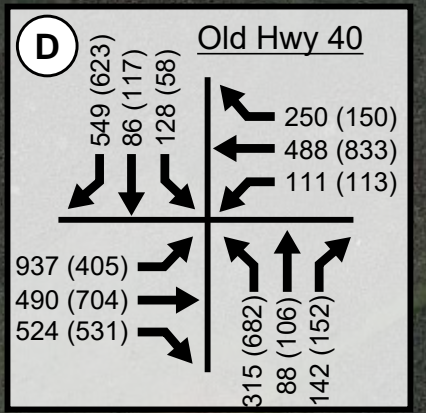
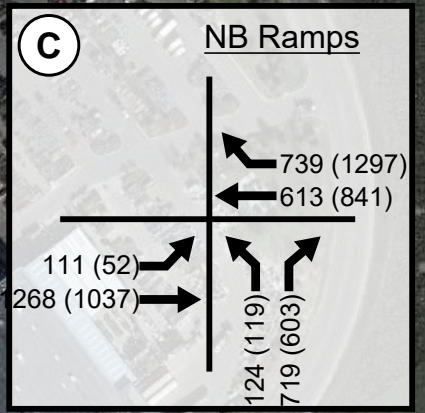
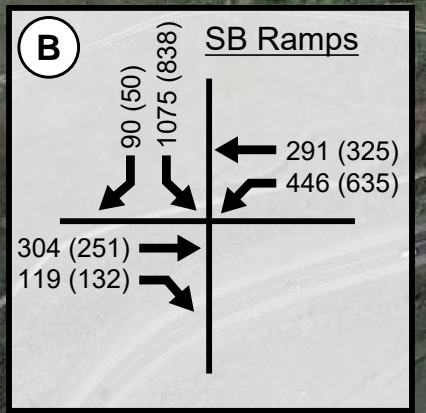
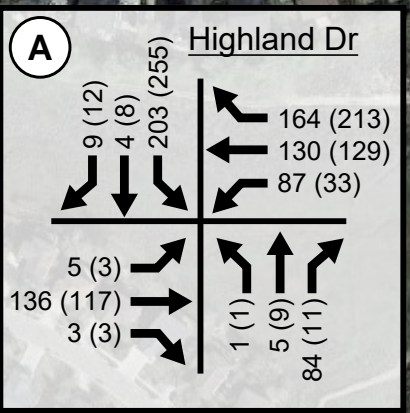
Intersection	Condition	Overall Int.	Eastbound			Westbound				Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	U Turn	LT	TH	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS D / 27.1	3.7	0.7	0.9	2.4	1.0	1.2	2.9	10.5	10.5	8.9	27.3	25.7	22.8
			LOS A / 0.8			LOS A / 1.4				LOS A / 9.0			LOS D / 27.1		
	PM	LOS B / 13.0	2.4	0.4	0.8	1.4	0.7	0.9	-	6.8	9.8	6.6	13.2	14.1	9.5
			LOS A / 0.5			LOS A / 0.9				LOS A / 8.2			LOS B / 13.0		
US-40 SB Ramps / Silver Summit Pkwy	AM	LOS F / >50.0	-	0.7	0.8	8.2	0.9	-	-	-	-	-	>50.0	>50.0	38.1
			LOS A / 0.7			LOS A / 4.5				-			LOS F / >50.0		
	PM	LOS B / 13.9	-	0.4	0.7	4.7	0.8	-	-	-	-	-	15.6	-	9.1
			LOS A / 0.5			LOS A / 2.9				-			LOS B / 13.9		
US-40 NB Ramps / Silver Creek Dr	AM	LOS C / 21.3	6.6	1.9	-	-	0.4	0.6	-	18.1	35.8	22.4	-	-	-
			LOS A / 2.4			LOS A / 0.5				LOS C / 21.3			-		
	PM	LOS B / 10.1	25.9	1.1	-	-	0.8	1.0	-	10.7	38.4	9.6	-	-	-
			LOS A / 6.0			LOS A / 0.9				LOS B / 10.1			-		
Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr	AM	LOS A / 6.1	4.2	3.8	1.6	13.1	13.4	5.2	-	11.5	11.8	2.6	7.6	7.1	5.9
			LOS A / 3.4			LOS B / 12.9				LOS A / 8.6			LOS A / 6.2		
	PM	LOS C / 21.0	2.4	2.1	1.0	31.0	32.4	20.2	-	4.9	4.9	1.3	>50.0	>50.0	>50.0
			LOS A / 1.8			LOS D / 31.9				LOS A / 4.2			LOS F / >50.0		

WCG, January 2023

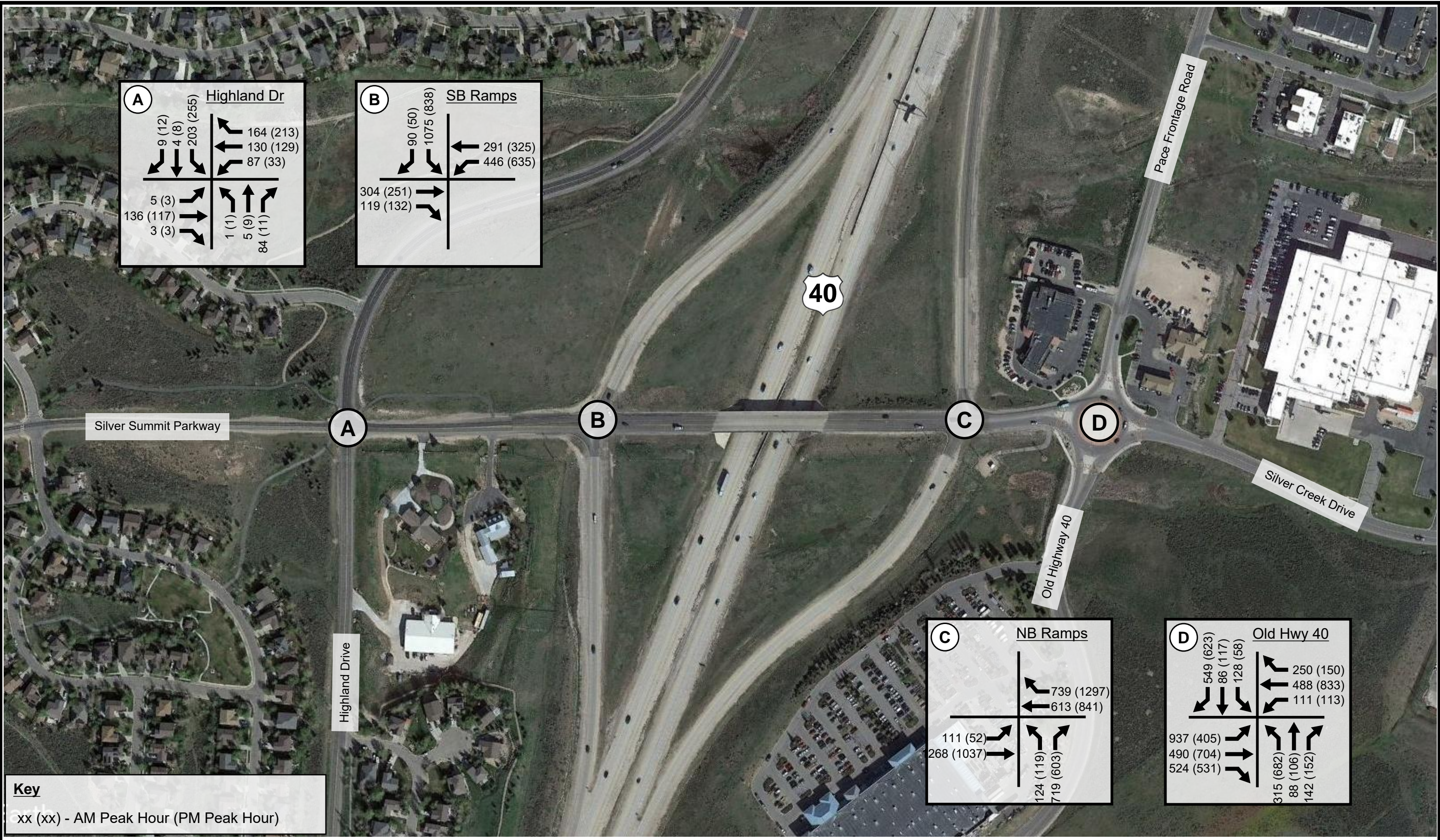
As shown in Table 2, the Highland Dr / Silver Summit Pkwy intersection currently operates at LOS D and the US-40 SB Ramps / Silver Summit Pkwy intersection currently operates at LOS F during the morning peak hour. In both instances the poor LOS can be attributed to the difficulty of executing a left-turn movement from a stop-controlled approach onto a busy roadway. While the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection operates at LOS C overall during the evening peak hour, the westbound and southbound approaches currently operate at LOS D and LOS F, respectively.

Future (2030) Conditions

Initial analyses of the future (2030) conditions were performed using future (2030) volumes developed for the Marketplace at Silver Creek Traffic Analysis by Fehr & Peers (April 17, 2020). These volumes are shown in Figure 2. According to the Fehr & Peers report, these projected volumes were based on the Summit County Travel Demand Model (TDM), the assumed buildout of the Silver Creek Village development, and the proposed Marketplace at Silver Creek development. (There are several parcels owned by Summit County that are planned to be developed. These parcels were included in the Marketplace at Silver Creek Traffic Analysis.) The approximate boundaries of these developments are shown in Figure 3. A review of the assumptions used in projecting these volumes found that both the timeline and intensity of the development plans were very aggressive and would likely not occur as assumed. It was determined by County staff and the project team that the future (2030) traffic volume projections should be revised.



Key
 xx (xx) - AM Peak Hour (PM Peak Hour)



Fehr & Peers Future 2030 Volumes
 Summit County - Silver Summit Interchange

2139 South 1260 West
 Salt Lake City, UT 84119-1464
 Phone: 801-449-1173

DATE: 12/19/2022
 PROJECT: 22-215
 Figure 2

The linear background growth assumptions in the Marketplace at Silver Creek Traffic Analysis were used to calculate future (2030) background volumes for each of the study intersections (the Fehr & Peers study did not include a future (2030) background analysis). The volume of each movement in the 2025 background scenario was compared to the corresponding movement in the 2020 scenario and an annual growth rate was calculated for each movement. These annual rates were used to calculate future (2030) background volumes based on the turning movement counts collected by Parametrix in October 2022. The overall annual growth rate for the study intersections was 6.4%. Since the Highland Dr / Silver Summit Pkwy intersection was not included in the Fehr & Peers study, future (2030) volumes at this intersection were adjusted manually to balance with the volumes at the other study intersections.

Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021, trips generated by the proposed land uses at the Marketplace at Silver Creek development at full buildout and the land uses on the County parcels that are anticipated to be built before 2030 were calculated. Land use assumptions for the Marketplace at Silver Creek development were taken from the Fehr & Peers study; land use assumptions for the County parcels were provided by County staff. These land use assumptions, and their corresponding trip generation are shown in Table 3. Trip reduction assumptions from the Fehr & Peers study were applied to the revised trip generation calculations. As shown in Table 3, the Marketplace at Silver Creek Development (including the County parcels) is anticipated to generate 20,569 daily trips, including 740 trips in the morning peak hour and 1,853 trips in the evening peak hour.

Table 3: Marketplace at Silver Creek Trip Generation

ITE LUC	Land Use Description	Units	Daily			Morning Peak Hour			Evening Peak Hour		
			Trips	Reduction	Net Trips	Trips	Reduction	Net Trips	Trips	Reduction	Net Trips
220	Low-Rise Multifamily Housing	194 Dwelling Units	1319	5%	1253	83	10%	75	104	15%	88
231	Mid-Rise Residential with 1st-Floor Commercial	109 Dwelling Units	-	-	-	27	10%	24	19	15%	16
710	General Office	105.8 1000 Sq. Ft. GFA	1219	5%	1158	176	10%	158	174	15%	148
821	Shopping Center	87.6 1000 Sq. Ft. GFA	8154	5%	7746	102	10%	92	791	15%	672
850	Supermarket	54.3 1000 Sq. Ft. GFA	5067	5%	4814	79	10%	71	471	15%	400
881	Pharmacy with Drive-Through	15.3 1000 Sq. Ft. GFA	1539	5%	1462	24	10%	22	157	15%	133
911	Walk-In Bank	6.3 1000 Sq. Ft. GFA	-	-	-	-	-	-	76	15%	65
912	Drive-In Bank	3.2 1000 Sq. Ft. GFA	321	5%	305	32	10%	29	67	15%	57
975	Drinking Place	1.65 1000 Sq. Ft. GFA	-	-	-	-	-	-	19	15%	16
221	Mid-Rise Multifamily Housing	168 Dwelling Units	755	5%	717	62	10%	56	66	15%	56
231	Mid-Rise Residential with 1st-Floor Commercial	144 Dwelling Units	-	-	-	34	10%	31	24	15%	20
310	Hotel	120 Rooms	877	5%	833	53	10%	48	61	15%	52
710	General Office	20.8 1000 Sq. Ft. GFA	296	5%	281	43	10%	39	45	15%	38
Marketplace at Silver Creek Total			19,547		18,569	715		645	2,074		1,761
710	General Office	40 1000 Sq. Ft. GFA	523	5%	497	76	10%	68	78	15%	66
130	Industrial Park	17.6 1000 Sq. Ft. GFA	380	5%	361	6	10%	5	6	15%	5
215	Single-Family Attached Housing	8 Dwelling Units	10	5%	10	4	10%	4	5	15%	4
130	Industrial Park	12.5 1000 Sq. Ft. GFA	318	5%	302	4	10%	4	4	15%	3
130	Industrial Park	26 1000 Sq. Ft. GFA	466	5%	443	9	10%	8	9	15%	8
130	Industrial Park	20 1000 Sq. Ft. GFA	407	5%	387	7	10%	6	7	15%	6
County Parcels Total			2,104		2,000	106		95	109		92
Overall Total			21,651		20,569	821		740	2,183		1,853

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The Summit County TDM was used to calculate the distribution of trips generated by the Marketplace at Silver Creek development. The trips generated by the Marketplace at Silver Creek development were added to the projected background volumes to create the revised future (2030) traffic volumes. These revised future (2030) volumes are shown in Figure 4.

Future (2030) No Build Analysis

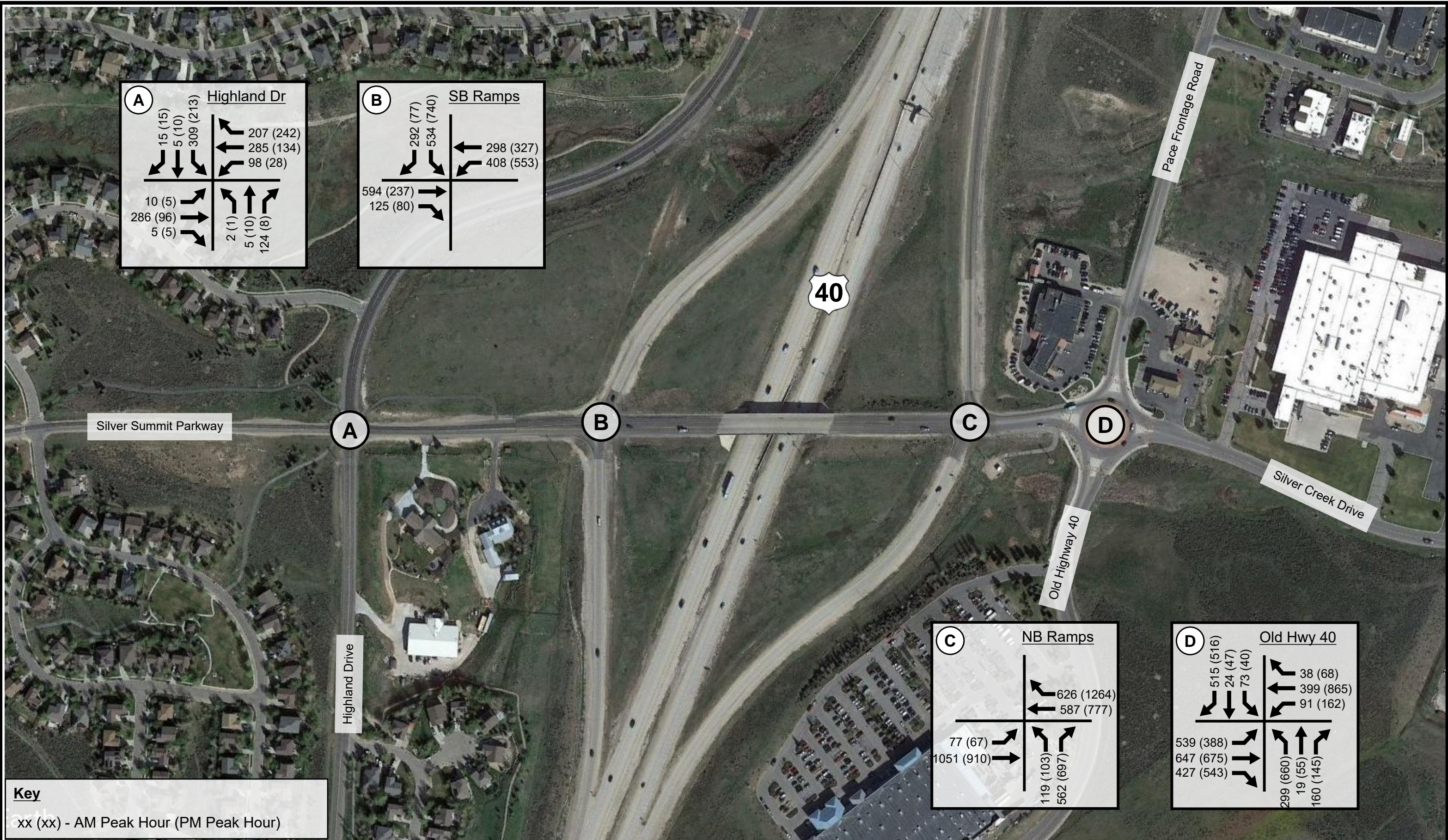
The existing intersection and interchange configurations were modeled using Vissim in the morning and evening peak hours with the revised future (2030) traffic volumes. The results of which are shown in Table 4.

Table 4: Future (2030) No Build Analysis LOS Results

Intersection	Condition	Overall Int.	Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS F / >50.0	2.5	1.4	1.2	3.8	1.3	1.6	9.8	41.2	10.4	>50.0	>50.0	49.8
	PM	LOS B / 13.2	3.3	0.4	0.8	1.3	0.6	0.8	9.2	8.9	6.7	13.3	15.0	10.9
US-40 SB Ramps / Silver Summit Pkwy	AM	LOS F / >50.0	-	1.5	1.2	>50.0	26.9	-	-	-	-	>50.0	-	>50.0
	PM	LOS F / >50.0	-	0.5	0.7	5.5	0.7	-	-	-	-	>50.0	-	>50.0
US-40 NB Ramps / Silver Creek Dr	AM	LOS F / >50.0	24.7	6.4	-	-	2.9	1.6	>50.0	-	>50.0	-	-	-
	PM	LOS F / >50.0	24.8	2.0	-	-	0.6	1.0	>50.0	-	>50.0	-	-	-
Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr	AM	LOS F / >50.0	14.4	13.8	1.7	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0
	PM	LOS F / >50.0	7.7	7.2	1.7	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0

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As shown in Table 4, the Highland Dr / Silver Summit Pkwy intersection is anticipated to operate at LOS F during the morning peak hour and at LOS B during the evening peak hour. All other study intersections are anticipated to operate at LOS F during the morning and evening peak hours in 2030 if no improvements are made.



Key
 xx (xx) - AM Peak Hour (PM Peak Hour)



Revised Future 2030 Volumes
 Summit County - Silver Summit Interchange

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 Figure 4

Design Alternatives Development

As mentioned previously, the US-40 SB Ramps / Silver Summit Pkwy intersection currently operates at LOS F during the morning peak hour. This intersection has been studied by UDOT and found to meet the necessary warrants for a traffic signal with existing conditions. With future (2030) traffic volumes delays are anticipated to increase at all study intersections. Therefore, it is necessary to make improvements to the intersections in the study area to accommodate the projected traffic demands.

Three conceptual design alternatives were developed for the study area using roundabouts for intersection control as opposed to traffic signals. Roundabout intersections are commonly used throughout the County as an alternative to signalized intersections. Installing roundabouts results in far fewer crashes than installing traffic signals, and over time roundabouts have lower operational and maintenance costs. Therefore, these initial design alternatives used roundabouts to be consistent with other intersections in the county. These design alternatives also assume that the existing bridge structure can be used without widening. This will require a design deviation. If a design deviation is not approved, widening of the structure would be necessary. During the design phase a safety analysis will need to be completed as part of the design deviation.

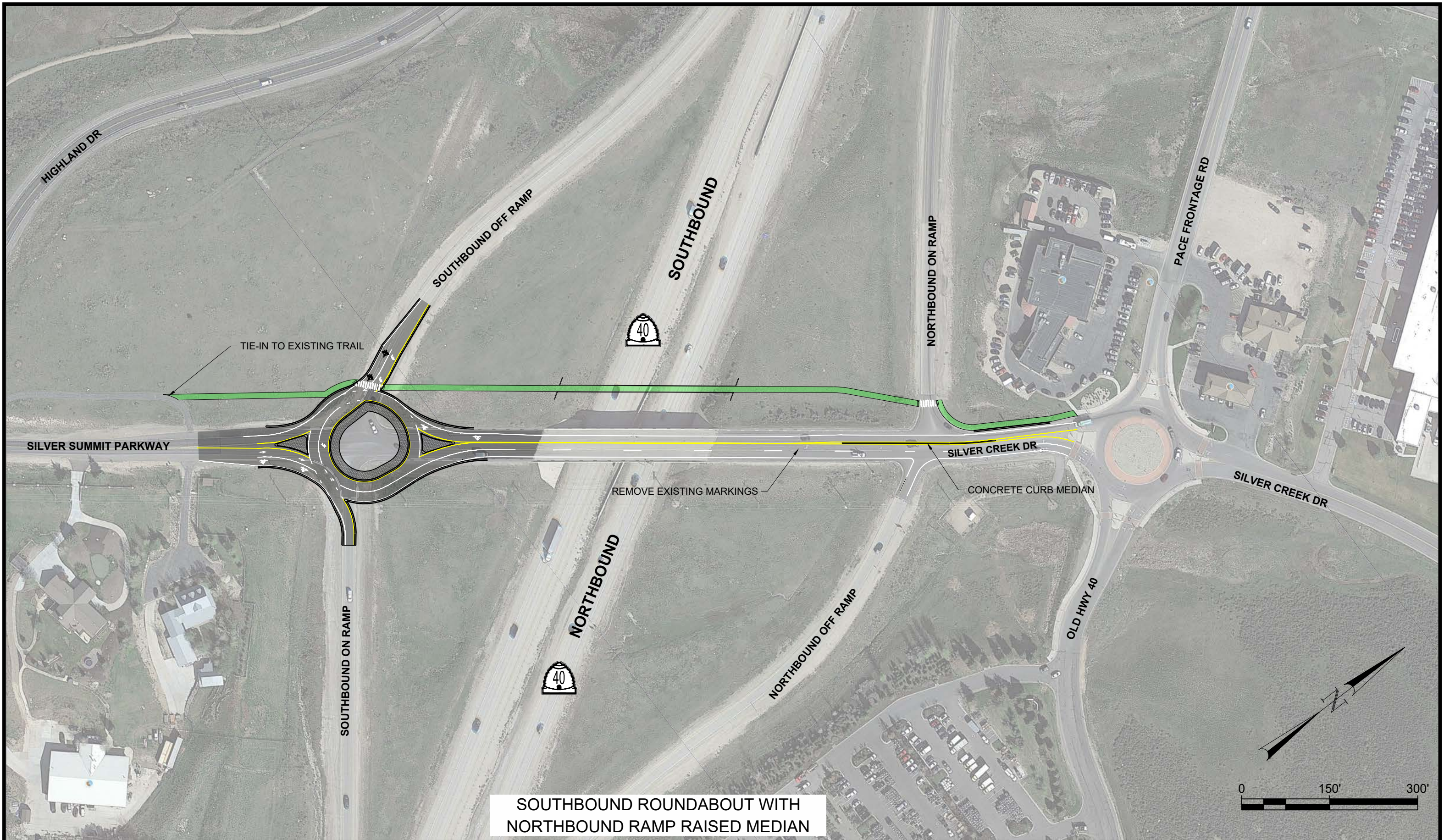
These interchange design alternatives were initially proposed and analyzed:

Design Alternative 1

This alternative, shown in Figure 5, includes a roundabout at the Silver US-40 SB Ramps / Silver Summit Pkwy intersection and restricts left-turn movements at the US-40 NB Ramps / Silver Creek Dr intersection. All vehicles wishing to turn left at the US-40 NB Ramps would either continue or turn east depending on their direction of approach, and reverse direction in the roundabout at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Drive intersection, then either turn right on to the US-40 NB Onramp or continue east on Silver Summit Pkwy. Pedestrian traffic would be accommodated on a separate structure on the north side of the existing bridge structure with at grade crossings at the US-40 SB Offramp and the US-40 NB Onramp.

