PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
June 15, 2023

The Council of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online with options to listen, watch, or participate virtually. Click here for more information.

WORK SESSION

3:00 p.m. - FY24 Fee Schedule, Changes to the Tentative Budget and FY23 Budget Adjustments
Budget Staff Report June 15, 2023
Exhibit A: FY24 Fee Schedule Redlined Copy

3:45 p.m. - FY2023-24 City Manager's Recommended Budget: Budget Policies
(A) Public Input
Budget Policies Staff Report
Exhibit A: Redlined Copy of Budget Policies and Procedures

4:15 p.m. - Bonanza Flat Conservation Easement and Adaptive Management Plan Update
Bonanza Flat Adaptive Management Plan Staff Report

4:45 p.m. - Discuss a Relaunch of the Microtransit Pilot Program
Relaunching the Microtransit Pilot Staff Report
Exhibit A: Park City Relaunch Proposal

5:15 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. APPOINTMENTS

1. Appointment of Terri Smith and Kara Beal and Reappointment of Sam Osselaer, Pam Bingham, and Lara Carlton to the Park City Public Art Advisory Board with Terms Expiring June, 30, 2026
2023 PAAB Appointments Staff Report
Exhibit A: PAAB Interview Questions

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF
Council Questions and Comments

Staff Communications Reports

1. FY 2023 Fraud Risk Assessment
Exhibit A: Fraud Risk Assessment Questionnaire
FY2023 Fraud Risk Assessment Staff Report

2. April 2023 Budget Monitoring Report
April 2023 Budget Monitoring Report
Exhibit A: April Revenue
Exhibit B: April Expenses
Exhibit C: March Sales Tax

3. Bonanza Park Temporary Parking
Bonanza Area Temporary Parking Staff Report

IV. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from May 25, 2023
May 25, 2023 Minutes

VI. CONSENT AGENDA

1. Request to Authorize a Construction Agreement, in a Form Approved by the City Attorney, with Hidden Peak Electric Co., Inc. Not to Exceed $178,950.00 to Install Two 150 kW ABB Bus Chargers, Six ABB Power Dispensers, and One Precast Concrete Vault at the Transit Bus Barn at 1053 Iron Horse Drive
Park City Transit Operations Facility BEB Chargers Staff Report

VII. OLD BUSINESS

1. Deer Valley Development Company Petition for the City to Vacate Portions of Right-Of-Way on Deer Valley Drive West and South, and to Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Base Area MPD and Subdivision Application. No Action Will Be Taken.
(A) Public Input
Deer Valley Right-of-Way Vacation Staff Report
Exhibit A: Deer Valley's Vacation Petition
Exhibit B: Snow Park Village Transportation Analysis April 2023
Exhibit C: WCG Transportation AnalysisTechnical Review Memorandum April 2023
Exhibit D: Letter from PCFD Snow Park Right-of-Way Vacation
Exhibit E: Exhibit for Lakeside - New Doe Pass
Exhibit F: Turnaround Comparison - In the Trees
Exhibit G: Letter of Support for Vacation - Trails End Condos
Exhibit H: Letter of Support High Valley Transit

2. Consideration to Authorize the City Manager to Execute a Construction Contract Amendment with Geneva Rock in a Form Approved by the City Attorney Not to Exceed $577,282 for a Total Contract Amount of $2,727,646 for Rossi Hill Roadway Improvements
(A) Public Input (B) Action
Rossi Hill Construction Contract Amendment Staff Report

3. Consideration to Approve the 2023 Level Five Special Event Permit for the Park City Kimball Arts Festival (PCKAF) Supplemental Plan
(A) Public Hearing (B) Action
KAF 2023 Staff Report
Exhibit A: Draft Special Event Permit 2023 - PCKAF
Exhibit B: 2023 PCKAF Supplemental Plan
Exhibit C: 2023 Kimball Arts Festival Analysis

VIII. NEW BUSINESS

1. Consider the Appeal of the Planning Commission's Denial of the Washington School House Conditional Use Permit (CUP) for a Minor Hotel, Located at 543 Park Avenue
(A) Public Hearing (B) Action
Washington School House CUP Appeal Staff Report
Exhibit A: Public Comment
Exhibit B: June 27, 2022 543 Park Avenue CUP Final Action Letter
Exhibit C: Applicantâ€™s Appeal Letter Dated July 6, 2022
Exhibit D: Property Rights Ombudsman Advisory Opinion
Exhibit E: Hales Engineering Parking Study
Exhibit F: Residential Parking Permits Obtained by Washington School House
Exhibit G: Applicant's Conditions and Management Plan
Exhibit H: 1983 Bed and Breakfast CUP Approval Letter