Design Alternative 1a

This alternative, shown in Figure 6, is identical to Design Alternative 1, except eastbound left turns onto the US-40 NB Onramp are allowed. (Vehicles wishing to turn left from the US-40 NB Offramp would continue to use the roundabout at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Drive intersection.)



SOUTHBOUND ROUNDABOUT WITH
NORTHBOUND RAMP RAISED MEDIAN

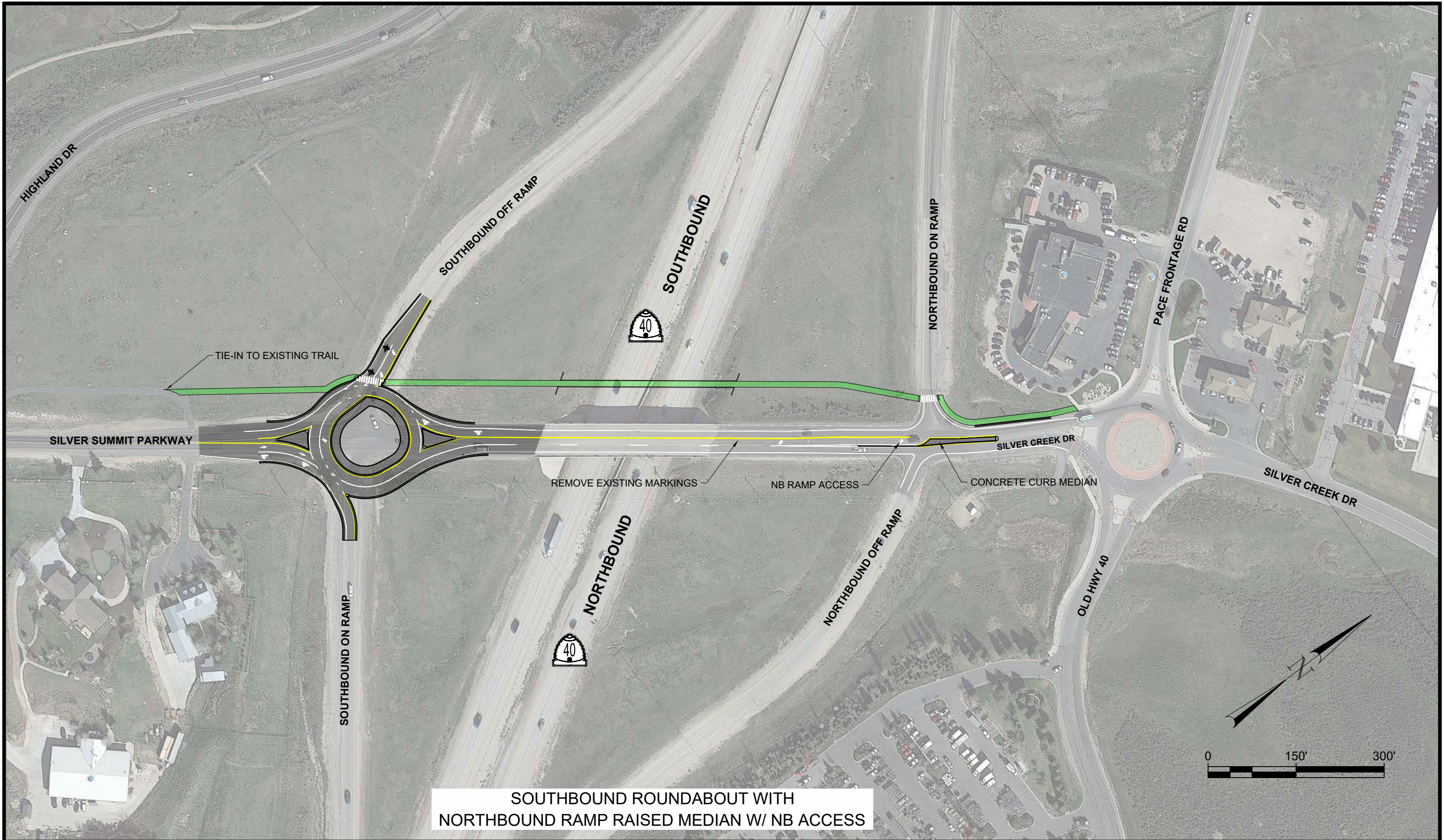
Design Alternative 1

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Figure 5	



SOUTHBOUND ROUNDABOUT WITH
NORTHBOUND RAMP RAISED MEDIAN W/ NB ACCESS

Design Alternative 1a

Summit County - Silver Summit Interchange



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Figure 6

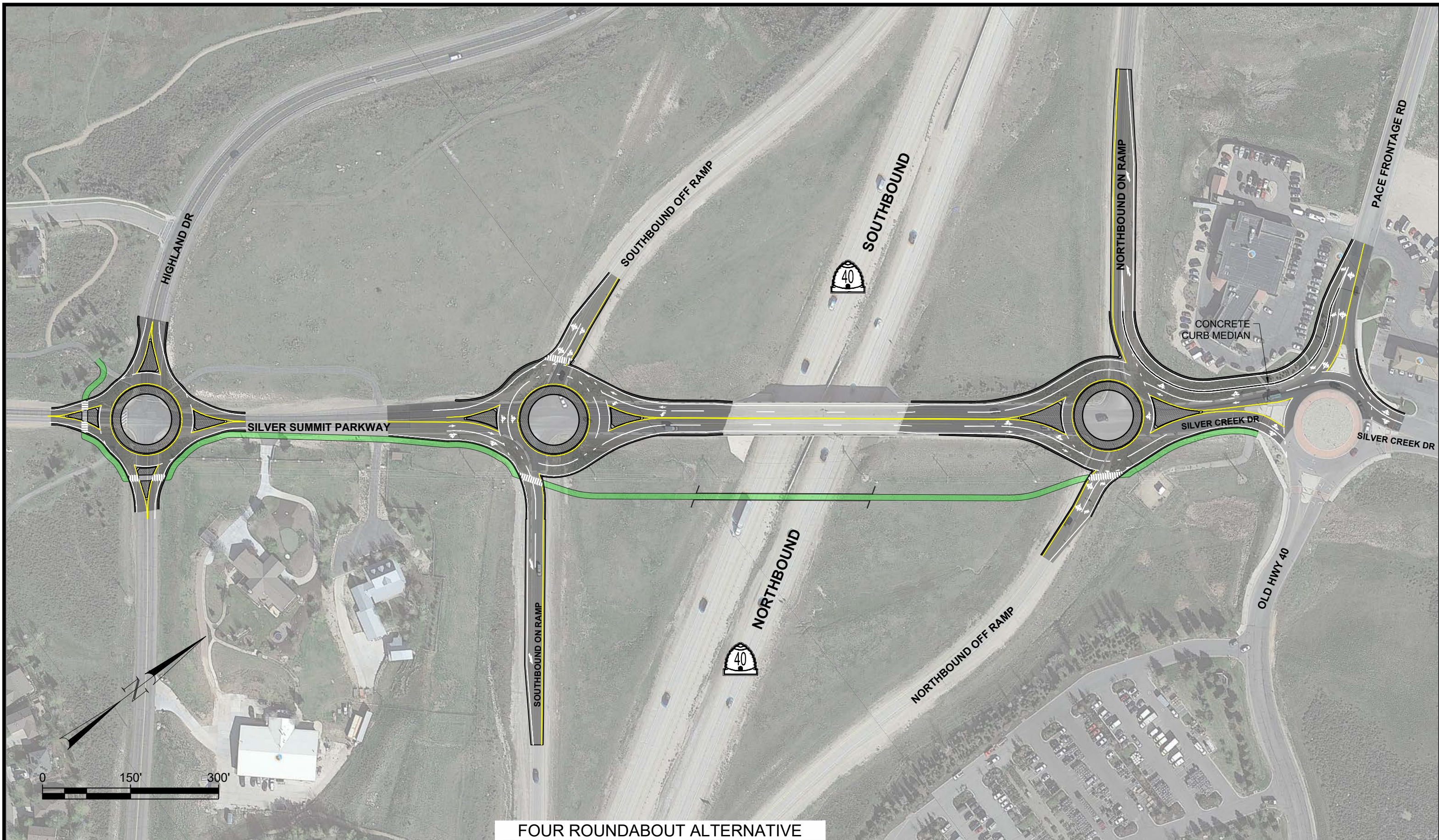
Design Alternative 2

This alternative, shown in Figure 7, includes roundabouts at the Highland Dr / Silver Summit Pkwy, US-40 SB Ramps / Silver Summit Pkwy, and US-40 NB Ramps / Silver Creek Dr intersections. This alternative also includes capacity improvements to the existing roundabout at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection, including a bypass lane from southbound Pace Frontage Rd to the US-40 NB Onramp. Pedestrian traffic would be accommodated on a separate structure on the south side of the existing bridge structure with at grade crossings at the US-40 SB Onramp and the US-40 NB Offramp.

In the previously discussed initial analyses neither of these three design alternatives had sufficient capacity to accommodate projected future (2030) traffic volumes. Even with additional lanes added to the roundabout at the US-40 SB Ramps / Silver Summit Pkwy intersection, additional lanes on Silver Summit Parkway/Silver Creek Drive between the SB and NB ramps, or the Pace Frontage Rd / Old Hwy 40 / Silver Creek Drive intersection being expanded to a full two-lane roundabout resulted in an acceptable level of service. In each case, congestion at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Drive intersection caused the system to fail.

The project team developed two additional alternatives to accommodate the projected traffic volumes. Design Alternative 3, a single point urban interchange (SPUI), and Design Alternative 4, a dual roundabout interchange.

Design Alternative 3 would require replacing the bridge structure and would be controlled by a traffic signal. Design Alternative 4 would convert the US-40 SB Ramps / Silver Summit Pkwy intersection into a roundabout and combine the Silver Summit Pkwy / US-40 NB Ramps and Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersections into one large roundabout. This alternative would require four lanes (two in each direction) crossing US-40; the project team estimates that this could be accommodated on the existing bridge structure with design waivers. An additional bridge would be needed to serve non-motorized traffic with either of these two alternatives.



FOUR ROUNDABOUT ALTERNATIVE

Design Alternative 2

Summit County - Silver Summit Interchange



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Figure 7

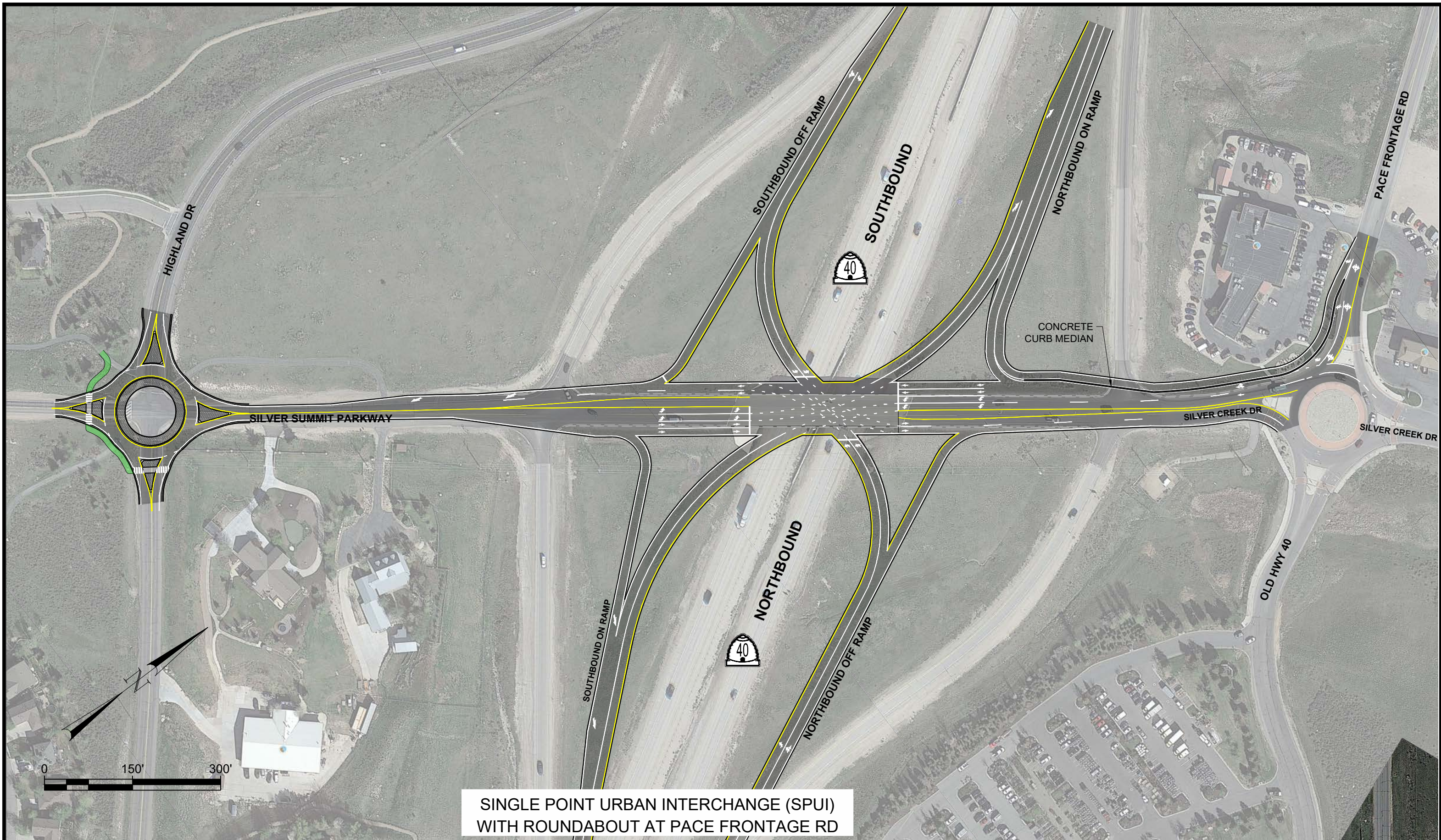
Future (2030) Conditions Analysis

Design Alternative 3 - SPUI

Design Alternative 3, shown in Figure 8, assumed that the interchange would consist of dual left-turn lanes and single right-turn lanes on the north- and southbound offramps. Silver Summit Parkway was assumed to have two through lanes with dual left-turn lanes onto the onramps in each direction. It was also assumed that the right turn onto the southbound onramp would be single-lane, and the right turn onto the northbound onramp would be dual-lane. One of these dual right-turn lanes would be a bypass lane from southbound Pace Frontage Rd, while the other would serve the remainder of the westbound traffic. It was also assumed that the roundabout at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection was expanded to have two through lanes in the east- and westbound directions, as well as two lanes on the southbound approach (not including the bypass lane). Pedestrian traffic would be accommodated on the SPUI structure on the south side of Silver Summit Pkwy/Silver Creek Dr, with at grade crossings at the US-40 SB Onramps and US-40 NB Offramps as is typical on these types of interchanges. It was also assumed that the Highland Dr / Silver Summit Pkwy intersection had been converted to a roundabout.

Design Alternative 3 was modeled with the revised future (2030) volumes using Vissim. The results of this analysis are shown in Table 5. As shown in Table 5, the Highland Dr / Silver Summit Pkwy intersection is anticipated to operate at LOS A during both peak hours. The US-40 Ramps / Silver Summit Pkwy interchange is anticipated to operate at LOS C during the morning and evening peak hours and the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection is anticipated to operate at LOS F.

The SPUI configuration is anticipated to accommodate the demand on the US-40 ramps, and the improvements on the southbound approach to the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection is anticipated to result in significantly less delay than the existing configuration. However, the high volume of eastbound vehicles is still anticipated to cause significant delays for vehicles entering the roundabout from the east or south.



SINGLE POINT URBAN INTERCHANGE (SPUI)
WITH ROUNDABOUT AT PACE FRONTAGE RD

Design Alternative 3

Summit County - Silver Summit Interchange



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Figure 8	

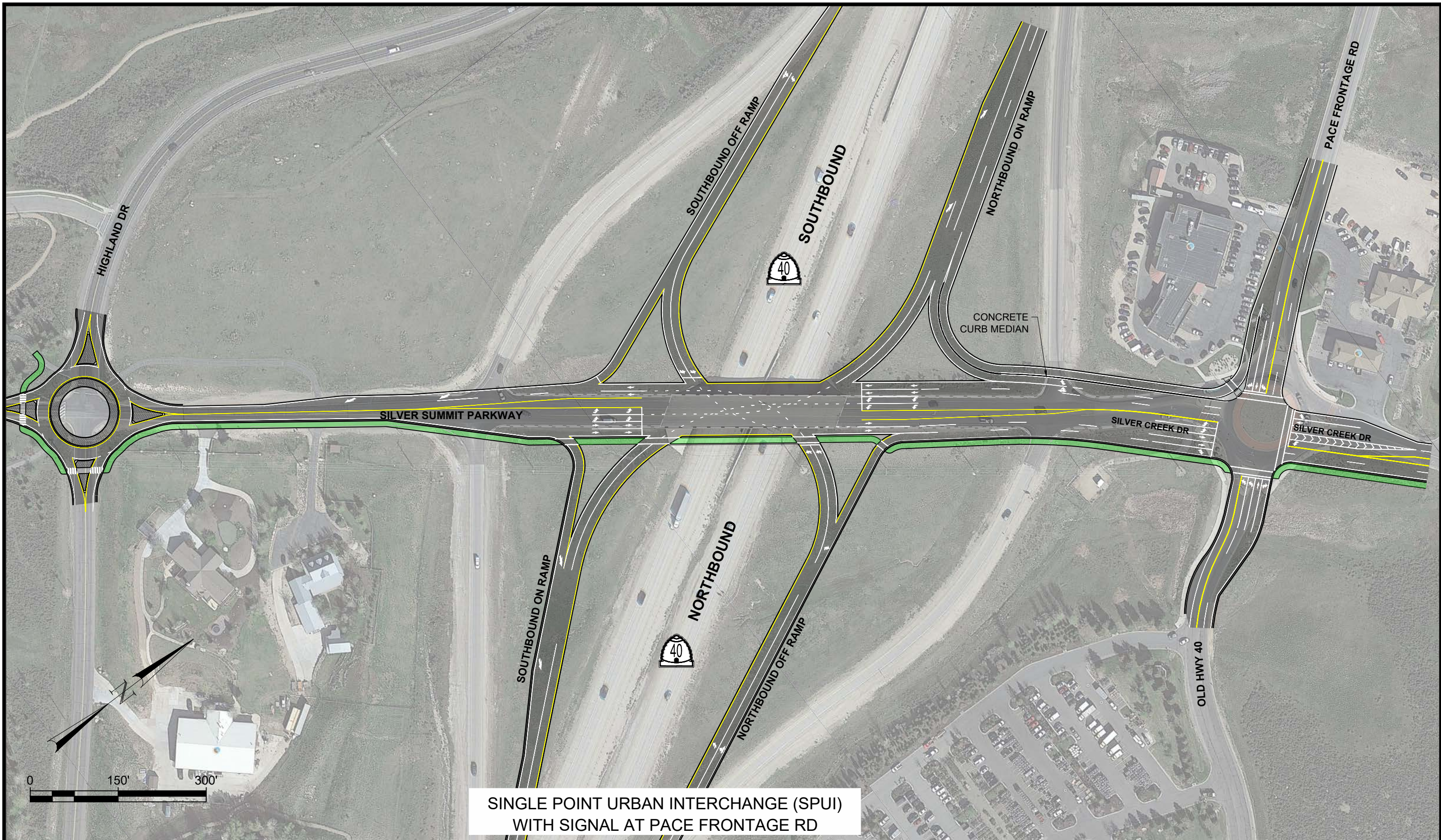
Table 5: Future (2030) Design Alternative 3 – SPUI LOS Results

Intersection	Condition	Overall Int.	Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS A / 7.4	7.2	10.2	9.9	3.2	3.2	3.0	9.4	14.8	13.8	10.3	7.8	8.1
			LOS B / 10.1			LOS A / 3.1			LOS B / 13.8			LOS B / 10.2		
	PM	LOS A / 2.4	3.6	2.9	2.5	1.7	1.9	1.9	3.8	2.5	1.7	2.8	2.9	1.8
			LOS A / 2.9			LOS A / 1.9			LOS A / 2.3			LOS A / 2.8		
US-40 Ramps / Silver Summit Pkwy	AM	LOS C / 30.2	42.3	41.9	1.1	29.6	21.3	1.1	37.0	-	50.4	33.2	-	11.5
			LOS C / 34.6			LOS B / 17.6			LOS D / 48.0			LOS C / 25.3		
	PM	LOS C / 34.6	49.9	50.2	0.7	27.1	24.2	1.4	46.7	-	66.6	33.8	-	8.6
			LOS D / 38.3			LOS B / 13.7			LOS E / 64.0			LOS C / 31.4		
Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr	AM	LOS F / >50.0	21.1	15.8	8.0	>50.0	38.7	34.6	>50.0	>50.0	>50.0	16.1	14.2	7.1
			LOS C / 15.5			LOS E / 40.5			LOS F / >50.0			LOS A / 9.6		
	PM	LOS F / >50.0	19.2	14.6	8.7	>50.0	>50.0	>50.0	>50.0	>50.0	>50.0	28.7	26.9	9.6
			LOS B / 13.7			LOS F / >50.0			LOS F / >50.0			LOS C / 15.4		

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A second SPUI alternative was developed, Design Alternative 3a, which assumed that the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection had been converted to a signalized intersection. This signalized intersection would have dual left-turn lanes, two through lanes, and a right turn lane on the eastbound approach. The westbound approach would consist of a single left-turn lane, two through lanes, and a right turn lane. The northbound approach would consist of dual left-turn lanes a through lane, and a right-turn lane. The southbound approach would consist of a single left-turn lane, a through lane, and a right-turn lane, and a right turn bypass lane connecting to the NB onramp. This alternative also assumed dual right-turn lanes onto the northbound US-40 onramp, one being the previously mentioned bypass lane and one turn lane serving the remainder of traffic on westbound Silver Summit Pkwy. Design Alternative 3a - SPUI + Signal is illustrated in Figure 9.

Design Alternative 3a was modeled using Vissim with the revised future (2030) volumes, the results of which are shown in Table 6. As shown in Table 6, the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection is anticipated to operate at LOS C and LOS D during the morning and evening peak hours, respectively. The US-40 Ramps / Silver Summit Pkwy interchange is anticipated to operate at LOS C and LOS D during the morning and evening peak hours, respectively. And the Highland Dr / Silver Summit Pkwy intersection is anticipated to operate at LOS B and LOS A during the morning and evening peak hours, respectively. It is anticipated that, with additional analysis, the delays at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection and the US-40 Ramps / Silver Summit Pkwy interchange could be reduced further with adjustments to the signal timing and signal coordination.



SINGLE POINT URBAN INTERCHANGE (SPUI)
WITH SIGNAL AT PACE FRONTAGE RD

Design Alternative 3a

Summit County - Silver Summit Interchange



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Figure 9	

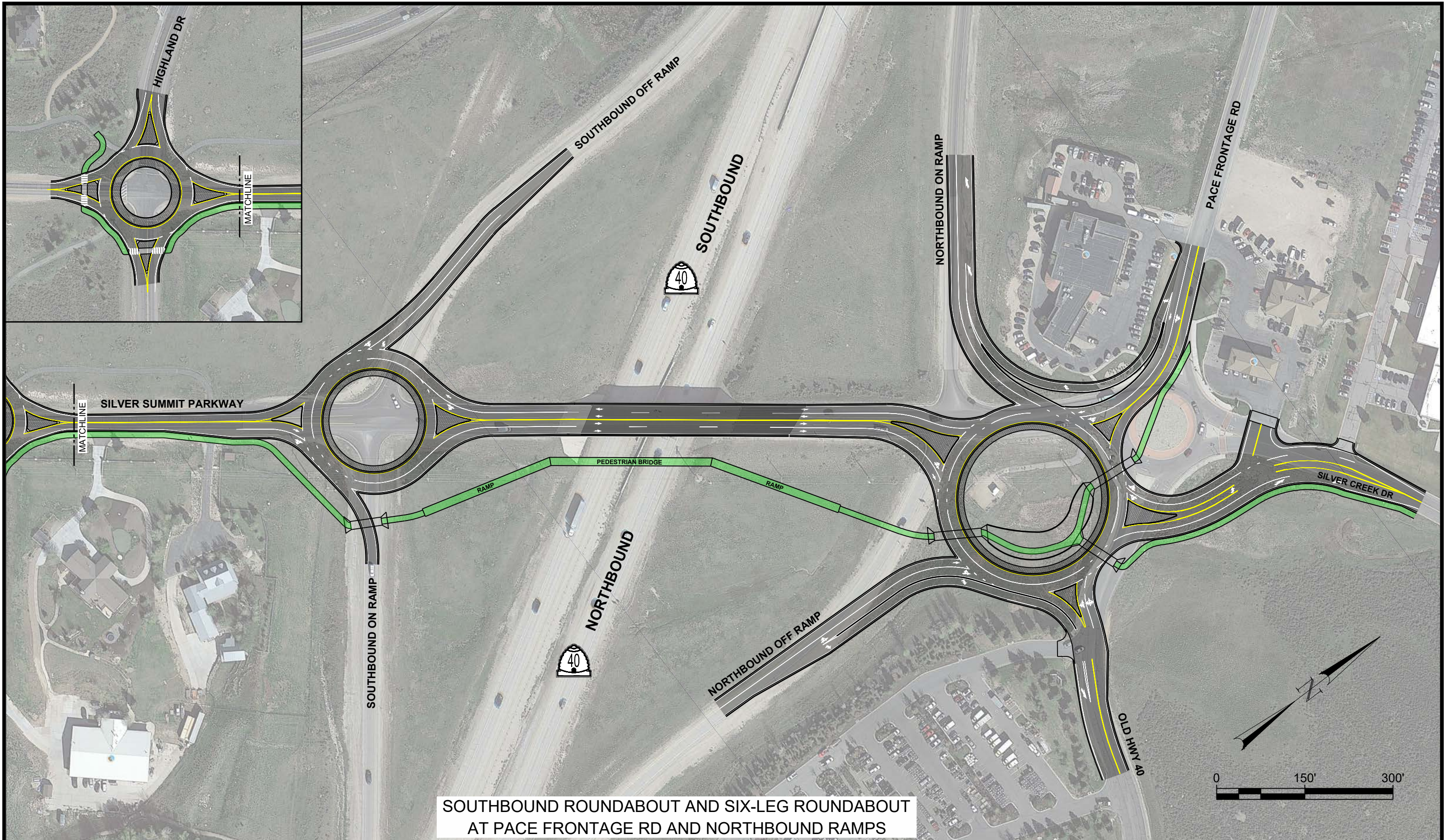
Table 6: Future (2030) Design Alternative 3a – SPUI + Signal

Intersection	Condition	Overall Int.	Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS B / 10.1	7.9	10.2	8.4	3.4	3.5	3.2	6.3	16.2	14.9	10.0	8.8	8.5
			LOS B / 10.1			LOS A / 3.4			LOS B / 14.8			LOS A / 9.9		
	PM	LOS A / 2.8	3.1	3.1	2.0	2.6	2.4	2.4	2.9	2.8	1.9	3.4	2.9	2.5
			LOS A / 2.5			LOS A / 3.3			LOS A / 2.5			LOS A / 3.3		
US-40 Ramps / Silver Summit Pkwy	AM	LOS C / 28.4	39.7	41.6	1.0	29.4	22.6	1.8	38.0	-	52.2	34.8	-	11.5
			LOS C / 34.1			LOS B / 14.3			LOS D / 49.7			LOS C / 26.4		
	PM	LOS D / 44.8	49.9	50.7	0.6	31.0	26.6	4.8	>80.0	-	>80.0	36.7	-	8.4
			LOS D / 38.6			LOS B / 14.2			LOS F / >80.0			LOS C / 34.0		
Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr	AM	LOS C / 27.9	48.4	29.4	11.1	26.5	47.6	36.9	33.6	44.6	13.1	33.0	56.1	2.3
			LOS C / 30.9			LOS D / 42.9			LOS C / 26.9			LOS A / 8.3		
	PM	LOS D / 51.8	67.4	40.4	21.5	67.3	72.0	65.0	>80.0	66.1	38.7	39.5	65.8	2.8
			LOS D / 40.3			LOS E / 70.9			LOS E / 78.2			LOS B / 10.4		

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Design Alternative 4 - Dual Roundabout Interchange

Design Alternative 4 assumed that the US-40 NB Ramps / Silver Creek Dr and Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersections would be combined into a dual-lane six-leg roundabout and the US-40 SB Ramps / Silver Summit Pkwy intersection would be converted to a dual-lane roundabout. Silver Summit Pkwy between the two dual-lane roundabouts would need to accommodate two lanes in each direction. This alternative also assumed that the Highland Dr / Silver Summit Pkwy intersection would be converted to a single-lane roundabout. Pedestrian movements would be accommodated on the south side of Silver Summit Pkwy/Silver Creek Dr with grade separated crossings at the US-40 SB Onramp and through the six-leg roundabout, and a pedestrian bridge over US-40. Alternative 4 is illustrated in Figure 10.



SOUTHBOUND ROUNDABOUT AND SIX-LEG ROUNDABOUT
AT PACE FRONTAGE RD AND NORTHBOUND RAMPS



Design Alternative 4
 Summit County - Silver Summit Interchange

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Figure 10	

Each approach of the six-leg roundabout would consist of the following:

- US-40 NB Offramp
 - Two lanes entering the roundabout
 - A bypass lane to SB Old Hwy 40
- Old Hwy 40
 - Two lanes entering the roundabout
- Silver Creek Dr
 - Two lanes entering the roundabout
 - Accommodates full access to the existing south access of the 7-Eleven gas station
- Pace Frontage RD
 - Two lanes entering the roundabout
 - A bypass lane to the US-40 NB Onramp
- US-40 SB Onramp
 - No lanes entering the roundabout
- Silver Summit Pkwy
 - Two lanes entering the roundabout

Design Alternative 4 was modeled with the revised future (2030) volumes using Vissim. The results of this analysis are shown in Table 7. As shown in Table 7, the Highland Dr / Silver Summit Pkwy intersection is anticipated to operate at LOS C during the morning peak hour and at LOS A during the evening peak hour. The US-40 SB Ramps / Silver Summit Pkwy intersection is anticipated to operate at LOS E in the morning peak hour and LOS F in the evening peak hour. The Pace Frontage Rd / US-40 NB Ramps / Old Hwy 40 / Silver Creek Dr intersection is anticipated to operate at LOS F during the morning and evening peak hours. Queues on the US-40 NB Offramp are anticipated to extend far enough to possibly interfere with traffic on mainline US-40. Queues on the US-40 SB Offramp are not anticipated to interfere with traffic on mainline US-40.

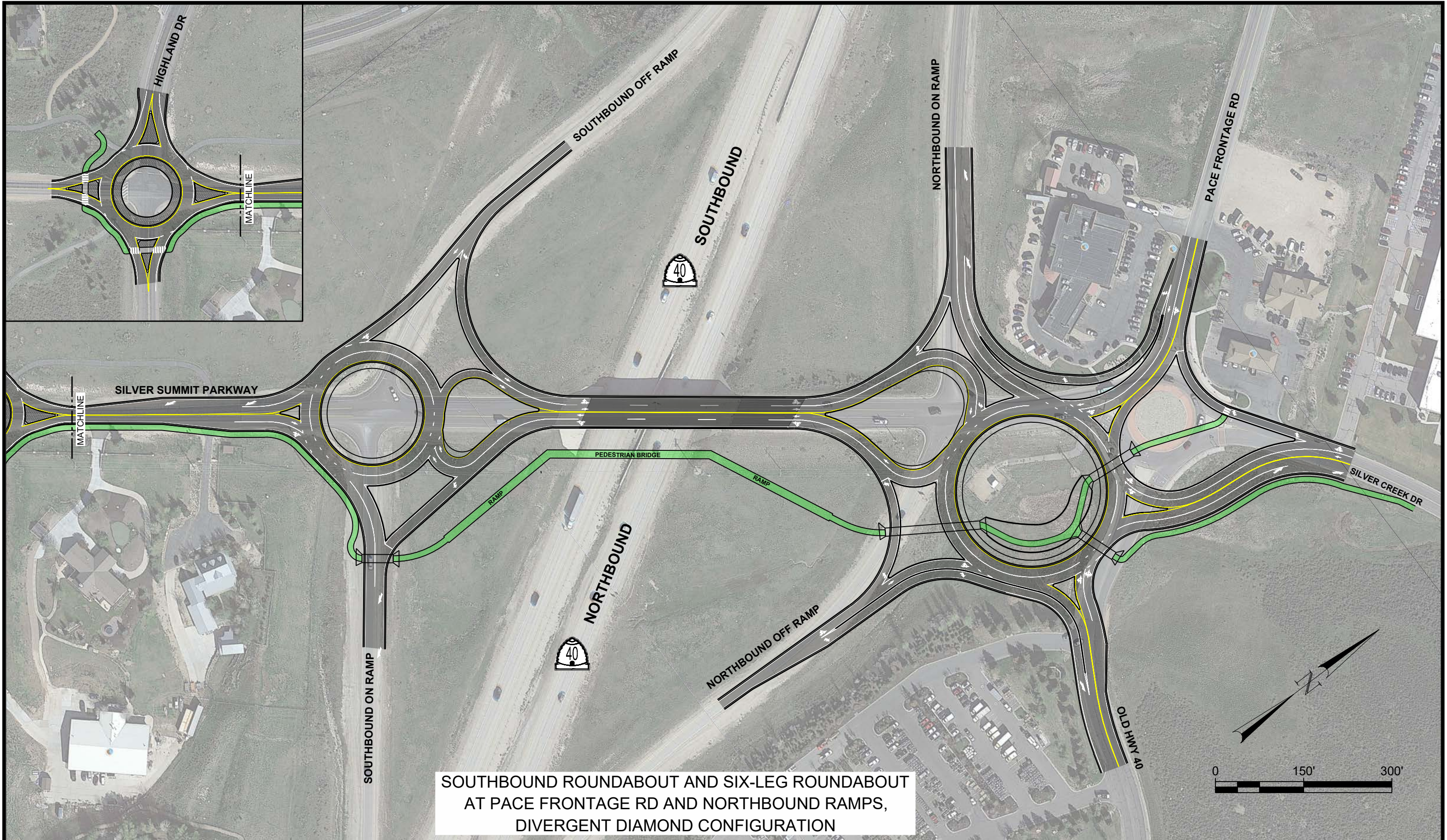
Table 7: Future (2030) Design Alternative 4 – Dual Roundabout Interchange

Intersection	Condition	Overall Int.	Eastbound				Westbound			Northbound			Northbound 2 (Old Hwy 40)				Southbound		
			LT 1	LT 2	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH 1	TH 2	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS C / 16	21	-	24	19	3	3	2	0	>50	>50	-	-	-	-	11	10	8
	PM	LOS A / 2	3	-	4	2	1	1	1	0	6	4	-	-	-	-	3	2	2
US-40 SB Ramps / Silver Summit Pkwy	AM	LOS E / 44	-	-	26	19	1	1	-	-	-	-	-	-	-	-	>50	-	>50
	PM	LOS F / >50	-	-	26	20	1	1	-	-	-	-	-	-	-	-	>50	-	>50
Pace Frontage Rd / US-40 NB Ramps / Old Hwy 40 / Silver Creek Dr	AM	LOS F / >50	13	13	7	8	25	26	8	>50	>50	>50	>50	>50	>50	>50	33	36	34
	PM	LOS F / >50	21	25	10	13	>50	>50	50	>50	>50	38	>50	>50	>50	>50	>50	>50	>50

WCG, March 2023

An additional dual roundabout alternative, Design Alternative 4a, was developed. In this alternative, like in Design Alternative 4, the US-40 NB Ramps / Silver Creek Dr and Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersections would be combined into a dual-lane six-leg roundabout and the US-40 SB Ramps / Silver Summit Pkwy intersection would be converted to a dual-lane roundabout. In this alternative the east- and westbound lanes on Silver Summit Pkwy between the US-40 SB Ramps and US-40 NB Ramps would be reversed like a diverging diamond interchange. This concept is illustrated in Figure 11.

Unlike in traditional roundabouts, the exit to westbound Silver Summit Pkwy from the roundabout at the Pace Frontage Rd / US-40 NB Ramps / Old Hwy 40 / Silver Creek Dr intersection would occur after the entrance to the roundabout from eastbound Silver Summit Pkwy. The entrance from westbound Silver Summit Pkwy and the exit to eastbound Silver Summit Pkwy of roundabout at the US-40 SB Ramps / Silver Summit Pkwy intersection would likewise be reversed. The project team postulated that, in this case, the reversal of the entrance and exit on the west side of the Pace Frontage Rd / US-40 NB Ramps / Old Hwy 40 / Silver Creek Dr roundabout would create additional gaps for vehicles on the north- and westbound approaches, thus resulting in reduced overall delay. Another potential benefit is some movements (e.g., vehicles on the US-40 NB Offramp turning onto eastbound Silver Summit Pkwy) could bypass the roundabout altogether. Vehicles in the roundabouts would circulate in a counterclockwise direction, and the layouts of the other legs of the roundabouts would be configured as in a traditional roundabout.



SOUTHBOUND ROUNDABOUT AND SIX-LEG ROUNDABOUT
AT PACE FRONTAGE RD AND NORTHBOUND RAMPS,
DIVERGENT DIAMOND CONFIGURATION

Design Alternative 4a

Summit County - Silver Summit Interchange



2139 South 1260 West
Salt Lake City, UT 84119-1464
Phone: 801-449-1173

DATE: 02/22/2023

PROJECT: 22-215

Figure 11

Design Alternative 4a – Diverging Roundabouts Interchange was modeled with the revised future (2030) volumes using Vissim. The results of this analysis are shown in Table 8. As shown in Table 8, the Highland Dr / Silver Summit Pkwy intersection is anticipated to operate at LOS E during the morning peak hour and at LOS A during the evening peak hour. The US-40 SB Ramps / Silver Summit Pkwy intersection and the Pace Frontage Rd / US-40 NB Ramps / Old Hwy 40 / Silver Creek Dr intersection are anticipated to operate at LOS F during the morning and evening peak hours. Queues on the US-40 SB Offramp are anticipated to extend far enough to interfere with traffic on mainline US-40 during the morning and evening peak hours. No queueing issues are anticipated on the US-40 NB Offramp.

Design Alternative 4a – Diverging Roundabouts Interchange is anticipated to perform slightly worse than Design Alternative 4 – Dual Roundabout Interchange. While Design Alternative 4a did result in less delay on the northbound approaches to the Pace Frontage Rd / US-40 NB Ramps / Old Hwy 40 / Silver Creek Dr intersection, it also resulted in more delay on the east-, west-, and southbound approaches compared to Design Alternative 4.

Table 8: Future (2030) Design Alternative 4a – Diverging Roundabouts Interchange

Intersection	Condition	Overall Int.	Eastbound			Westbound			Northbound			Northbound 2 (Old Hwy 40)				Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH 1	TH 2	RT	LT	TH	RT
Highland Dr / Silver Summit Pkwy	AM	LOS E / 43	>50	>50	>50	5	4	3	0	>50	>50	-	-	-	-	33	18	20
	PM	LOS A / 3	LOS F / >50			LOS A / 4			LOS F / >50			-				LOS D / 32		
US-40 SB Ramps / Silver Summit Pkwy	AM	LOS F / >50	-	>50	32	-	>50	-	-	-	-	-	-	-	-	-	-	>50
	PM	LOS E / 49	LOS F / >50			LOS F / >50			-			-				LOS F / >50		
Pace Frontage Rd / US-40 NB Ramps / Old Hwy 40 / Silver Creek Dr	AM	LOS F / >50	>50	>50	>50	>50	>50	34	-	>50	>50	>50	>50	>50	>50	>50	>50	>50
	PM	LOS F / >50	LOS F / >50			LOS F / >50			LOS F / >50			LOS F / >50				LOS F / >50		
			>50	>50	>50	>50	>50	>50	-	16	16	>50	>50	>50	50	>50	>50	>50
			LOS F / >50			LOS F / >50			LOS C / 16			LOS F / >50				LOS F / >50		

WCG, March 2023

Analysis Results Comparison

Design Alternative 3a – SPUI + Signal is anticipated to accommodate the projected traffic demand generated by the Marketplace at Silver Creek development and the anticipated growth of background traffic in the area. However, Summit County does not currently operate or maintain any traffic signals. All signalized interchanges in the County are at junctions with state routes that are classified as arterial roadways. All other interchanges in the County are either stop-controlled or roundabouts. Silver Summit Pkwy/Silver Creek Dr is not a state route and is not classified as an arterial. Implementing this alternative would not be consistent with other interchanges in the County and would require the County to take on the new task of maintaining a traffic signal.

Design Alternative 4 – Dual Roundabout Interchange is not anticipated to accommodate the projected traffic demand and queues on the northbound offramp are anticipated to be long enough to interfere with traffic on mainline US-40. However, unlike Design alternative 3a, Design Alternative 4 is consistent with other interchanges with similar characteristics and intersections in the County. If the County decides to pursue this alternative, additional access points for the area would need to be developed. Two proposed additional access points are a new interchange between the Silver Summit Interchange and the Quinn’s Junction Interchange, and an underpass at I-80 connecting the areas north and south of the interstate. The general locations of these additional access points are shown in Figure 12. Further analysis would need to be done to determine the best location and configuration for each of these additional access points. The proposed new interchange on US-40 would not need to provide access to the west side of US-40, as this land is dedicated open space, thus reducing the size and footprint of the interchange. It is also possible that only a half interchange is needed at this location, meaning that there would be no southbound on- and offramps, only northbound on- and offramps.

These additional access points would not only relieve the traffic congestion and mitigate excessive queueing at the Silver Summit Interchange but would also add redundancy in the case of emergency response or emergency evacuation scenarios. In addition to those benefits, adding extra connectivity allows for more choice in travel routes for all modes of transportation and reduces the need for out-of-direction travel. The added connectivity would also increase economic activity by improving accesses to existing and future commercial establishments.

Incremental Analysis

To determine approximately when improvements would be needed on the path to either Design Alternative 3a – SPUI + Signal or a Design Alternative 4 – Dual Roundabout Interchange, an incremental analysis of each alternative was completed based on the buildout of the portion of the Marketplace at Silver Creek Development (including the County parcels) that is anticipated to be built before 2030. A percentage of the trips generated by the development were added incrementally to the roadway network to determine the development threshold that would trigger each improvement. A timeline showing when these improvements might be needed is shown in Figure 13.



Additional Access Points
 Traffic Study for Silver Summit
 Interchange in Summit County



DATE:	02/6/2023
PROJECT:	22-215
Figure 12	

DESIGN ALTERNATIVE 3A

Signal & New Interchange

Total Cost \$88.6 million

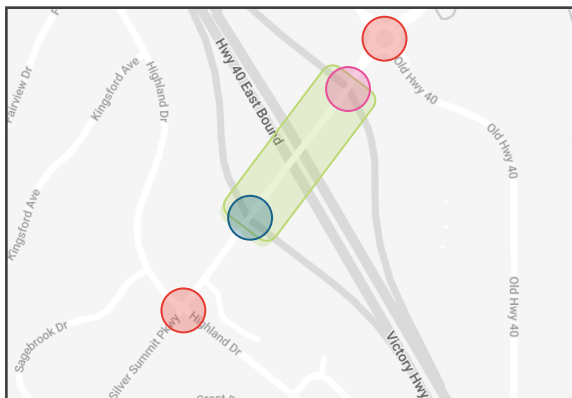
SIGNAL AT SB RAMPS
INITIATE AT 0% DEVELOPMENT
COST \$2.4 million
AM/PM Highland—D/B
LOS typ. SB Ramps—C/B
NB Ramps—C/D
Old Hwy 40—A/C

SIGNAL AT NB RAMPS
COST \$2.4 million

SIGNAL AT OLD HWY 40
INITIATE AT 10% DEVELOPMENT
COST \$5.2 million
LOS Highland—D/B
SB Ramps—B/B
NB Ramps—F/B
Old Hwy 40—C/D

IMPROVEMENTS AT HIGHLAND
COST \$1.5 million

INTERCHANGE RECONSTRUCTION
INITIATE AT 30% DEVELOPMENT
COST \$77.1 million
LOS Highland—A/A
Interchange—C/D
Old Hwy 40—C/D



DESIGN ALTERNATIVE 4

Roundabouts & Additional Access

Total Cost \$48.5-78.5 million

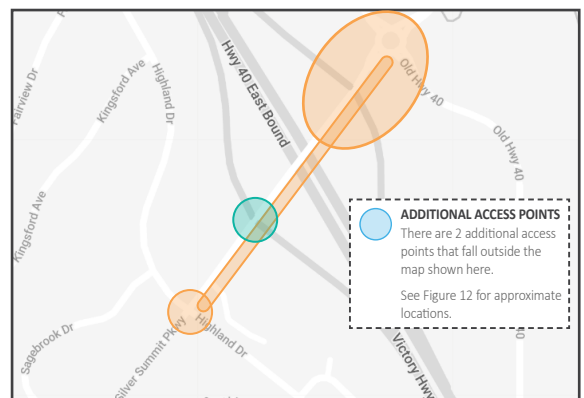
ROUNDBOUT AT SB RAMPS
INITIATE AT 0% DEVELOPMENT
COST \$2.9 million
LOS Highland—D/B
SB Ramps—B/B
NB Ramps—C/C
Old Hwy 40—A/C

ROUNDBOUT AT NB RAMPS/OLD HWY 40
INITIATE AT 10% DEVELOPMENT
COST \$7.4 million***
LOS Highland—A/A
SB Ramps—A/A
NB/Hwy 40—C/B

MULTI-USE TRAIL
COST \$6.7 million

IMPROVEMENTS AT HIGHLAND
COST \$1.5 million

ADDITIONAL ACCESS POINTS
INITIATE AT 60% DEVELOPMENT
COST \$30-60 million



* 2023 COSTS
** Percentage of 2030 Development
*** Assumes design deviation for shoulder widths and existing structure is compatible.

Figure 13 SILVER SUMMIT INTERCHANGE TRAFFIC ANALYSIS

Design Alternative 3a – SPUI + Signal

Each major improvement needed in Design Alternative 3a, and the associated development thresholds are listed below, along with intermediate improvements:

- Traffic Signal at the Silver Summit Parkway / US-40 SB Ramps Intersection
 - 0% Development
 - This traffic signal is warranted with existing conditions and is anticipated to mitigate the poor LOS at this intersection.
- Traffic Signal at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr Intersection
 - 10% Development
 - The existing roundabout is near capacity with the existing volumes.
- Intermediate Improvements
 - Improvements at the Silver Summit Parkway / Highland Dr Intersection
 - Lane Configuration Adjustments
 - Intersection Control Adjustments
 - Conversion to a Roundabout
 - Traffic Signal at US-40 NB Ramps / Silver Creek Dr Intersection
 - Improvements on US-40 on- and offramps
 - Additional Lanes
 - Will be needed between 10% and 30% Development.
- Interchange Reconstruction (SPUI)
 - 30% Development
 - Replace bridge structure, realign ramps, modifications to Silver Creek Dr, install SPUI signal.

Design Alternative 4 – Dual Roundabout Interchange

Each major improvement needed in Design Alternative 4, and the associated development thresholds are listed below, along with intermediate improvements:

- Roundabout at the Silver Summit Parkway / US-40 SB Ramps Intersection
 - 0% Development
 - This improvement is needed with existing conditions and is anticipated to mitigate the poor LOS at this intersection.
- Combine the US-40 NB Ramps / Silver Creek Dr and Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersections into one large roundabout.
 - 10% Development
 - The existing roundabout is near capacity with the existing volumes. This improvement is anticipated to mitigate the poor LOS at these intersections.
 - Assumes the existing structure is allowed to remain with a safety analysis and design waiver for substandard shoulders.
- Intermediate Improvement
 - Improvements at the Silver Summit Parkway / Highland Dr Intersection
 - Lane Configuration Adjustments

- Intersection Control Adjustments
 - Conversion to a Roundabout
 - Will be needed between 10% and 30% Development.
- Additional Access Points
 - 60% Development
 - New interchange between the existing Silver Summit and Quinn's Junction interchanges.
 - Underpass at I-80 connecting the areas on the north and south sides of the interstate.

Alternatives Comparison

In addition to LOS and delay, several other factors should be considered when comparing these two scenarios. These factors include:

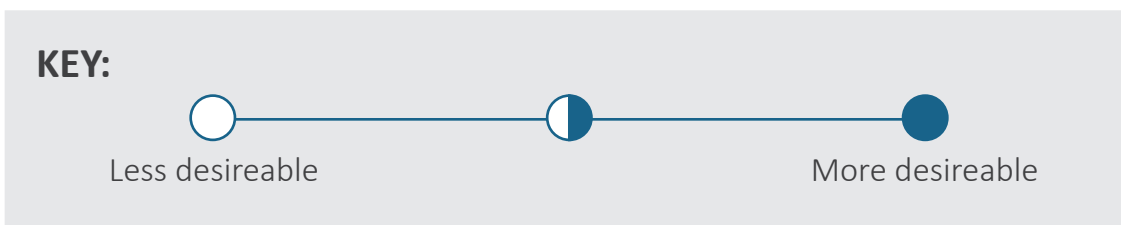
- Cost/Phasing
- Queueing
- Right of Way Impacts
- Environmental Impacts
- Business Impacts/Access
- Bike/Ped Compatibility
- Access Redundancy
- Safety
- Maintenance
- Aesthetics

These factors were not evaluated quantitatively as part of this study but were discussed qualitatively among the project team and with Summit County and UDOT staffs. An explanation of each factor and a discussion on how the two design alternatives compare with regards to that factor are presented below.

Design Alternative 3a and Design Alternative 4 are compared with relation to each of these factors in Figure 14 using a comparison table with Harvey Balls. Harvey Balls are ideograms used for visual communication of qualitative information and range from empty to full. An empty ball "○" indicates that an alternative is less desirable and a full ball "●" indicates that the alternative is more desirable. Balls that are partially filled "◐◑◒" are used to rate an alternative on a scale between less desirable and more desirable.

ALTERNATIVES COMPARISON

	DESIGN ALTERNATIVE 3A Signal & New Interchange	DESIGN ALTERNATIVE 4 Roundabout & Additional Access
Cost/Phasing		
Queueing		
Right of Way Impacts		
Environmental Impacts		
Business Impacts/Access		
Bike/Ped Compatibility		
Access Redundancy		
Safety		
Maintenance		
Aesthetics		



Cost/Phasing

This factor considers the actual cost to build the improvement as well as the ease or efficiency of phasing the improvements. Preliminary cost estimates show that the cost to implement Design Alternative 3a are significantly higher than the cost to implement Design Alternative 4.

As discussed previously, neither design alternative would be implemented immediately in its entirety. For example, with Design Alternative 3a, the US-40 SB Ramps / Silver Summit Pkwy and US-40 NB Ramps / Silver Creek Dr intersections would be signalized as interim mitigation measures before the SPUI is constructed. When the SPUI is finally constructed, these relatively new traffic signals would need to be torn out. With Design Alternative 4, the first improvement needed is a roundabout at the US-40 SB Ramps / Silver Summit Pkwy intersection. This improvement would remain in place when the other six-leg roundabout is constructed on the other side of US-40.

Not only is Design Alternative 4 anticipated to cost less overall but would require less rework than Design Alternative 3a.

Queuing

Vehicles queuing on an approach to an intersection can be problematic when those queues extend to the point where they interfere with operations at an upstream intersection. They are even more problematic when queues on an offramp extend far enough to interfere with traffic on the roadway mainline. With Design Alternative 4 it is anticipated that this will occur on the US-40 NB Offramp during the morning peak hour with full buildout conditions. However, like with the projected vehicle delay, it is anticipated that this queuing will also be mitigated by adding additional accesses to the area. Queueing backing up to the US-40 mainline is not anticipated with Design Alternative 3a.

Right of Way Impacts

The footprint of a roundabout is typically larger than the footprint for a traditional signalized intersection. While either alternative would require the acquisition of additional right of way, preliminary layouts for each design alternative (see Figure 9 and Figure 10) show that Design Alternative 4 would require significantly more right of way, particularly on the east side of US-40, when compared to Design Alternative 3a.

Environmental Impacts

Construction of either alternative is anticipated to have some short-term environmental impacts, but long-term environmental impacts are anticipated to be relatively similar. Further analysis would be needed to quantify environmental impacts.

Business Impacts/Access

Either design alternative is anticipated to have some type of impact to the existing businesses located on the north side of Silver Creek Dr on either side of Pace Frontage Rd. Burt Brothers only access is on Pace Frontage Rd and the parking areas surrounding their building are typically at capacity. The 7-Eleven gas station has an access on Pace Frontage Rd as well as on Silver Creek Dr and the parking area for fuel deliveries is practically at the back of sidewalk.

The preliminary layouts for each design alternative (see Figure 9 and Figure 10) indicate that Design Alternative 3a would require taking much of the landscape buffer between Pace Frontage Rd and the Burt Brothers parking area. Left-turn movements at the 7-Eleven access on Silver Creek Dr would be restricted and left-turn movements at the accesses to either business on Pace Frontage Rd could be impacted or made more difficult by queueing at the traffic signal.

Design Alternative 4 would likely require taking less of the Burt Brothers landscape buffer on Pace Frontage Rd but would likely encroach more on the south side of the Burt Brothers parcel than Design Alternative 3a. It is also anticipated that full access to the 7-Eleven from Silver Creek Dr would be maintained and there would be less impact to either business' access on Pace Frontage Rd.

Bike/Ped Compatibility

Preliminary layouts for Design Alternative 3a show the bike/ped route crossing the US-40 SB Onramp, US-40 NB Offramp, and the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection at grade, which is typical of both SPUIs and signalized intersections. While most of these crossings would be signal-controlled, the right-turn movements on both ramps and on the southbound Pace Frontage Rd bypass to the US-40 NB Onramp are free flow movements and would require vehicles yielding to pedestrians or bicyclists.

Preliminary layouts for Design Alternative 4 include grade separated crossings at the US-40 SB Onramp and through the large roundabout on the east side of US-40. The only at-grade crossings would be at the Highland Dr / Silver Summit Pkwy intersection.

Access Redundancy

Access Redundancy refers to having multiple access points in case one is congested, blocked, or otherwise unusable. With Design Alternative 3a the number of access points to the area east of US-40 remains the same. With Design Alternative 4 additional access points would be constructed for this area. As previously discussed, having multiple access points would likely result in reduced congestion, additional route options for travelers, and alternative routes for emergency response.

Safety

Roundabouts have fewer conflict points than traditional stop-controlled or signalized intersections, which results in fewer crashes. Due to the lower speeds and the angles at which vehicle collisions occur in roundabouts, the crash severity tends to be significantly lower as well.

Maintenance

All traffic signals in Summit County are owned and controlled by UDOT. While the traffic signal at a SPUI would be maintained by UDOT, a signal at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection would likely need to be maintained by the County. This would require the County to contract with an outside firm to either maintain the signal or train in-house staff to maintain the signal, resulting in ongoing additional maintenance costs. The County is accustomed and equipped to maintaining roundabouts.

Aesthetics

Roundabouts provide opportunities for attractive landscaping in the center islands and do not require overhead structures which can obstruct scenic views which are highly valued in Summit County. Traffic signals are generally considered to not be aesthetically pleasing and are therefore generally less desirable in this context.

Findings and Recommendations

Through this analysis it has been determined that installing roundabouts at the US-40 ramp terminals of the Silver Summit Interchange, such as with Design Alternative 1, Design Alternative 1a, or Design Alternative 2, as an alternative to traffic signals will result in significant delay and queueing in the future as the land on the east side of US-40 develops. Additional alternatives were developed to accommodate the projected traffic volumes. These proposed alternatives are Design Alternative 3a – SPUI + Signal and Design Alternative 4 – Dual Roundabout Interchange. Each alternative, along with a brief discussion of their respective benefits and drawbacks, are summarized below.

Design Alternative 3a – SPUI + Signal

Design Alternative 3a (see Figure 9) will have the capacity to accommodate the projected (2030) traffic volumes. The key element of this alternative is converting the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection into a signalized intersection. Even with capacity improvements to the existing roundabout it is anticipated to operate at a poor level of service. Implementing this alternative would result in the first traffic signal in Summit County that would be operated and maintained by the County instead of UDOT. While additional right-of-way would be required to build the necessary lane configuration at the Pace Frontage Rd / Old Hwy 40 / Silver Creek Dr intersection, it will require less property be acquired than the Design Alternative 4. Design Alternative 3a would also likely eliminate left-turn movements at the south access to the 7-Eleven on Silver Creek Dr and may also have some impacts to the business accesses on Pace Frontage Rd.

Although the SPUI alternative is anticipated to accommodate traffic farther into the future than the Dual Roundabout Interchange alternative, it may still be necessary or desirable to construct the additional access points as previously discussed.

Design Alternative 4 - Dual Roundabout Interchange

Design Alternative 4 (see Figure 10) will have the capacity to accommodate the projected traffic volume until the Marketplace at City Creek development is 60% built out. This alternative would result in an interchange like the one recently built at Jeremy Ranch and would not require the County to begin maintaining traffic signals. Additional right-of-way would need to be acquired, particularly on the east side of the interchange. Impacts to business accesses are anticipated to be smaller than with Design Alternative 3a. Roundabouts typically result in safer operations and lower speeds than signalized intersections and are generally considered more aesthetically pleasing.

With this alternative it is anticipated that additional access points to the area east of US-40 will be needed in the future. Currently, the only access point besides the Silver Summit Interchange is Quinn's Junction, which is approximately 2.5 miles to the south. The current accesses are anticipated to accommodate the demands in the near term (with the recommended improvements), but in the long term it will be difficult to build enough capacity at these two access points to accommodate the demand. Additional access points also provide redundancy for emergency response, increased choice in travel and decreased out-of-direction travel, economic benefits, and support good general planning practices. With this alternative it is recommended that the County and UDOT consider an additional interchange on US-40 between Silver Creek and Quinn's Junction, and an underpass at I-80 that would connect the areas on the north and south sides of the interstate.

This alternative is also anticipated to cost significantly less than Design Alternative 3a. Preliminary cost estimates for the two alternatives (shown in Figure 13) indicate that the cost to construct a dual roundabout interchange along with the proposed additional accesses is significantly less than the cost to construct a SPUI and convert a roundabout into a signalized intersection.



STAFF REPORT

To: Summit County Council
From: Jennifer Strader, Senior Planner
Date of Meeting: April 5, 2023
Type of Item: Zoning Boundary Determination
Process: Legislative Review

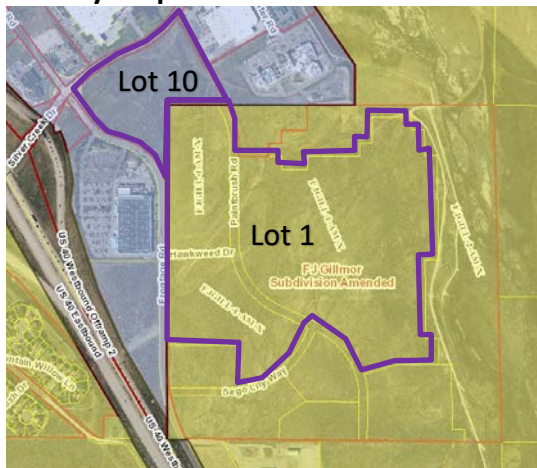
Recommendation

Staff recommends the Summit County Council (SCC) review the staff report and vote to approve the zoning boundary determination for Lots FJGILL-1-AM-X and SCO-C-10-2AM, as amended by the FJ Gillmor Subdivision Second Amended Plat and the Silver Creek Commerce Center Plat "C" Lot 10 Third Amended Plat, through the adoption of Ordinance No. 960, according to the findings of fact and conclusions of law found in this report.

Project Description

Project Name:	Zoning Boundary Determination
Applicant(s):	Marketplace at Silver Creek Center LLC and Summit County
Property Owner(s):	Marketplace at Silver Creek Center LLC and Summit County
Location:	1500 East Frontage Road
Zone District:	SCO-C-10-2AM Community Commercial (CC) FJGILL-1-AM-X Rural Residential (RR)
Type of Process:	Legislative
Final Land Use Authority:	Summit County Council

Vicinity Map

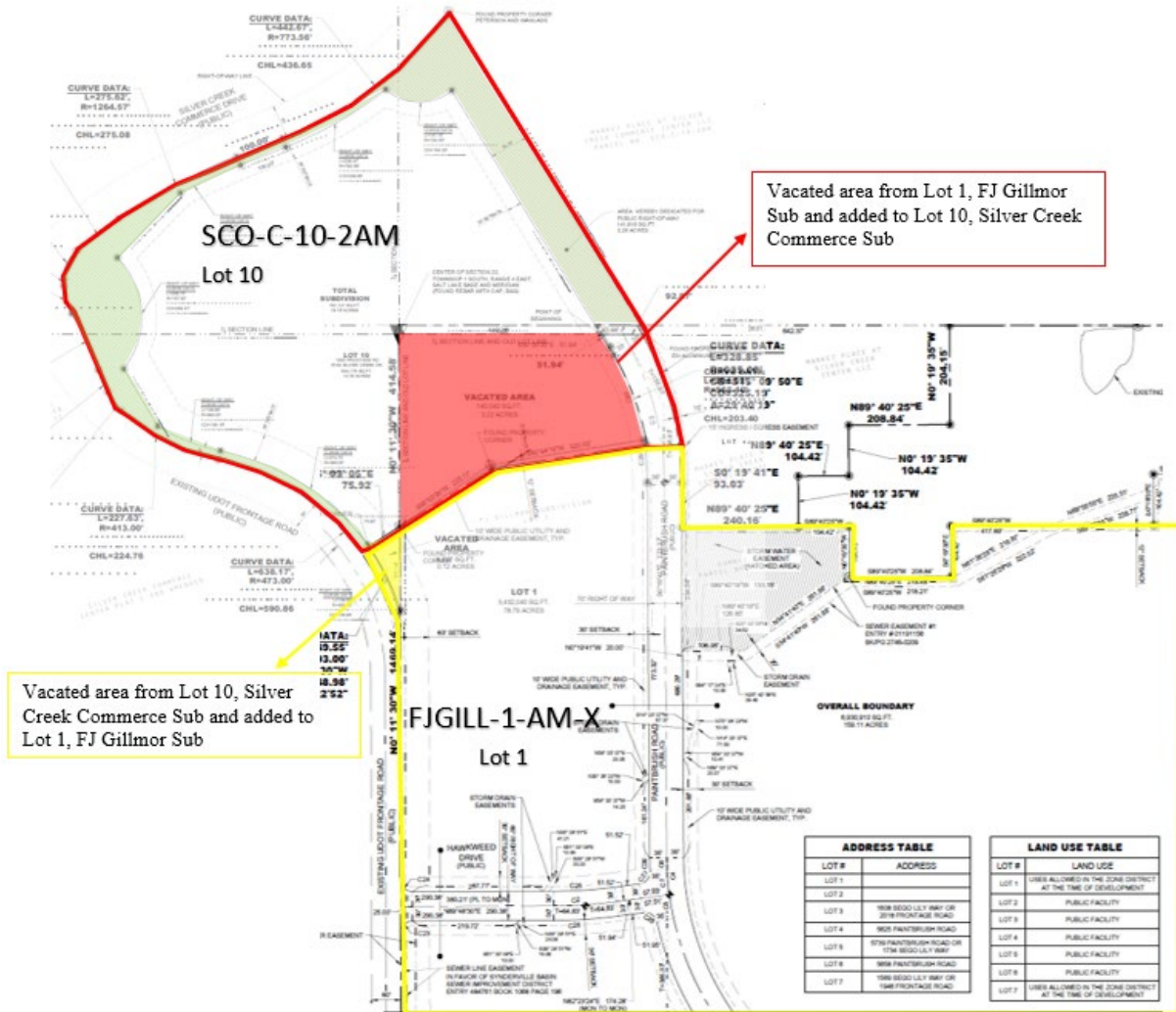


Background and Proposal

On September 28, 2022, Summit County entered into a Real Estate Transfer Agreement (the Agreement) with Marketplace at Silver Creek Center, LLC for the aforementioned parcels of land (**Exhibit A**). Part of the Agreement states:

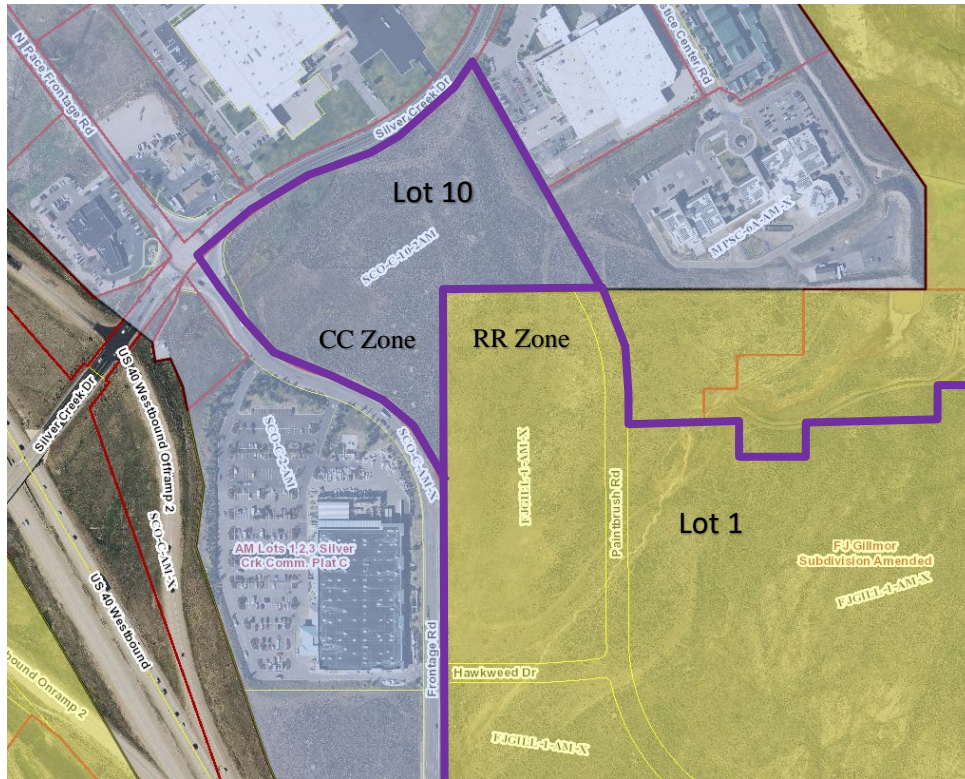
“...the parties agreed to exchange the ROW property and the Gillmor Property...The County also agreed to process a Zoning Interpretation.”

On February 28, 2023, the Snyderville Basin Planning Commission approved a plat amendment to vacate 3.22 acres from Lot FJGILL-1-AM-X and add it to Lot SCO-C-10-2AM and further vacate 0.12 acres from Lot SCO-C-10-2AM and add it to Lot FJGILL-1-AM-X, in accordance with the Agreement. The 0.12 acres given to Lot FJGILL-1-AM-X will be used for right of way. There are also approximately 3.70 acres within Parcel SCO-C-10-2AM that will be used as right of way (light green area shown below).



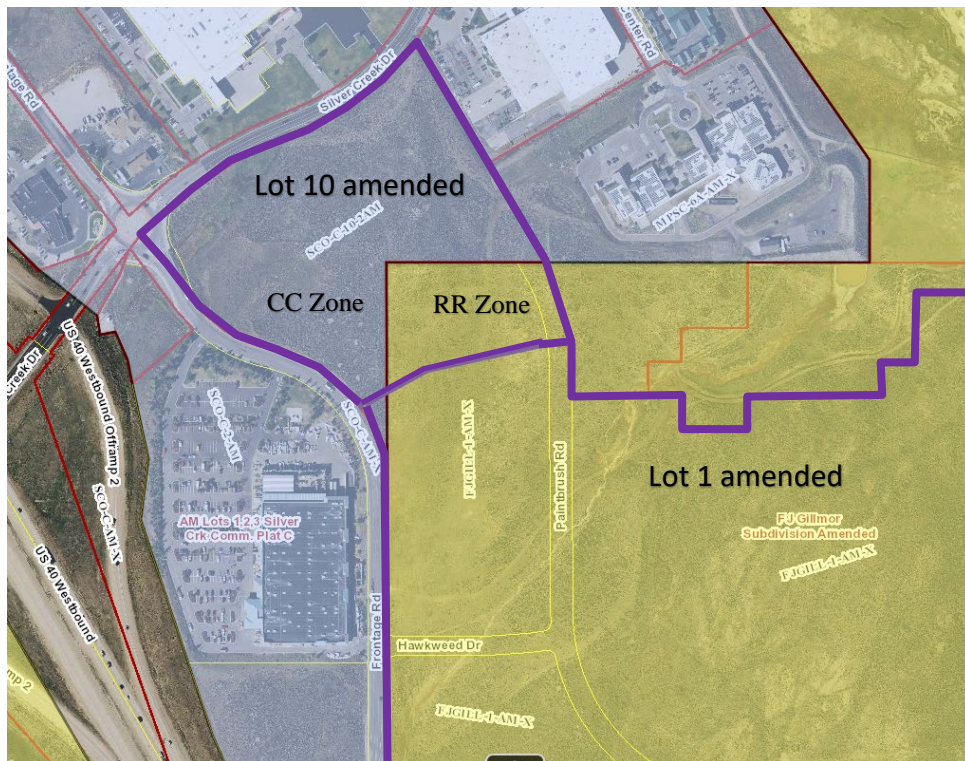
The SBPC also forwarded a positive recommendation to the SCC for a zoning boundary determination at their February 28, 2023 meeting. The request is that the 3.22 acres vacated from Lot FJGILL-1-AM-X and added to Lot SCO-C-10-2AM be zoned Community Commercial and the 0.12 acres vacated from Lot SCO-C-10-2AM and added to Lot FJGILL-1-AM-X be zoned Rural Residential. Currently, Lot FJGILL-1-AM-X is zoned Rural Residential (RR) and Lot SCO-C-10-2AM is zoned Community Commercial as shown below.

EXISTING LOT CONFIGURATIONS BEFORE PLAT AMENDMENT



The aforementioned plat amendment results in the newly configured lots each containing two (2) different zone districts as shown below.

AMENDED LOT CONFIGURATIONS



Analysis and Findings

Snyderville Basin Development Code, Section 10-2-15: Rules for Interpretation of Boundaries and Uses, states:

“In the event of a dispute pertaining to the boundary or location of a property within a land use category identified on the general plan land use plan maps or a zoning district, the Summit County council shall have the authority and jurisdiction to interpret and to render a written determination of the applicable boundary of such category or district. The county council shall make a determination only after it receives a recommendation from the planning commission. The county council and planning commission shall take into consideration, to the extent applicable, the following criteria in rendering such interpretation:

The boundary of any existing commercial, industrial, or residential zone district shall follow precisely the boundary of a recorded subdivision plan, and approved site plan or the area legal defined in an approved consent or development agreement within which the use is located.”

The plat amendment between Lots FJGILL-1-AM-X and Lot SCO-C-10-2AM results in a change to the boundaries of the recorded subdivision plats.

Recommendation

Staff recommends the SCC review the staff report and vote to approve the zoning boundary determination based upon the following Findings of Fact and Conclusions of Law and through the adoption of Ordinance No. 960 **(Exhibit B)**.

Findings of Fact

1. A plat amendment application was submitted on November 7, 2022 to vacate 3.22 acres from Lot FJGILL-1-AM-X and add it to Lot SCO-C-10-2AM. The applicant also proposed to vacate 0.12 acres from Lot SCO-C-10-2AM and add it to Lot FJGILL-1-AM-X.
2. The amendment would result in Lot FJGILL-1-AM-X containing 78.79 acres and Lot SCO-C-10-2AM containing 18.16 acres.
3. The plat amendment results in the newly configured lots each containing two (2) different zone districts, Community Commercial and Rural Residential.
4. Summit County entered into a Real Estate Transfer Agreement with Marketplace at Silver Creek Center, LLC, dated September 28, 2022, wherein the County agreed to process a Zoning Interpretation for Lots FJGILL-1-AM-X and SCO-C-10-2AM, as amended by the FJ Gillmor Subdivision Second Amended Plat and the Silver Creek Commerce Center Plat “C” Lot 10 Third Amended Plat.
5. The applicant requests that the 3.22 acres vacated from Lot FJGILL-1-AM-X and added to Lot SCO-C-10-2AM be zoned Community Commercial and the 0.12 acres vacated from Lot SCO-C-10-2AM and added to Lot FJGILL-1-AM-X be zoned Rural Residential.
6. Snyderville Basin Development Code, Section 10-2-15: Rules for Interpretation of Boundaries and Uses, states:
“In the event of a dispute pertaining to the boundary or location of a property within a land use category identified on the general plan land use plan maps or a zoning district, the Summit County council shall have the authority and jurisdiction to interpret and to render a written determination of the applicable boundary of such category or district. The county council shall make a determination only after it receives a recommendation from the planning commission. The county council and planning commission shall take into consideration, to the extent applicable, the following criteria in rendering such interpretation:

The boundary of any existing commercial, industrial, or residential zone district shall follow precisely the boundary of a recorded subdivision plan, and approved site plan or the area legal defined in an approved consent or development agreement within which the use is located.”

7. The plat amendment between Lots FJGILL-1-AM-X and Lot SCO-C-10-2AM results in a change to the boundaries of the recorded subdivision plats.

Conclusion of Law

1. The zoning boundary determination complies with Section 10-2-15 of the Snyderville Basin Development Code.

Attachments:

Exhibit A: Real Estate Transfer Agreement

Exhibit B: Ordinance 960

**FIRST AMENDMENT TO
REAL ESTATE TRANSFER AGREEMENT**

THIS FIRST AMENDMENT TO REAL ESTATE TRANSFER AGREEMENT (this "**First Amendment**") is made and entered into this 28th day of September, 2022 (the "**Effective Date**"), between SUMMIT COUNTY, a political subdivision of the State of Utah (the "**County**") and MARKET PLACE AT SILVER CREEK CENTER, LLC, a Utah limited liability company ("**MPA**"). The County and MPA are individually referred to as a "**Party**" and collectively as the "**Parties**."

RECITALS

A. The Parties entered into that certain Real Estate Transfer Agreement, dated March 30, 2022 (the "**Original Agreement**"), wherein the Parties agreed to exchange the ROW Property and the Gillmor Property, as depicted in Exhibit A to the Original Agreement (the "**Original Exhibit A**"). The County also agreed to process a Zoning Interpretation.

B. As part of the transaction, a Survey was performed which modified both the ROW Property and the Gillmor Property.

C. The Parties now desire to modify and replace the Original Exhibit A with an updated exhibit which more accurately depicts the ROW Property and the Gillmor Property (the "**Amended Exhibit A**").

D. The Parties desire to enter into this First Amendment in order to effectuate the transfer of the ROW Property and the Gillmor Property.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants herein contained, and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the Parties hereby agree as follows:

1. Recitals and Exhibit. The recitals set forth above are true, correct and complete in all material respects, and the Parties hereto incorporate the above recitals by this reference into this First Amendment to the same extent as if set forth in the body of this First Amendment.

2. Original Agreement; First Amendment. Except as expressly set forth in this First Amendment, the Original Agreement shall remain unmodified and in full force and effect, and is hereby affirmed and ratified. In the event of any inconsistency between the terms of the Original Agreement and the terms of this First Amendment, the terms of this First Amendment shall govern and control in all respects. All references to the Original Agreement shall be deemed references to the Original as amended hereby. Unless otherwise covered by a specific defined term in this First Amendment, all capitalized terms in this First Amendment shall have the meaning set forth in the Original Agreement.

3. Amended Exhibit A Incorporation. Original Exhibit A is deleted in form and substance, and replaced with Amended Exhibit A, which is incorporated herein by this reference.

4. Area F Clarification. Area F on Amended Exhibit A is included for illustrative purposes only and remains the property of MPA.

5. Transportation Impact Fee Credit. In the event that Transportation Capacity Projects located in Areas B, C or D are added to the County's Transportation Impact Fee Facilities Plan ("**TIFFP**") in the future, MPA shall be entitled to a 25% credit of the Transportation Impact Fee ("**TIF**"), in affect at the time the Transportation Capacity Project(s) are added to the TIFFP, toward the TIF at the time of building permit issuance. In no case shall TIF credit be refunded for MPA development occurring prior to the TIFFP being adopted by the County.

6. Severability. In the event that any condition, covenant, or other provision herein contained is held to be invalid or void by any court of competent jurisdiction, the same shall be deemed severable from the remainder of this First Amendment and shall in no way affect any other condition, covenant, or other provision herein contained. If such condition, covenant, or other provision shall be deemed invalid due to its scope or breadth, such condition, covenant, or other provision shall be deemed valid to the extent of the scope and breadth permitted by law.

7. Further Action/Amendment. The Parties shall execute and deliver all documents, provide all information, and take or forbear from all such action as may be necessary or appropriate to achieve the purposes of this First Amendment.

8. Governing Law. This First Amendment shall be construed and enforced in accordance with the laws of the State of Utah.

9. No Third-Party Beneficiary Rights. This First Amendment is not intended to create, nor shall it be in any way interpreted or construed to create, any third-party beneficiary rights in any person not a Party hereto.

10. Authority. The individuals who execute this First Amendment represent and warrant that they are duly authorized to execute this instrument on behalf of each Party and that no other signature, act, or authorization is necessary to bind the Parties to this First Amendment.

11. Counterparts. This First Amendment may be executed in any number of duplicate counterparts, each of which shall be deemed an original, and when taken together shall constitute one and the same agreement, which shall be fully binding upon each Party who executes the same. Further, executed copies of this First Amendment delivered by facsimile, email, DocuSign, or other similar electronic means shall be deemed an original signed copy of this First Amendment.

12. Survival. The provisions of this First Amendment shall survive the Closing and the delivery and recordation of the Deeds and the Plat Amendments. The covenants herein and in the Original Agreement shall run with the MPA lands and the Gillmor Property.

IN WITNESS WHEREOF, each of the Parties hereto has duly signed and sealed this First Amendment or caused such to be done, effective as of the Effective Date.

MPA:

MARKETPLACE AT SILVER CREEK
CENTER, LLC, a Utah limited liability company

By: _____

Name: _____

Its: President

EXECUTED: _____,
2022.

[Signature]

[Signature]

[Signature]

[Signature]



COUNTY:

SUMMIT COUNTY, a body corporate and
politic of the State of Utah

By: THE COUNTY MANAGER

By: Janna B. Young
Janna Young
Interim County Manager

CONSENT

By: THE COUNTY COUNCIL

By: Christopher F. Robinson
Christopher F. Robinson
Chair

EXECUTED: September 28, 2022.

ATTEST:

Evelyn Furse
Evelyn Furse
County Clerk

APPROVED AS TO FORM:

David L. Thomas
David L. Thomas
Chief Civil Deputy Summit County Attorney



IN WITNESS WHEREOF, each of the Parties hereto has duly signed and sealed this First Amendment or caused such to be done, effective as of the Effective Date.

MPA:

MARKETPLACE AT SILVER CREEK
CENTER, LLC, a Utah limited liability company

By:  _____

Name: Stephan Coulson
Its: Manager

EXECUTED 9/14 2022.

AT AMENDED EXHIBIT A
 To
 Real Estate Transfer Agreement

Map

[See Attached]

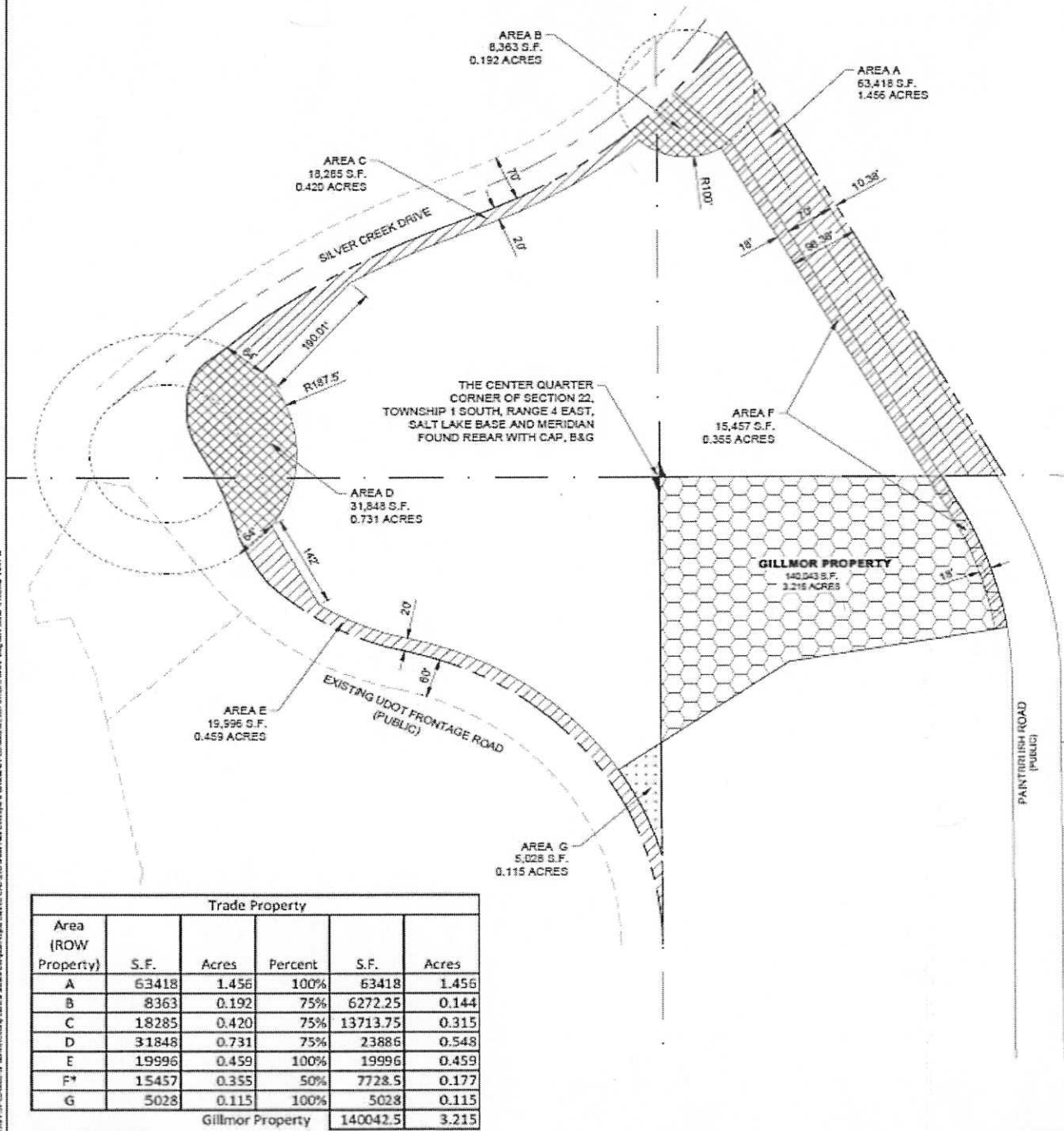


Lot No.	Area (sq. ft.)	Area (sq. m.)	Area (acres)	Area (hectares)	Area (morgens)
1	1,234,567	113,489	2.60	0.106	1.23
2	2,345,678	217,978	5.20	0.212	2.46
3	3,456,789	321,477	7.30	0.317	3.69
4	4,567,890	424,976	9.60	0.413	4.91
5	5,678,901	528,475	11.90	0.510	6.14
6	6,789,012	631,974	14.20	0.596	7.37
7	7,890,123	735,473	16.50	0.682	8.60
8	8,901,234	838,972	18.80	0.768	9.83
9	9,012,345	842,471	19.00	0.772	9.90
10	10,123,456	945,970	21.30	0.858	11.13
11	11,234,567	1,049,469	23.60	0.944	12.36
12	12,345,678	1,152,968	25.90	1.030	13.59
13	13,456,789	1,256,467	28.20	1.116	14.82
14	14,567,890	1,359,966	30.50	1.202	16.05
15	15,678,901	1,463,465	32.80	1.288	17.28
16	16,789,012	1,566,964	35.10	1.374	18.51
17	17,890,123	1,670,463	37.40	1.460	19.74
18	18,901,234	1,773,962	39.70	1.546	20.97
19	19,012,345	1,777,461	39.90	1.550	21.04
20	20,123,456	1,880,960	42.20	1.636	22.27
21	21,234,567	1,984,459	44.50	1.722	23.50
22	22,345,678	2,087,958	46.80	1.808	24.73
23	23,456,789	2,191,457	49.10	1.894	25.96
24	24,567,890	2,294,956	51.40	1.980	27.19
25	25,678,901	2,398,455	53.70	2.066	28.42
26	26,789,012	2,501,954	56.00	2.152	29.65
27	27,890,123	2,605,453	58.30	2.238	30.88
28	28,901,234	2,708,952	60.60	2.324	32.11
29	29,012,345	2,712,451	60.80	2.328	32.18
30	30,123,456	2,815,950	63.10	2.414	33.41
31	31,234,567	2,919,449	65.40	2.500	34.64
32	32,345,678	3,022,948	67.70	2.586	35.87
33	33,456,789	3,126,447	70.00	2.672	37.10
34	34,567,890	3,229,946	72.30	2.758	38.33
35	35,678,901	3,333,445	74.60	2.844	39.56
36	36,789,012	3,436,944	76.90	2.930	40.79
37	37,890,123	3,540,443	79.20	3.016	42.02
38	38,901,234	3,643,942	81.50	3.102	43.25
39	39,012,345	3,647,441	81.70	3.106	43.32
40	40,123,456	3,750,940	84.00	3.192	44.55
41	41,234,567	3,854,439	86.30	3.278	45.78
42	42,345,678	3,957,938	88.60	3.364	47.01
43	43,456,789	4,061,437	90.90	3.450	48.24
44	44,567,890	4,164,936	93.20	3.536	49.47
45	45,678,901	4,268,435	95.50	3.622	50.70
46	46,789,012	4,371,934	97.80	3.708	51.93
47	47,890,123	4,475,433	100.10	3.794	53.16
48	48,901,234	4,578,932	102.40	3.880	54.39
49	49,012,345	4,582,431	102.60	3.884	54.46
50	50,123,456	4,685,930	104.90	3.970	55.69
51	51,234,567	4,789,429	107.20	4.056	56.92
52	52,345,678	4,892,928	109.50	4.142	58.15
53	53,456,789	4,996,427	111.80	4.228	59.38
54	54,567,890	5,099,926	114.10	4.314	60.61
55	55,678,901	5,203,425	116.40	4.400	61.84
56	56,789,012	5,306,924	118.70	4.486	63.07
57	57,890,123	5,410,423	121.00	4.572	64.30
58	58,901,234	5,513,922	123.30	4.658	65.53
59	59,012,345	5,517,421	123.50	4.662	65.60
60	60,123,456	5,620,920	125.80	4.748	66.83
61	61,234,567	5,724,419	128.10	4.834	68.06
62	62,345,678	5,827,918	130.40	4.920	69.29
63	63,456,789	5,931,417	132.70	5.006	70.52
64	64,567,890	6,034,916	135.00	5.092	71.75
65	65,678,901	6,138,415	137.30	5.178	72.98
66	66,789,012	6,241,914	139.60	5.264	74.21
67	67,890,123	6,345,413	141.90	5.350	75.44
68	68,901,234	6,448,912	144.20	5.436	76.67
69	69,012,345	6,452,411	144.40	5.440	76.74
70	70,123,456	6,555,910	146.70	5.526	77.97
71	71,234,567	6,659,409	149.00	5.612	79.20
72	72,345,678	6,762,908	151.30	5.698	80.43
73	73,456,789	6,866,407	153.60	5.784	81.66
74	74,567,890	6,969,906	155.90	5.870	82.89
75	75,678,901	7,073,405	158.20	5.956	84.12
76	76,789,012	7,176,904	160.50	6.042	85.35
77	77,890,123	7,280,403	162.80	6.128	86.58
78	78,901,234	7,383,902	165.10	6.214	87.81
79	79,012,345	7,387,401	165.30	6.218	87.88
80	80,123,456	7,490,900	167.60	6.304	89.11
81	81,234,567	7,594,399	169.90	6.390	90.34
82	82,345,678	7,697,898	172.20	6.476	91.57
83	83,456,789	7,801,397	174.50	6.562	92.80
84	84,567,890	7,904,896	176.80	6.648	94.03
85	85,678,901	8,008,395	179.10	6.734	95.26
86	86,789,012	8,111,894	181.40	6.820	96.49
87	87,890,123	8,215,393	183.70	6.906	97.72
88	88,901,234	8,318,892	186.00	6.992	98.95
89	89,012,345	8,322,391	186.20	6.996	99.02
90	90,123,456	8,425,890	188.50	7.082	100.25
91	91,234,567	8,529,389	190.80	7.168	101.48
92	92,345,678	8,632,888	193.10	7.254	102.71
93	93,456,789	8,736,387	195.40	7.340	103.94
94	94,567,890	8,839,886	197.70	7.426	105.17
95	95,678,901	8,943,385	200.00	7.512	106.40
96	96,789,012	9,046,884	202.30	7.598	107.63
97	97,890,123	9,150,383	204.60	7.684	108.86
98	98,901,234	9,253,882	206.90	7.770	110.09
99	99,012,345	9,257,381	207.10	7.774	110.16
100	100,123,456	9,360,880	209.40	7.860	111.39

AMENDED EXHIBIT A



0 75 150
SCALE: 1" = 150'



Trade Property					
Area (ROW Property)	S.F.	Acres	Percent	S.F.	Acres
A	63418	1.456	100%	63418	1.456
B	8363	0.192	75%	6272.25	0.144
C	18285	0.420	75%	13713.75	0.315
D	31848	0.731	75%	23886	0.548
E	19996	0.459	100%	19996	0.459
F*	15457	0.355	50%	7728.5	0.177
G	5028	0.115	100%	5028	0.115
Gillmor Property				140042.5	3.215

*Area F is shown for illustrative purposes only and remains the property of MPA

HORROCKS ENGINEERS
2182 West Grove Pkwy., Suite 400
Provo, UT 84602
801.752.4100
www.horrocks.com

WARNING
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

LAND SWAP EXHIBIT

SILVER CREEK DRIVE & UDOT FRONTAGE ROAD

DRAWING INFO
DATE: 07/19/22
SCALE: 1" = 150'
REV# DATE
APP'D: [Signature]
PROJ. NO.: UNL-2302

EXH-1

PAGE 1

SUMMIT COUNTY, UTAH
ORDINANCE NO. 960

**AN ORDINANCE MAKING A BOUNDARY INTERPRETATION OF A
PORTION OF PARCEL FJGILL-1-AM-X TO RURAL RESIDENTIAL AND A
PORTION OF PARCEL SCO-C-10-2AM TO COMMUNITY COMMERCIAL**

WHEREAS, a plat amendment application was submitted on November 7, 2022, to vacate 3.22 acres from Lot FJGILL-1-AM-X and add it to Lot SCO-C-10-2AM. The applicant also proposed to vacate 0.12 acres from Lot SCO-C-10-2AM and add it to Lot FJGILL-1-AM-X; and,

WHEREAS, the Snyderville Basin Planning Commission conducted a public hearing and voted to approve the plat amendment on February 28, 2023; and,

WHEREAS, the plat amendment results in the newly configured lots each containing two (2) different zone districts, Community Commercial and Rural Residential; and,

WHEREAS, Summit County entered into a real Estate Transfer Agreement with Marketplace at Silver Creek Center, LLC, dated September 28, 2022, wherein the County agreed to process a Zoning Interpretation for Lots FJGILL-1-AM-X and SCO-C-10-2AM, as amended by the FJ Gillmor Subdivision Second Amended Plat and the Silver Creek Commerce Center Plat “C” Lot 10 Third Amended Plat; and,

WHEREAS, Snyderville Basin Development Code, Section 10-2-15: Rules for Interpretation of Boundaries and Uses, states: *“In the event of a dispute pertaining to the boundary or location of a property within a land use category identified on the general plan land use plan maps or a zoning district, the Summit County council shall have the authority and jurisdiction to interpret and to render a written determination of the applicable boundary of such category or district. The county council shall make a determination only after it receives a recommendation from the planning commission. The county council and planning commission shall take into consideration, to the extent applicable, the following criteria in rendering such interpretation: The boundary of any existing commercial, industrial, or residential zone district shall follow precisely the boundary of a recorded subdivision plan, and approved site plan or the area legal defined in an approved consent or development agreement within which the use is located.”*

WHEREAS, the plat amendment between Lots FJGILL-1-AM-X and SCO-C-10-2AM result in a change to the boundaries of the recorded subdivision plats; and,

WHEREAS, the Summit County Council considered the zoning boundary determination on April 5, 2023.

NOW THEREFORE, the County Legislative Body of the County of Summit, State of Utah [hereinafter “Council”], ordains as follows:

Section 1. The Snyderville Basin Zoning Map is amended so that the 3.22 acres vacated from Lot FJGILL-1-AM-X and added to Lot SCO-C-10-2AM is zoned Community Commercial and the 0.12 acres vacated from Lot SCO-C-10-2AM and added to Lot FJGILL-1-AM-X is zoned Rural Residential.

Section 2. This Ordinance shall take effect after fifteen (15) days of the date below and upon publication in a newspaper published and having general circulation in Summit County.

PASSED AND ADOPTED on this _____ day _____ 2023.

SUMMIT COUNTY COUNCIL OF SUMMIT COUNTY, STATE OF UTAH

By _____
Roger Armstrong, Chair, Summit County Council

Councilor Stevens voted _____
Councilor Hansen voted _____
Councilor Robinson voted _____
Councilor Harte voted _____
Councilor Armstrong voted _____

ATTEST:

Evelyn Furse
County Clerk

Approved as to form:

David L. Thomas
Chief Civil Deputy



STAFF REPORT

To: Summit County Council
From: Shayne Scott, County Manager
Janna Young, Deputy County Manager
Pat Putt, Community Development Director
Jeff Jones, Economic Development & Housing Director
Date of Meeting: April 5, 2023
Type of Item: Consideration and possible adoption of amendments to the 2023 Work Plan
Process: Regular Session

Requested Council Action

Adopt amendments the Council requested to Summit County's 2023 Work Plan.

Introduction

At the February 22, 2023 Council meeting, the Summit County Council adopted the 2023 Work Plan and asked staff to make several amendments to bring back to the Council for approval at a later date.

Today's presentation is to review with the Council and request approval of the staff suggested language for those amendments.

Background

In 2018, the County Council began adopting an official Work Plan each budget cycle as a way to focus staff hours and align their work with the budget. Traditionally, the proposed Work Plan lists projects for each County office and department that either have a direct tie to the Council's strategic objectives or are critical to advancing a County function but do not tie directly to the Council's objectives. This list demonstrates to the public and the County organization the areas where staff hours and county budget will be spent during the year/budget cycle.

To develop the Work Plan, each year, the County Manager's Office works with the directors and leaders of the various County departments and offices to identify all the major tasks, projects, and work anticipated for the next year, both those that are specifically budgeted and the day-to-day work and responsibilities. Staff then

associate a level of effort (Low, Medium, High) to the project, assign a priority ranking, and identify other departments or offices expected to contribute resources to the project to get a full picture of the overall impact on the County.

The County Manager then works with the Council to further narrow down those projects to a workload that is realistically achievable in the year based on staff capacity and budget. The final Work Plan is presented to the Council in a public meeting and adopted along with the next year's budget.

2023 Work Plan Process

The 2023 work plan followed a somewhat different process. Since two new Councilmembers were being empaneled on January 4, 2023, the Council chose to postpone its strategic planning retreat until after the new Councilmembers were sworn in, meaning a Work Plan was not adopted with the 2023 budget.

The Council retreat occurred on January 20, 2023, during which the Council chose to continue to focus on the strategic objectives of Growth Management and Regional Planning; Local Housing Choice; Transportation and Traffic Congestion; and Environmental Stewardship.

Based on direction from the Council for each of those objectives provided at the retreat, staff developed action items and deliverables that were articulated in a proposed 2023 Work Plan, which the Council adopted on February 22, 2023.

Summary of Amendments to the 2023 Work Plan

At the February 22, 2023 Council meeting, Council requested the following changes to the 2023 Work Plan:

- 1) Under Definitions for the Strategic Objectives:
 - a. Retool the definition for the Growth Management and Regional Planning objective to focus more on growth management/mitigation. Councilmember Malena Stevens suggested language, which the Council supported. That language is included in the proposed amended 2023 Work Plan
- 2) Under Strategic Priorities:
 - a. Growth Management and Regional Planning – add an action item pertaining to analyzing development codes, ordinances, and processes as they relate to growth and population management that can be accomplished during and before the countywide community visioning process is complete in September 2023
 - b. Local Housing Choice
 - i. Add an action item pertaining to exploring the formation of a regional housing authority

- ii. Staff recommends Council consideration of adding an action item pertaining to exploring the development of a Continuing Care Residential Community (CCRC) in Summit County in coordination with the Gray Ribbon Committee and other senior citizen advocates. Individual Council members have approached staff at different times wanting the County to explore this opportunity but there has not been a full-Council discussion about it nor consensus direction to staff. Staff would like to have this discussion with the Council. If the decision is for staff to pursue this effort, it should be added to the Work Plan

3) Other Amendments:

- a. Add an action item related to the dashboard and benchmarking concept Jeff Jones, Summit County's Economic Development and Housing Director presented on February 22, 2023 in an attempt to address requests by Council members to add strategic objectives to the Work Plan on strategic communications, public engagement, and social/community issues
- b. Add an action item related to improving relationships with the Utah State Legislature to affect more positive outcomes for Summit County during the annual legislative session

These changes are reflected in the attached document titled, "Summit County's Fiscal Year 2023 Work Plan Project List (Organized by Strategic Objectives), Adopted 02/22/2023, Amended 04/05/2023." Staff recommends Council approval of the amended 2023 Work Plan.



Summit County's Fiscal Year 2023 Work Plan Project List (Organized by Strategic Objectives)

Adopted 02/22/2023
[Amended 04/05/2023](#)

VISION

Summit County is a vital community that is renowned for its natural beauty, quality of life, and economic diversity that supports a healthy, prosperous, and culturally-diverse citizenry

MISSION

We provide excellent and inclusive services that support the health, safety, and welfare of the community, making Summit County the best place to live for present and future generations

VALUES

Regional Collaboration: Work with our federal, state, municipal, and community partners to achieve mutually beneficial outcomes

Responsiveness: Take action in a timely manner, meeting the needs of our citizens

Preservation: Preserve our land, water, air, and culture

Leadership: Motivate others to collaboratively achieve mutual goals

Strategic Objectives

Growth Management and Regional Planning

[The County will manage and mitigate the impacts of growth internally and through working with municipal and regional partners. The County will examine policies currently in place to determine the best ways to support growth management. Specifically, along with municipal and regional partners, Summit County will:](#)

- Discuss the desired growth and development patterns across jurisdictional borders
- Develop necessary programs and explore opportunities for working together
- Understand our impacts on each other
- Utilize growth and development tools to enhance quality of life with a focus on connection and coordination around the region's physical, natural, and economic environments and communities

Local Housing Choice

In 2023, Summit County will continue to assess ways to facilitate a diverse and thriving County

Deleted: The County will meet with municipal and regional partners to:

evidenced by a wide variety of housing - both price and type that will result in the creation and retention of welcoming neighborhoods, which together make up the larger County.

Transportation and Traffic Congestion

The County will work closely and collaborate with federal, state, and local governments, as well as regional transportation service providers, to plan, program, and build a transportation system to reduce traffic congestion, provide robust transportation options, and promote safe, comfortable, and healthy transportation solutions.

Environmental Stewardship

The County will demonstrate leadership and set direction for plans, policies, partnerships, and initiatives to secure, protect, and conserve our water, land, and air quality for the present and future, as well as implement an internal organizational culture that supports environmental stewardship. This public health issue involves the County's health department, sustainability division, landfill, county lands and natural resources, public works department, and community development department and requires a collaborative, all-of government effort.

Strategic Priority: Growth Management and Regional Planning

2023 Work Plan Elements:

1. [Analyze current codes, ordinances, and processes as they relate to growth and population management and ensure we have effective tools in place for growth mitigation and management \(Community Development Department\)](#)
2. Complete the community visioning effort, "Our Summit" and analyze resulting report to decide next steps [and revisions](#) regarding Summit County's General Plans and development codes [to manage impacts and direct growth](#) (Community Development Department, Communications and Public Engagement, County Administration)
3. Revisit development tools, such as Neighborhood Mixed Use (NMU), Policy 2.3, Village Overlay, and Master Planned Development (MPD) through a series of work sessions to determine if the conditions that led to their implementation still apply today or if the tools need to be eliminated or revised/updated (Community Development Department, Attorney's Office)
4. Formalize and increase frequency of Summit County delegation meetings with the five municipal annexation areas and utilize these convenings to break down silos and initiate regional planning around development, zoning, water, stormwater, wastewater, trails, open space, recreation, housing, roads, and transit. Community Development will facilitate these convenings but involve representatives from departments and offices across the county (Community Development Department, Economic Development and Housing Department, Transportation Planning Division, Public Works Department, Stormwater Division, Summit County Lands and Natural Resources Department,

Deleted: with an eye towards population and infrastructure

Health/Environmental Health Department, Recreation Districts)

5. Respond and react to current and new mandates from the Utah State Legislature and adjust the work plan accordingly to create staff capacity to complete the assignments (*Community Development Department, Economic Development and Housing Department, Attorney's Office, Finance Department, County Administration*)

Strategic Priority: Local Housing Choice

2023 Work Plan Elements:

1. Complete five-year housing assessment as required by state code, bringing in partners (municipalities, townships, Park City Chamber of Commerce, nonprofits) to contribute to funding and the methodology for the needs assessment Request for Proposals (RFP) to cover years 2024-2028 (*Economic Development and Housing Department, Finance Department*)
 - a. Form Blue Ribbon Citizen Committee to review data and provide input into the assessment's final numbers
 - b. Utilize final housing assessment to set annual housing unit targets
2. Partner with Park City Municipal Corporation on a Housing Nexus Study, which provides the methodology that calculates the in lieu fee for affordable housing on new developments, ensuring we are working from the same methodology and data (*Economic Development and Housing Department*)
3. [Explore the creation of a regional housing authority](#) (*Economic Development and Housing Department*)
4. Convert housing units to households in codes, documents, assessments, and other documentation. Household tenure characteristics and total population (by age cohort) will be geographically applied on an identified neighborhood basis (*Economic Development and Housing Department, Attorney's Office*)
5. Issue a Request for Qualifications (RFQ) for affordable housing development, leveraging county owned land (*Economic Development and Housing Department, Finance Department, Attorney's Office*)
6. Develop buy-back program for deed restricted housing in Redstone for the County to manage and rent to County employees. Draft a policy outlining rules and regulations for renting to County staff (*Economic Development Department, Attorney's Office, Finance Department*)

7. Respond to comments from the Department of Workforce Services on the County's Moderate Income Housing Plan submitted in October 2022 (*Community Development Department, Economic Development and Housing Department, Attorney's Office, County Administration*)
 - a. Implement provisions of the plan per state requirements and report to the state on what was done during the year to implement MIHP strategies, barriers encountered that impeded the ability to implement MIHP strategies, number of internal/external accessory dwelling units (ADUs) built, licensed, or granted to rent, and how the market responded to the strategies that were implemented
8. [Working with the Gray Ribbon Committee and other partners, explore the opportunity of establishing a Continuing Care Retirement Community \(CCRC\) in Summit County \(Economic Development and Housing Department, Seniors Program Director, County Manager's Office\)](#)

Strategic Priority: Transportation and Traffic Congestion

2023 Work Plan Elements:

1. Continue working on the Kimball Junction and I-80 interchange Environmental Impact Study (EIS) with Utah Department of Transportation (UDOT), slated for completion in November 2024 (*Transportation Planning Division, Attorney's Office*)
 - a. Complete the design alternatives analysis and develop a draft EIS
 - b. Serve as a partner with UDOT to identify funding options for the preferred alternative
2. Continue working with High Valley Transit (HVT) for the design, permitting, and construction of the State Route (SR)-224 Bus Rapid Transit (BRT) project (*Transportation Planning Division, Attorney's Office*)
3. Develop and issue an RFP and select a consultant for a traffic intercept study as part of the regional transportation convening partnership for addressing regional traffic along both SR-224 and SR-248 (*Transportation Planning Division, Finance Department*)
4. Relaunch the Summit Bike Share with in-house operations and marketing (*Transportation Planning Division, Communications and Public Engagement, Finance Department*)
 - a. Onboard operations and travel demand planning personnel
 - b. Expand bike station locations to fill gaps in existing coverage
 - c. Develop marketing, communications, and expansion plans for 2024
5. Adopt and execute interlocal agreement to establish the Wasatch Back Rural Planning Organization (WBRPO) (*Transportation Planning Division*)

- a. Partner with Mountainlands Association of Governments (MAG) and Wasatch County to develop the Wasatch Back long-range transportation plan
 - b. Partner with MAG to develop a “Safe Streets for All” project list for Summit County with the final plan to be completed in 2024
- 6. Bid and start construction on the Bitner to Silver Creek connector road and complete build in 2024 (*Public Works Department, Engineering*)
- 7. Complete traffic study on the Silver Summit Interchange (*Public Works Department, Transportation Planning Division*)
 - a. In conjunction with UDOT install a roundabout or light signal on the southbound on- and off-ramp of US-40
- 8. Complete design of Old Ranch Road and trail segment (*Public Works Department, Engineering*)
- 9. Complete the SR-32 trail between Oakley and Kamas and begin Kamas to Francis trail section (*Public Works Department, Engineering*)
- 10. Complete Chalk Creek road enhancement segment (widening road and adding sidewalks) in partnership with Coalville City (*Public Works Department*)

Strategic Priority: Environmental Stewardship

2023 Work Plan Elements:

- 1. Review Summit County’s greenhouse gas emissions reduction goals with County Council and update Resolution 2019-29 (*Health Department/Sustainability Division*)
- 2. Continue participation in Community Renewable Energy Agency (CREA) to advance 100% net renewable energy goal for community countywide (*Health Department/Sustainability Division, Attorney’s Office*)
 - a. Contemplate approving ordinance following Public Service Commission program approval which would officially adopt the community renewable energy program for Summit County
- 3. Plan for Elektron solar facility coming online in 2023/2024 and coordinate with special service districts and other partners to continue to advance County’s net 100% renewable electricity goal for county operations (*Health Department/Sustainability Division, Attorney’s Office*)
- 4. Expand suite of electric vehicle (EV) charging stations at County facilities and explore partnerships and strategies to enable access to EV charging throughout the community

(Health Department/Sustainability Division, Facilities Department, Public Works Department, Transportation Planning Department, Finance Department)

- a. Consider ways to streamline management of existing charging stations at County facilities
5. Advance diversion goals outlined in Solid Waste Master Plan by designing recycling transfer station with the goal of construction in 2024 *(Public Works Department/Landfill Division, Sustainability Division, County Administration)*
 - a. Commit to a location for the transfer station
 - b. Engage in conversations with Recycle Utah and Park City Municipal Corporation to assess feasibility of partnership on recycling diversion campus
6. Work with Republic Services on designing a framework for a residential yard waste diversion opt-in program as stipulated in the County’s contract with Republic Services *(Public Works Department/Landfill Division, Communications and Public Engagement)*
7. Continue to implement air space-saving alternate cover for the landfill to help extend the life of the landfill *(Public Works Department/Landfill Division)*
8. Complete design of the landfill’s new cell number two and leachate management system to extend the life of the landfill *(Public Works Department/Landfill Division)*
9. Develop five-year strategic plan for the Summit County Lands and Natural Resources Department, incorporating results from the “Our Summit” visioning effort to establish priorities and a plan for the future and how to best resource it *(Summit County Lands and Natural Resources Department, County Administration, Finance Department)*
10. Continue to facilitate the Open Space Advisory Committee’s (OSAC) review of Notices of Interest (NOIs) and utilize General Obligation (GO) Bond monies on land acquisitions or conservation easements for open space and recreation in alignment with community goals and priorities *(Summit County Lands and Natural Resources Department, County Administration, Finance Department, Attorney’s Office)*
11. Review results and recommendations from Biomass Development Opportunity (BDO) zone assessment and form working group to decide what if any actions to take in response to the report *(Summit County Lands and Natural Resources Department)*
12. Advance Weber River Watershed Resilience Coalition project *(Summit County Lands and Natural Resources Department, Public Works Department, County Administration, Finance Department, Attorney’s Office)*
 - a. Implement priority landscape funding in partnership with the United States Forest Service (USFS)

- b. Work with USFS and the state to finalize the NEPA in the headwaters of the Weber River watershed
 - c. Begin implementation of on-the-ground fuel reduction treatments
 - d. Replace bridge at Smith and Morehouse Reservoir with support from Summit County’s Engineering and Public Works teams and funded by the USFS. This bridge is needed for future fuel reduction treatments in the Weber watershed
 - e. Coordinate with Public Works on road maintenance needs in this area
13. Recruit, hire and onboard Natural Resources Coordinator approved in the 2023 budget
(Summit County Lands and Natural Resources Department, Personnel Department)

Other Priorities that Do Not Fall Under One of the Strategic Priorities

2023 Work Plan Elements:

- [Facilitate the development of a community dashboard that collects and displays data, utilizes resident and workforce feedback from the Our Summit visioning effort, and sets goals and metrics in some the following subject areas:](#)
 - [Childcare](#)
 - [Housing and Residential Occupancy](#)
 - [Safety and Security](#)
 - [Senior Citizens](#)
 - [Sustainability](#)
 - [Trails and Open Space](#)
 - [Transportation and Transit](#)
 - [Water and Wastewater](#)
- [Work with regional partners, community members, and other influencers to improve relationships with the Utah State Legislature and Governor’s Office](#)
- Consider Truth in Taxation process for assessing and collecting fund in County budget
- Respond to consultant report and recommendations from the EMS assessment
- Cedar Crest Overlay zone in Hoytsville
- Community Development Department’s Community Planning Lab, which involves other departments in the County
- Dakota Pacific Real Estate (DPRE) development agreement decision (cross-cutting impacts with housing and transportation, etc.)
- Management of the Summit County Community Development and Renewal Agency (RDA)
 - Develop an RDA policy manual
 - Closeout the Silver Creek Industrial Redevelopment Project Area
- Staff and facilitate the Economic Development Advisory Board in administering the Rural County Grant Program and develop an economic development strategy for the County

- Complete design, permitting processes, and break ground on new Silver Summit County Services Building off the US-40 corridor
 - Complete infrastructure and mass grading plan of F.J. Gillmor subdivision
- Complete road maintenance program as budgeted in the 2023 budget

Public Comment Instructions

4/5/2023

If you would like to make public comments, please email publiccomments@summitcounty.org by 12:00 p.m. on Wednesday, April 5th. Your comments will be made part of the meeting record.

If you are participating via Zoom, and wishing to interact with Council during the public input, please:

1. Go to <https://zoom.us/j/772302472>
2. Enter meeting ID: 772-302-2472
3. Type in your full name, so you are identified correctly.
4. Set up your audio preferences.
5. You will be muted upon entering the meeting.
6. If you would like to comment, press the "Raise Hand" button at the bottom of the chat window.
7. When it is your turn to comment, the moderator will unmute your microphone. You will then be muted again after you are done speaking.



STAFF REPORT

To: Shayne Scott, County Manager
Summit County Council

From: Carl Miller, PMP, AICP CTP, Regional Transportation Planning Director

Date of Meeting: April 5, 2023

Subject: Resolution 2023-28 to amend the 2023 Transportation Division Budget

Type of Item: Regular Session

Background

Summit County is at a pivotal point with the operations of the bikeshare system. Summit County introduced the country's first all-electric bikeshare system in 2017 and has historically supported the bikeshare program with annual appropriations of \$250,000 from the Transportation Sales Tax (TST). However, the continued administration of the system by Bewegen Technologies Inc. (Bewegen) has not met expectations and the contract with Bewegen expired on February 16, 2023.

Bewegen has proposed a new contract that would enable Summit County to receive revenues from ridership and sponsorships. The cost for Bewegen to operate this service would be \$425,420 per year to provide full operations. Alternatively, Summit County can take operations of the bikeshare system and provide a much smaller contract to Bewegen for information technology and customer service. The expected revenues from the bikeshare should reduce the overall costs to the County (Attachment 1: Bikeshare Financial Analysis).

Staff recommends bringing bikeshare program operations in-house as it would enable us to continue the functionality of the proprietary bicycles, while providing greater control of the administration of the system and increasing customer satisfaction. This change would require the county to amend the 2023 Transportation Division budget and revise the chart of positions to enable the recruitment of an operations team (Attachment 2: Resolution 2023-28).

**A BUDGET RESOLUTION OF THE SUMMIT COUNTY COUNCIL
2023 BUDGET AMENDMENTS**

WHEREAS, pursuant to UCA §17-36-22 and §17-36-23, on March 29, 2023, the Summit County Council, acting as the governing body of the County, held a series of public hearings to amend the internal department accounts within the following 2023 budgetary funds: Bike Share Enterprise Fund; and,

WHEREAS, the amendments to these budgetary funds results in an increase to the budgets of these funds; and,

WHEREAS, the Summit County Council, acting as the governing body of the County, finds that it is in the best interests of the County to amend the 2023 budgetary funds of the following: Bike Share Enterprise Fund;

NOW THEREFORE, BE IT RESOLVED, pursuant to UCA §17-36-22 and §17-36-23, the Summit County Council, acting as the governing body of the County, hereby amends the 2023 budgetary funds, as shown in Exhibit A herein, of the following:

Bike Share Enterprise Fund.

APPROVED, ADOPTED, AND PASSED and ordered published by the Summit County Council, this 29th day of March, 2023.

COUNTY COUNCIL
SUMMIT COUNTY, STATE OF UTAH

ATTEST:

Roger Armstrong, Chair

Evelyn Furse
County Clerk

APPROVED AS TO FORM:

David L. Thomas
Chief Civil Deputy

EXHIBIT A

Attachment I: Bikeshare Financial Analysis

	Historical	2023	2024	2025	2026
Revenues					
Program sponsorship	\$ 106,800	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
User fees	118,000	126,400	151,000	151,000	151,000
Station sponsors	15,000	15,000	31,500	31,500	31,500
Contributions	250,000	250,000	250,000	250,000	250,000
Total revenues	489,800	511,400	552,500	552,500	552,500
Expenses					
Salaries		85,300	120,000	126,000	132,300
Benefits		41,000	57,600	60,500	63,600
Warehouse Lease		52,000	53,000	-	-
Maintenance		54,000	66,000	66,000	66,000
Professional/technical		112,000	112,000	112,000	112,000
Capital outlay		201,000	450,000		
Contractor	425,420				
Total expenses	425,420	545,300	858,600	364,500	373,900
Revenues less expenses		(33,900)	(306,100)	188,000	178,600
Fund balance		360,000	326,100	20,000	208,000
Number of bikes	178	192	233	233	233
Number of stations	22	24	27	27	27

Notes:

- * Historically, all revenues (sponsorships, user fees, and contributions) were assigned to Bewegen in exchange for operations of the system.
- * 2023 Staffing is comprised of 1/3 Transportation Demand Planning Manager (new FTE), Bicycle Mechanic II (new FTE), and Bicycle Mechanic I (new, seasonal)
- * 2023 capital outlay for purchase of fleet vehicle and equipment;
2024 capital outlay for potential purchase of warehouse
- * Targeted fund balances are between \$500,000-\$750,000 in order to respond to fluctuations in user participation and number of bikes available

Resolution 2023-28

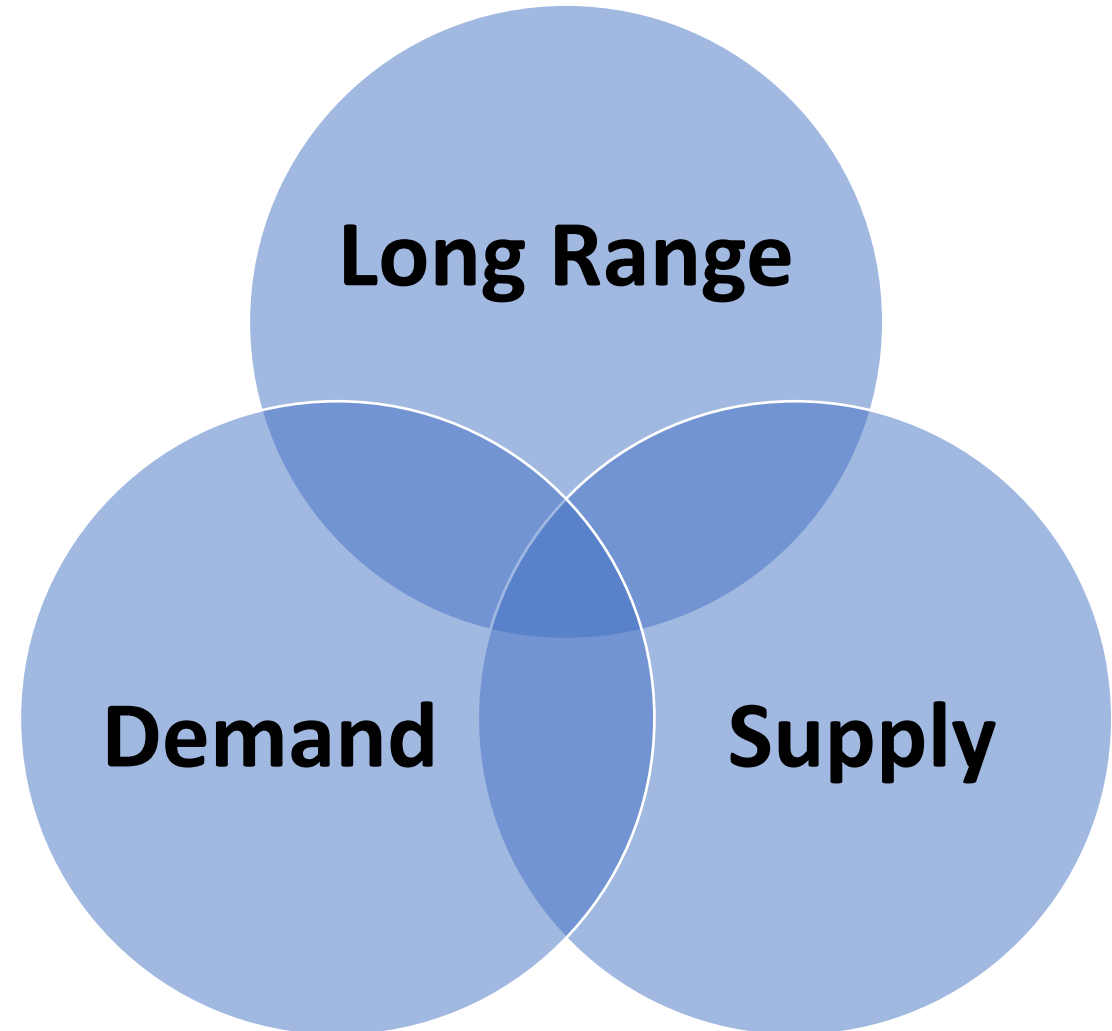
Summit County Council

April 5, 2023

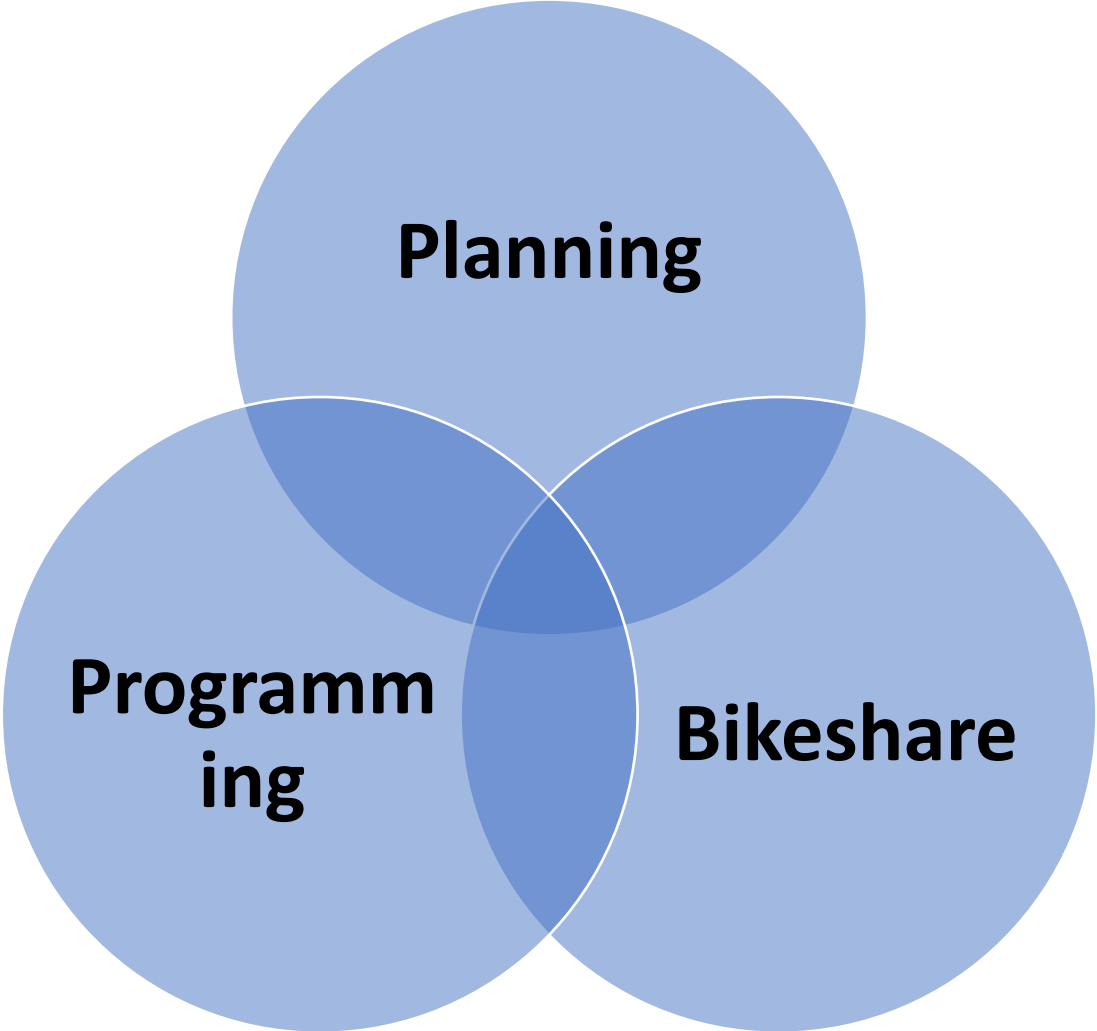
Carl Miller, PMP, AICP CTP

Transportation and Traffic Congestion

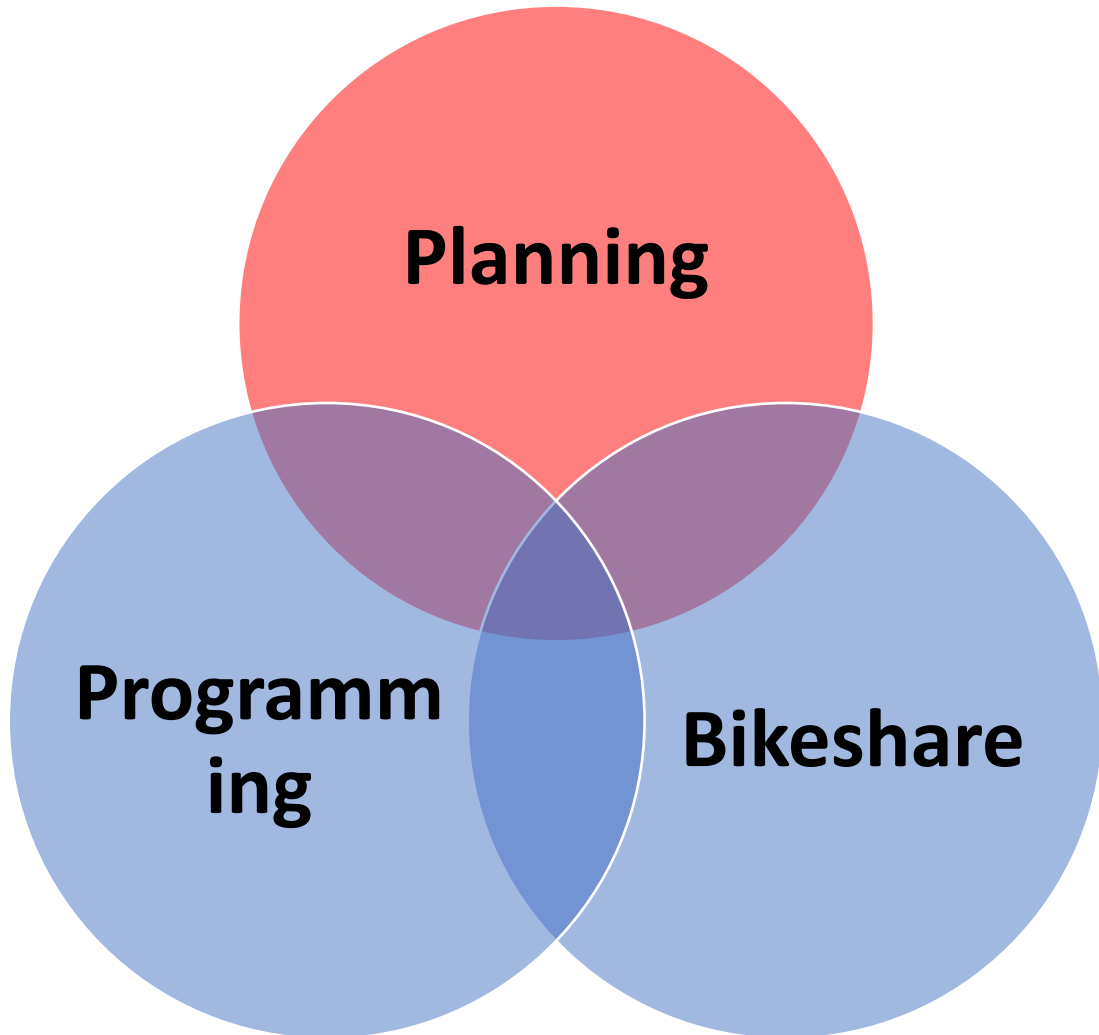
“The County will work closely and collaborate with federal, state, and local governments, as well as regional transportation service providers, to plan, program, and build a transportation system to reduce traffic congestion, provide robust transportation options, and promote safe, comfortable, and healthy transportation solutions.”



Travel Demand Planning



Transportation and Congestion



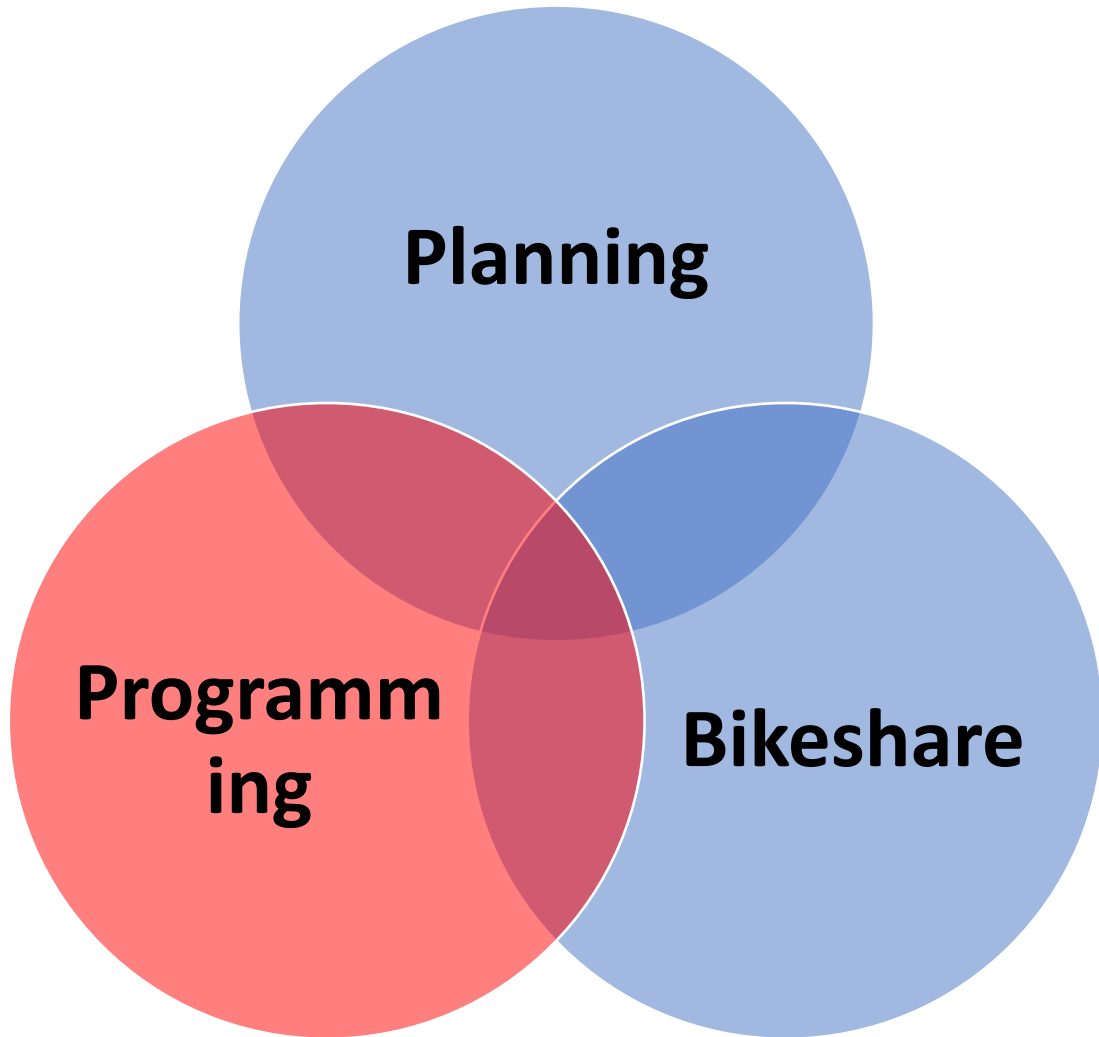
Active Transportation Plan

Active Transportation benchmarking

1ST and Last Mile Transit Planning

Active Transportation Advisory
Committee

Transportation and Congestion

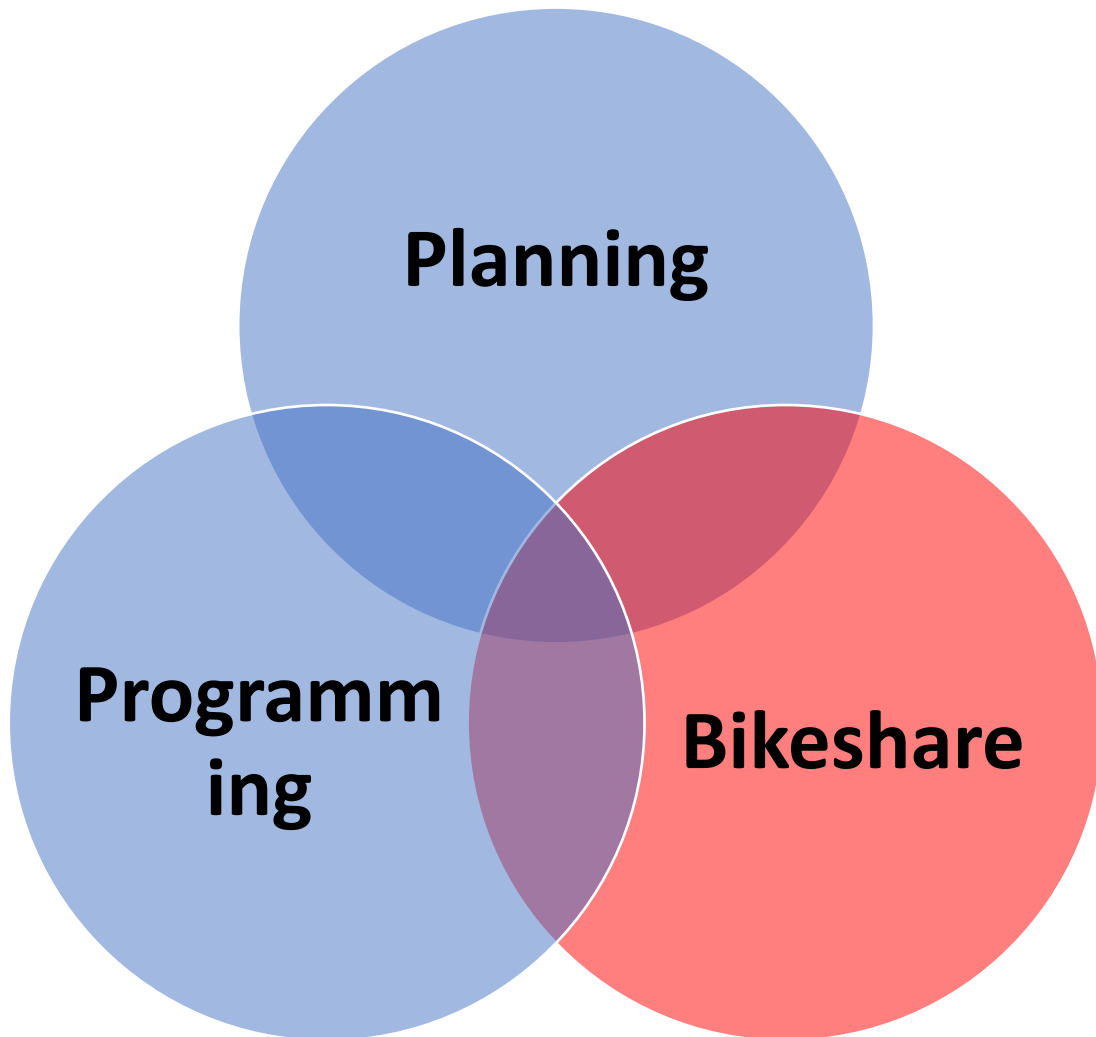


Safe Streets 4 All grants

Reconnecting Communities grants

Utah Trail Network/
Active Transportation Investment
Funding (ATIF)

Bikeshare



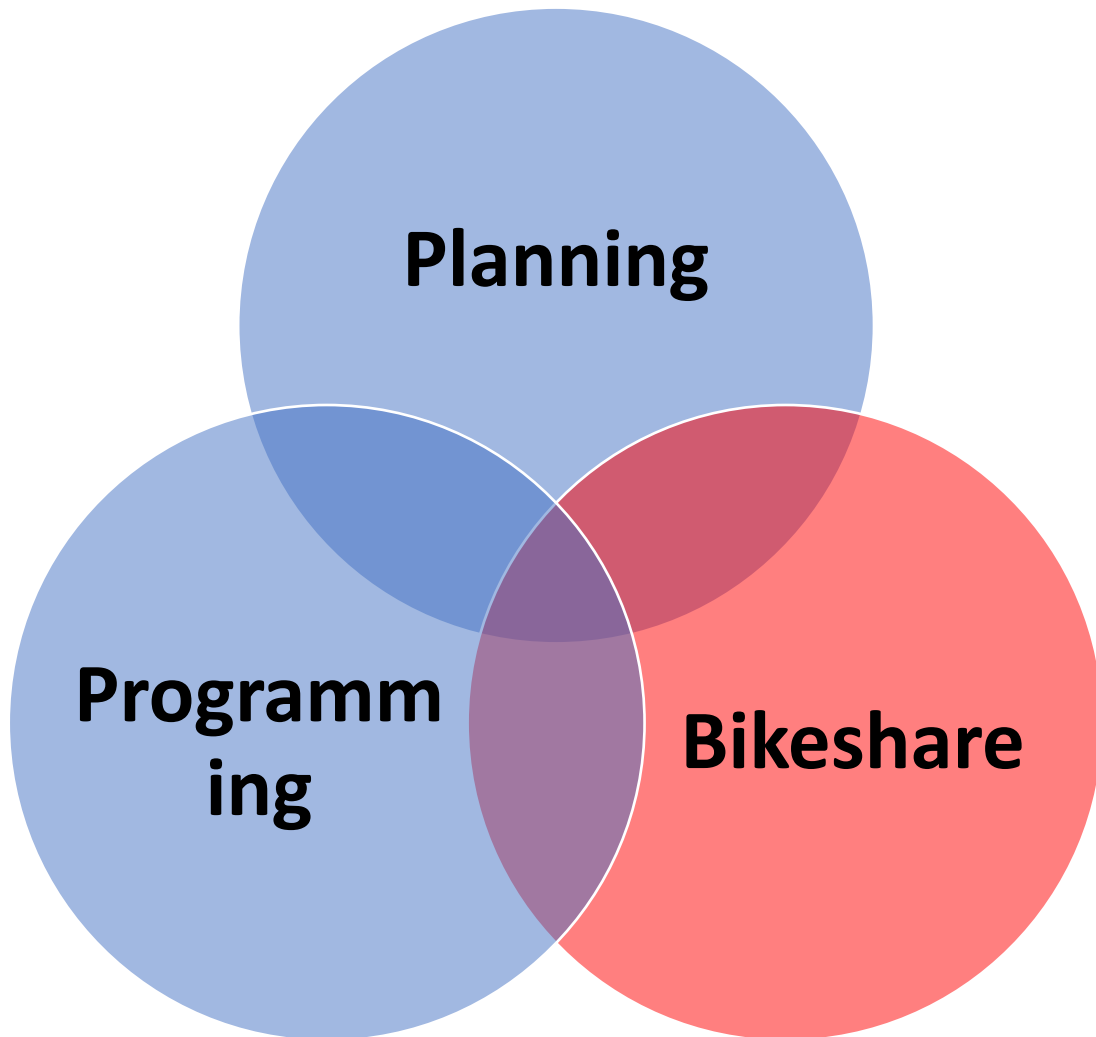
Problem

- Fleet management not meeting county expectations
- Contractor to shift revenues to County and receive lump sum payment

Recommended Solution

- Bewegen IT and customer service
- Recruit operations team
- Acquire warehousing space (2025)
- Revenues and sponsorships reduce costs, except warehousing and fund balance

Travel Demand Planning Manager



Operations

- Supervise daily operations
- Fleet asset management plan

Marketing

- Marketing
- Strategic planning and bikeshare expansion

Sponsor Relations

- Builds and maintains sponsorships
- Corporate and Equity membership programs

Request



Travel Demand Planning Manager



Bikeshare Operations Team

Bicycle Mechanic II
Bicycle Mechanic I (seasonal)



Bikeshare Warehouse (2025)



STAFF REPORT

To: Shayne Scott, County Manager
Summit County Council

From: Carl Miller, PMP, AICP CTP, Regional Transportation Planning Director

Date of Meeting: March 29, 2023

Subject: Revise the Chart of Positions for the Bikeshare Program

Type of Item: Regular Session

Background

Summit County has the opportunity to negotiate the contract with Bewegen Industries, Inc. to take autonomy of the county bikeshare program. This is expected to lead to better service and greater opportunities to expand the program to meet county needs. However, this would require the county to amend the chart of positions to enable the recruitment of an operations team. The operations team would be assigned to the Transportation Division which reports to the County Manager.

The operations team would be comprised of:

- Travel Demand Planning Manager. This position would oversee day-to-day operations of the bikeshare program, marketing and sponsorship relations, community engagement and strategic planning. Bikeshare operations would be approximately one-third of the overall workload, with additional work in bicycle and pedestrian long-range planning and programming. One position is requested.
- Bicycle Mechanic II. This would be a full-time position providing the system-wide asset management of the bicycle fleet. During the off-season this position would provide preventative maintenance. One position is requested.
- Bicycle Mechanic I. This position is intended to be seasonal and also provide system-wide asset management of the bicycle fleet. One position is requested in 2023.

Staff recommends making the revisions to the chart of positions as it would enable Summit County greater autonomy of the administration of the system and to increase customer satisfaction with the program.

Chart of Fulltime Positions
Proposed April, 2023

Department	Position	2000 Fulltime	2001 Fulltime	2002 Fulltime	2003 Fulltime	2004 Fulltime	2005 Fulltime	2006 Fulltime	2007 Fulltime	2008 Fulltime	2009 Fulltime	2010 Fulltime	2011 Fulltime	2012 Fulltime	2013 Fulltime	2014 Fulltime	2015 Fulltime	2016 Fulltime	2017 Fulltime	2018 Fulltime	2019 Fulltime	2020 Fulltime	2021 Fulltime	2022 Fulltime	2023 Fulltime		
Animal Control	Animal Control Administrator	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
	Field Supervisor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Animal Control Officers	4	4	4	4	4	4	5	5	5	5	5	4	3	3	3	4	4	4	4	3	3	3	3	3	3	
	Kennel Tech	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	
	Subtotal	7	7	7	7	8	7	7	7	7	7	7	7	5	5	5	8	8	8	7	7	7	7	7	7	7	
Assessor's Office	County Assessor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Chief Deputy Assessor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Commercial Appraiser															1	1	1	1	1	1	1	1	0	0	0	
	Appraisal Supervisor	1	1	1	1	1	1	1	1	1	1	1	1	1	1												
	Assoc CommercialAppraiser																										
	Appraiser/Software Spec																										
	Deputy Appraisers	7	7	7	7	7	6	6	6	6	5	4	4	4	4	4	4	4	4	4	4	4	6	6	6	6	
	Data Analyst																										
	Assessing Tech	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	1	1	1	
	Subtotal	11	11	11	11	11	11	11	11	12	12	12	11	10	9	9	10	10	10	10	10	10	10	11	11	12	
Attorney's Office	County Attorney	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Chief Civil Attorney	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Civil Attorney	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	3	3	3	3	3	
	Chief Prosecutor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Prosecuting Attorneys	1	1	1	1	1	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	
	Investigator																										
	Victim Advocate Director	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	
	Victim Advocate																										
	CJC Director																										
	Legal Secretary	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Paralegal																										
	Subtotal	7	7	8	8	8	9	11	11	10	10	11	10	10	9	9	10	10	11	11	11	12	12	12	13	12	
	Auditor's Office	County Auditor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Chief Deputy Auditor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Financial Officer																											
Payroll Clerk																											
Management Analyst																											
Accountant																											
Auditing Tech		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	
Subtotal	4	4	4	5	5	5	5	5	5	5	5	5	5	5	6	4	5	5	5	4	3	3	3	3	3		
Clerk's Office	Clerk	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Chief Deputy Clerk																										
	Deputy Clerk	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	
	Elections Clerk																										
	Subtotal	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4	
Community Development	Comm Development Director	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Office Manager																										
	Administrative Assistant	1	1	1	1	1	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Planning and Zoning Admin	1																									
	Planning and Zoning Director																										
	Economic Development Spec																										
	Planning Director																										
	Project Coordinator																										
	Senior Planner	1		1																							
	Special Projects Manager																										
	Principal Planner																										
	County Planners	6	7	6	5	6	6	5	5	7	6	5	5	5	2	2	2	2	2	2	2	3	3	4	4	4	
	Assistant County Planner	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Regional Transportation Planning Crd																										
	Code Enforcement Officer																										
	Permit Technician																										
	Secretaries	2	3	3	3	3	3	3	2	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Chief Building Official	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Plan Examiner	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Assistant Plan Examiner																											
Asst B.O./Supervising B.O.																											
Plan Exam/Asst Building Offic																											
Subtotal	22	23	23	23	25	27	29	26	26	24	20	20	19	20	21	22	22	22	22	22	23	23	26	26	27		

Chart of Fulltime Positions
Proposed April, 2023

Department	Position	2000 Fulltime	2001 Fulltime	2002 Fulltime	2003 Fulltime	2004 Fulltime	2005 Fulltime	2006 Fulltime	2007 Fulltime	2008 Fulltime	2009 Fulltime	2010 Fulltime	2011 Fulltime	2012 Fulltime	2013 Fulltime	2014 Fulltime	2015 Fulltime	2016 Fulltime	2017 Fulltime	2018 Fulltime	2019 Fulltime	2020 Fulltime	2021 Fulltime	2022 Fulltime	2023 Fulltime	
Heritage & Arts (Formerly Library)	Director																								1	
	Museum Director																									1
	Library Director	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Assistant Library Director																									1
	Information Serv Librarian																									1
	Youth Services Librarian			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Teen Services/Social Media Librarian																									1
	Technical Services Librarian	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Outreach Services Librarian					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Spanish Services Librarian													1	1	1	1	1	1	1	1	1	1	1	1	1
	Branch Managers																									3
	Branch Librarians		1	1	1	1	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3
	Office Manager																									1
	Administrative Assistant						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Library Clerks			2	4	4	3	3	5	6	6	6	5	5	6	6	6	6	6	4	4	4	4	4	4	4	
Subtotal		2	6	8	8	10	10	12	14	14	14	14	15	15	15	15	15	15	13	13	13	14	14	14	14	
Information Technology	Director	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	I.T. Manager																									1
	LAN Administrator	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Network Security Engineer																									1
	Info Tech Specialists	2	2	2	3	3	3	3	3	3	4	4	4	4	3	3	3	3	3	3	3	2	2	2	3	3
	GIS Coordinator																									1
	GIS Specialists	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	
	Multi-Media Coordinator																									1
	Web Administrator																									1
	Records Imaging Tech					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Subtotal		5	5	5	8	8	8	8	8	9	9	9	9	9	9	9	9	9	9	9	10	10	10	11	
Justice Court	Judge	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Court Administrator																									1
	Senior Justice Clerk	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Judicial Assistant	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Subtotal		4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
Personnel	Director	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Benefits Administrator	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	HR Tech				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Admin Specialist - Floater																								1	
Subtotal		2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	5	
Public Works	Public Works Administrator	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Deputy Public Works Director																									1
	Financial Analyst																									1
	Stormwater Manager																									1
	Stormwater Inspector																									1
	Public Works Superintendent			1	1	1	1	1	1	1																2
	Weed Supervisor																									1
	Office Manager																									1
	Road Superintendent										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Area Supervisor																									1
	Project Foreman	1																								3
	Mechanics	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
	Mechanic Tech	1	1	1																						1
	Administrative Assistant	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Weed Control Lead	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Equip Operator/Weed Spray	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Equip Operator/Weed Enfor																									1
	Weed Enforcement Officer																									1
	Equipment Operators	13	13	13	13	14	16	17	17	16	15	13	11	11	12	12	15	15	15	15	15	15	15	14	15	15
Equip Operator/Storm Water																									1	
Sign Technician																									1	
Subtotal		20	20	20	20	21	24	26	27	26	26	25	25	25	26	26	26	27	27	27	28	30	30	32	32	
Recorder's Office	County Recorder	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Chief Deputy Recorder	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Survey Manager																									1
	GIS Technician																									1
	Senior Cadastral Mapper	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Cadastral Mapper																									1
	Deputy Recorder	7	7	7	8	8	8	8	8	8	8	8	6	4	4	3	3	3	3	3	3	3	3	3	4	
Subtotal		10	10	10	11	11	11	11	11	11	11	9	7	7	7	7	7	7	7	7	7	7	8	9	9	
Senior Citizens	Senior Director																								1	
	Senior Cook																								1	
Subtotal																									2	
Solid Waste	Solid Waste Manager																								1	
	Solid Waste Superintendent																								1	
	Solid Waste Foreman																								1	
	Landfill Operators	4	4	4	4	4	5	5	5	5	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	
	Landfill Spotters																									2
Subtotal		4	4	4	4	4	5	5	5	5	6	6	6	6	6	6	6	7	7	7	7	7	7	11		
Department	Position	2000 Fulltime	2001 Fulltime	2002 Fulltime	2003 Fulltime	2004 Fulltime	2005 Fulltime	2006 Fulltime	2007 Fulltime	2008 Fulltime	2009 Fulltime	2010 Fulltime	2011 Fulltime	2012 Fulltime	2013 Fulltime	2014 Fulltime	2015 Fulltime	2016 Fulltime	2017 Fulltime	2018 Fulltime	2019 Fulltime	2020 Fulltime	2021 Fulltime	2022 Fulltime	2023 Fulltime	
Sheriff's Office	Sheriff	1	1	1																						

Chart of Fulltime Positions
Proposed April, 2023

Patrol Sergeants	5	5	5	5	6	6	6	6	5	6	6	4	5	5	5	5	5	5	5	5	5	5	5	5	5
Patrol Lead Deputies								4	4	4	5	5	4	4											
Deputies	15	17	20	20	20	20	25	25	21	19	18	15	14	14	15	19	19	19	19	23	23	22	24	24	
JRI Deputy																2	2	2	2	2	2	2	2	2	
Major Crime Lieutenant												1	1	1	1	1	1	1	1	1	1	1	1	1	
Major Crime Sergeant												1	1	1	1	1	1	1	1	1	1	1	1	1	
Major Crime Detective												1	4	3	3	3	2	2	2	2	2	2	2	2	
Special Ops Lieutenant									1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Special Ops Sergeant				1			1	1	1			2	1	1	1	1	1	1	1						
Special Ops Deputies				3	3	3	2	2																	
Detective Sergeant		1	1	1	1	1	2	2	3	3	3	2													
School Resource Sergeant																									
Detectives	4	3	3	3	3	4	2	2	8	8	10	8	6	7	7	7	7	7	7	7	7	8	8	8	
Evidence Tech					1	1	1	1				1	1	1	1	1	1	1	1	1	1	1	1	1	
SAR Lieutenant																									
Corrections Lieutenant	1	1	1	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Corrections Sergeant	1	1	1	2	5	5	5	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	
Corrections Lead Deputies									4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Corrections Officers	17	17	15	15	15	16	16	16	15	14	14	13	12	12	12	16	16	16	16	16	16	16	16	16	
Corrections Nurse								1	1				1	1	1	1	1	1	1	1	1	1	2	2	
Court Security Lieutenant												1	1	1	1	1	1	1	1	1	1	1	1	1	
Court Security Sergeant						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Court Security Lead Deputy									1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Court Security Officer	2	4	4	4	5	4	4	4	4	6	6	6	6	7	7	8	8	8	8	8	8	8	8	8	
Inmate Working Deputies												2	2	2	2	2	2	2	2	2	2	3	3	3	
Kitchen Manager	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Cooks	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Communications Director																									
Dispatch Supervisor		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	
Communications Lieutenant																									
Lead Dispatchers				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	4	4	4	
Admin Dispatcher																						1	1	1	
Dispatchers	9	9	9	9	11	11	11	11	11	12	12	12	12	12	12	12	12	12	17	17	11	11	11	11	
Subtotal	61	67	68	76	84	86	90	92	99	99	97	98	95	97	97	102	107	107	112	113	113	117	117		
Treasurer's Office																									
County Treasurer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Chief Deputy Treasurer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Deputy Treasurer	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	
Motor Vehicle Supervisor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Motor Vehicle Tech	4	4	4	3	3	3	3	3	3	3	3	3	3	4	4	2	2	3	3	3	3	3	3	3	
Subtotal	8	8	8	7	7	7	7	7	7	7	8	7	7	7	7	6	6	7	7	7	7	7	7	7	
Transit District																									
Regional Transportation Plan Dir																1	1	1	1	1	1	1	1	1	
Transportation Planner																						1	1	2	
ALL TRANSFER TO NEW ENTITY																									
Data Analyst																									
Admin Technician																									
Transit Tech																									
Subtotal																1	1	1	1	2	2	2	2	0	
USU	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Subtotal	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Total FTE 11/4/2020	203	215	221	236	252	262	277	284	290	290	286	278	277	276	284	293	303	309	312	326	332	344	356	366	

Chart of Part-time Positions
Proposed January 2021

Department	Position	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
		Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime	Parttime
Public Works	Secretary				1	1	1	1																	
Subtotal		0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Citizens	Senior Admin Assistant																					2	2	2	2
	Senior Assistant Cook																					1	1	1	1
Subtotal																						3	3	3	3
Solid Waste	Gate Attendants					2	2	2																	
	Landfill Operator	3	3	3	2	2																			
	Landfill Spotters						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Subtotal		3	3	3	2	4	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Treasurer	Motor Vehicle Tech																2	2							
Subtotal		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
Totals		17	16	16	18	25	25	24	20	19	28	28	27	22	25	30	32	31	30	32	31	31	31	32	28



North Summit Fire District



Executive Summary

March 23, 2023

The North Summit Fire District Impact Fee Facilities Plan (IFFP) has been prepared by Zion's Bank to meet the requirements of Utah Code §11-36a. Impact fees are one-time fees charged to new development to help offset the capital costs associated with new growth in a community or special district. The IFFP outlines existing service levels, projected growth, and the means by which the District will meet the increased demand for fire public safety capital facilities.

This plan has been brought to the North Summit Fire District (ACB) Administrative Control Board and was unanimously recommended to the Council by them. The recommendation signifies the ACB's support for the proposed initiatives and their commitment to ensuring the highest quality of fire protection and emergency services for the community. The plan is now ready to be presented to the Summit County Council for a public hearing and consideration.

Key findings:

1. Projected growth in the North Summit Fire District shows an increase in total households from 2,210 in 2022 to 2,444 in 2032 and an increase in non-residential square feet from 486,168 in 2022 to 537,595 in 2032.
2. Existing service levels are based on current capital facilities (building square feet) and fire vehicles acquired at a cost of \$500,000 or more. The existing level of service is 33.09 building square feet per call.
3. New development is expected to place additional demands on the existing space, necessitating renovations to accommodate the increase in calls for service.
4. The District plans to redesign approximately 3,800 square feet of space to include dormitories to accommodate more personnel at the facilities, enabling them to handle the increased calls for service.
5. Potential revenue sources for public safety improvements include grants, bonds, impact fees, and any anticipated or accepted dedications of system improvements.
6. The IFFP complies with Utah law and has been prepared in accordance with legal requirements.

NORTH SUMMIT FIRE SERVICE DISTRICT

**RESOLUTION ADOPTING
IMPACT FEE FACILITIES PLAN**

April 5, 2023

**A RESOLUTION OF THE COUNTY COUNCIL OF SUMMIT COUNTY, UTAH,
ACTING AS THE GOVERNING BOARD OF THE NORTH SUMMIT FIRE SERVICE
DISTRICT ADOPTING AN IMPACT FEE FACILITIES PLAN.**

WHEREAS, North Summit Fire Service District (the “District”) is a political subdivision of the State of Utah, authorized and organized under the provisions of Utah law; and.

WHEREAS, the District is authorized pursuant to the Impact Fee Act, Utah Code § 11-36a-101 et seq., to adopt and impose impact fees as a condition of development approval; and

WHEREAS, the District provided written notice of its intent to prepare an Impact Fee Facilities Plan Pursuant to Utah Code § 11-36a-501; and

WHEREAS, the District has caused an Impact Fee Facilities Plan (the “Facilities Plan”) to be prepared by Zions Public Finance, Inc., which Facilities Plan contains the elements mandated by Utah Code § 11-36a-302, and a copy of which is attached hereto as Exhibit A and incorporated herein by reference; and

WHEREAS, Zions Public Finance, Inc. has certified its work under Utah Code § 11-36a-306; and

WHEREAS, the District’s Administrative Control Board has reviewed the Facilities Plan and provided a positive recommendation of its adoption; and

WHEREAS, in accordance with Utah Code § 11-36a-502, the District held a lawfully advertised and noticed public hearing on the proposed Facilities Plan; and

WHEREAS, the District desires to adopt the Facilities Plan in satisfaction of the requirements of Utah Code.

[signatures on the following page]

NOW THEREFORE, BE IT RESOLVED by the County Council of Summit County, acting as the Governing Board of the North Summit Fire Service District, that the Facilities Plan as set forth in Exhibit A is hereby adopted.

APPROVED AND ADOPTED this 5th day of April, 2023.

NORTH SUMMIT FIRE
SERVICE DISTRICT
SUMMIT COUNTY, STATE OF UTAH

ATTEST:

Evelyn Furse
County Clerk

By: _____
Roger Armstrong
Chair, Governing Body

APPROVED AS TO FORM:

Ryan P.C. Stack
Deputy County Attorney

EXHIBIT A



North Summit Fire District

Public Safety Impact Fee Facilities Plan



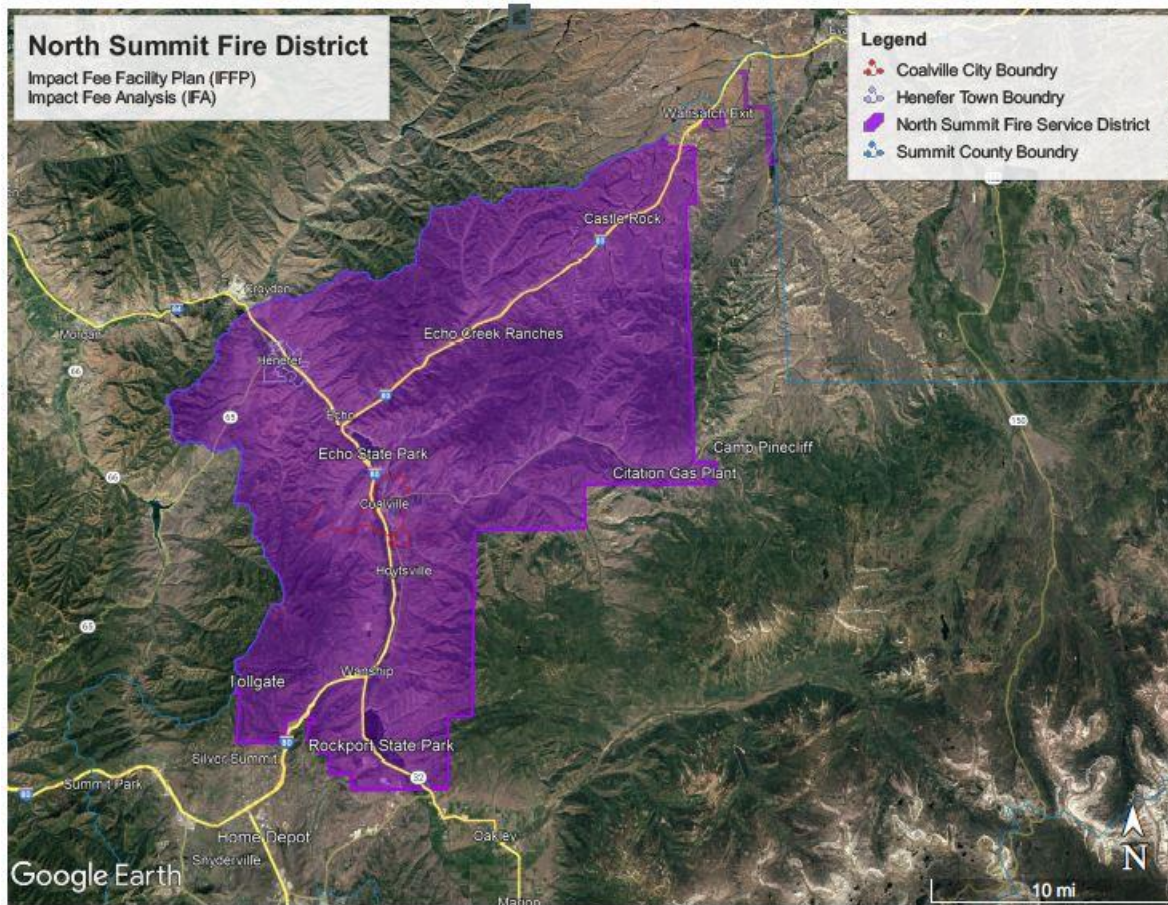
ZIONS PUBLIC FINANCE, INC.

IMPACT FEE FACILITIES PLAN NORTH SUMMIT FIRE DISTRICT

Executive Summary

Background

This Impact Fee Facilities Plan (IFFP) was prepared to meet the requirements of Utah Code §11-36a. Impact fees are a one-time fee charged to new development to help offset the capital costs associated with new growth in a community or special district. North Summit Fire District is one service area that covers areas of northern Summit County and that includes the entirety of North Summit Fire District.



New Development and Growth

Residential and non-residential growth creates the demand for new fire public safety capital facilities. Projected growth is shown in the following table:

TABLE 1: GROWTH PROJECTIONS

Year	Total Households	Non-Residential Square Feet
2022	2,210	486,168
2032	2,444	537,595

Identify the Existing and Proposed Levels of Service and Excess Capacity

Utah Code 11-36a-302(1)(a)(i)(ii)(iii)

The IFFP considers only *system* facilities in the calculation of impact fees. For the District, this has been determined to mean fire buildings, as well as fire vehicles that were or will be acquired within the next six years at a cost of \$500,000 or more.

Existing service levels are based on the current capital facilities (i.e., building square feet) as measured per demand unit. Demand units increase with development which generates more calls for service and, therefore, the need for more public building space. In addition, existing service levels for fire include fire vehicles acquired at a cost of \$500,000 or more.

The District currently has 16,050 square feet of building space at the following stations: Coalville, Henefer and Wanship.

The District had a total of 485 calls for service in 2022, with 29 of those calls for mutual aid and 21 pass-thru traffic calls.¹ The District projects a total of 536 calls in 2032. New development is not responsible for paying for the growth-related costs of pass-thru traffic and mutual aid but only the calls directly attributable to the new development itself. Of the total 536 calls in 2032, it is projected that 481 will be impact-fee eligible.

On average, there are 0.1028 calls per residential dwelling unit annually and 0.00043 calls annually per nonresidential square foot of space.

TABLE 2: EXISTING LEVEL OF SERVICE - 2022

	Calls in 2022	Units in 2022	Calls per Unit
Residential	227	2,210	0.1028
Non-Residential	207	486,168	0.00043

With 485 total calls for service in 2022 and 16,050 occupied building square feet, the existing level of service is 33.09 building square feet per call. Calls for service from new development will place additional demands on the existing space which will require some renovations in order to serve the additional demand.

¹ Pass-thru traffic calls are for traffic calls from trips that do not originate or have a destination within the District.

Identify Demands Placed Upon Existing Public Facilities by New Development Activity at the Proposed Level of Service

Utah Code 11-36a-302(1)(a)(iv)

Additional personnel will be needed, and space must be available to accommodate them, to meet the demands from the additional calls for service associated with new development.

Identify How the Growth Demands Will Be Met

Utah Code 11-36a-302(1)(a)(v)

In order to maintain service levels, the District intends to redesign approximately 3,800 square feet of space to include dormitories that will allow for more personnel at the facilities to answer the increased calls for service.

Consideration of Revenue Sources to Finance Impacts on System Improvements

Utah Code 11-36a-302(2)

This Impact Fee Facilities Plan includes a thorough discussion of all potential revenue sources for public safety improvements. These revenue sources include grants, bonds, impact fees and any anticipated or accepted dedications of system improvements.

Utah Code Legal Requirements

Utah law requires that communities prepare an Impact Fee Facilities Plan before preparing an Impact Fee Analysis (IFA) and enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFFP. This IFFP follows all legal requirements as outlined below. The District has retained Zions Public Finance, Inc. (ZPFI) to prepare this Impact Fee Facilities Plan in accordance with legal requirements.

Notice of Intent to Prepare Impact Fee Facilities Plan

A local political subdivision must provide written notice of its intent to prepare an IFFP before preparing the Plan (Utah Code §11-36a-501). This notice must be posted on the Utah Public Notice website.

Preparation of Impact Fee Facilities Plan

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee facilities plan. (Utah Code 11-36a-301).

Section 11-36a-302(a) of the Utah Code outlines the requirements of an IFFP which is required to identify the following:

- (i) identify the existing level of service
- (ii) establish a proposed level of service
- (iii) identify any excess capacity to accommodate future growth at the proposed level of service

- (iv) identify demands placed upon existing facilities by new development activity at the proposed level of service; and
- (v) identify the means by which the political subdivision or private entity will meet those growth demands.

Further, the proposed level of service may:

- (i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
- (ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

In preparing an impact fee facilities plan, each local political subdivision shall generally consider all revenue sources to finance the impacts on system improvements, including:

- (a) grants
- (b) bonds
- (c) interfund loans
- (d) transfers from the General Fund
- (e) impact fees; and
- (f) anticipated or accepted dedications of system improvements.

Certification of Impact Fee Facilities Plan

Utah Code states that an impact fee facilities plan shall include a written certification from the person or entity that prepares the impact fee facilities plan. This certification is included at the conclusion of this analysis.

Existing Service Levels

Utah Code 11-36a-302(1)(a)(i)(ii)(iii)

Growth in Demand

Impacts on fire safety facilities will come from both residential and non-residential growth. Residential growth projections were based on information provided by Summit County's Economic Development department. Non-residential square feet were obtained from the Summit County Assessor's database. Future projections for non-residential square feet maintain the same proportion of square footage per household as at present.

TABLE 3: GROWTH PROJECTIONS, 2022-2032

Year	Households	Non-Residential Square Feet
2022	2,210	486,168
2023	2,234	491,310
2024	2,257	496,453

Year	Households	Non-Residential Square Feet
2025	2,281	501,596
2026	2,304	506,739
2027	2,327	511,881
2028	2,351	517,024
2029	2,374	522,167
2030	2,397	527,310
2031	2,421	532,452
2032	2,444	537,595

Source: Summit County Economic Development; Summit County Assessor's Office; ZPFI

Residential and nonresidential growth will create increased demand for fire safety services as demonstrated by the increased calls for service that are projected to occur.

The increased calls for service, originating within the District, are projected as shown in the following table. While calls are received for pass-through traffic, these calls are not included in the calculation of impact fees.

TABLE 4: PROJECTED GROWTH IN CALLS FOR SERVICE

Year	Residential Calls	Non-Residential Calls	Mutual Aid	Pass-Thru Traffic Calls	TOTAL Calls
2022	227	207	29	21	485
2023	230	210	30	21	490
2024	232	212	30	22	495
2025	234	214	30	22	500
2026	237	216	31	22	506
2027	239	218	31	22	511
2028	242	221	31	23	516
2029	244	223	31	23	521
2030	246	225	32	23	526
2031	249	227	32	23	531
2032	251	229	32	23	536

Existing Service Levels

The District currently has 16,050 square feet of building space.

TABLE 5: EXISTING FACILITIES

Location	Year	Total SF	Structure	Land	Actual Cost
Coalville Station	1983	9,000	\$320,000	\$0	\$320,000
Henefer Station	1985	3,450	\$123,500	\$20,000	\$143,500
Wanship Station	1995	3,600	\$351,896	\$20,000	\$371,896
Total		16,050			\$835,396

The District projects a total of 485 calls for service in 2022, with 29 of those calls for mutual aid and 25 pass-thru traffic calls.² The District projects a total of 536 calls in 2032. New development is not responsible for paying for the growth-related costs of pass-thru traffic and mutual aid but only the calls directly attributable to the new development itself. Of the total 536 calls in 2032, it is projected that 481 will be impact-fee eligible.

On average, there are 0.1028 calls per residential dwelling unit annually and 0.00043 calls annually per nonresidential square foot of space.

TABLE 6: EXISTING LEVEL OF SERVICE - 2022

	Calls in 2022	Units in 2022	Calls per Unit
Residential	227	2,210	0.1028
Non-Residential	207	486,168	0.00043

With 485 total calls for service in 2022 and 16,050 occupied building square feet, the existing level of service is 33.09 building square feet per call. Calls for service from new development will place additional demands on the existing space which will require some renovations in order to serve the additional demand.

Proposed Level of Service

The proposed level of service for fire station facilities is to maintain existing service levels by redesigning space to accommodate additional personnel to service the increased calls for service.

The District plans on the following new construction within the timeframe of this study.

TABLE 7: PROPOSED FUTURE FACILITIES

Location	Construction Year	Square Feet	Cost in \$2022	Construction Year Expense
Coalville Dorm Addition	2023	1,000	\$100,000	\$103,000
Henefer Dorm Addition	2026	1,400	\$60,000	\$67,531
Wanship Dorm Addition	2023	1,400	\$60,000	\$61,800
New Facilities Total		3,800		\$232,331

Excess Capacity

The existing fire stations are at full capacity to serve the calls for service currently received.

² Pass-thru traffic calls are for traffic calls from trips that do not originate or have a destination within the District.

Identify Demands Placed upon Existing Facilities by New Development Activity at the Proposed Level of Service

Demand will come from the increased residential and non-residential development, with calls for service increasing by 52 calls over the timeframe of this study.

Identify the Means by Which the Political Subdivision or Private Entity Will Meet Those Growth Demands

The District intends to renovate space to accommodate additional personnel as shown by the new construction costs in Table 7.

Manner of Financing for Public Facilities

Utah Code 11-36a-304(2)(c)(d)(e)

Impact fees will be used to fund the established growth-driven fire safety facilities.

Credits Against Impact Fees

Utah Code 11-36a-304(2)(f)

The Impact Fees Act requires credits to be paid back to development for future fees that may be paid to fund system improvements found in the IFFP, and that benefit existing development, so that new development is not charged twice. Credits may also be paid back to developers who have constructed or directly funded items that are included in the IFFP or donated to the District in lieu of impact fees, including the dedication of land for system improvements. This situation does not apply to developer exactions or improvements required to offset density or as a condition for development. Any item that a developer funds must be included in the IFFP if a credit is to be issued and must be agreed upon with the District before construction of the improvements.

The standard impact fee can also be decreased to respond to unusual circumstances in specific cases in order to ensure that impact fees are imposed fairly. In certain cases, a developer may submit studies and data that clearly show a need for adjustment.

At the discretion of the District, impact fees may be modified for low-income housing, although alternate sources of funding must be identified.

Grants

The District is unaware of any potential grant sources for future public safety facilities. However, should it be the recipient of any such grants, it will then look at the potential to reduce impact fees.

Bonds

The District has no outstanding bonds.

Impact Fees

Because of the growth anticipated to occur in the District, impact fees are a viable means of allowing new development to pay for the impacts that it places on the existing system. This IFFP is developed in accordance with legal guidelines so that an Impact Fee Analysis may be prepared and the District may charge impact fees for public safety.

Anticipated or Accepted Dedications of System Improvements

Any item that a developer funds must be included in the IFFP if a credit against impact fees is to be issued and must be agreed upon with the District before construction of the improvements.

Certification

Zions Public Finance, Inc. certifies that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;

2. Does not include:
 - a. costs of operation and maintenance of public facilities; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;

3. Complies in each and every relevant respect with the Impact Fees Act.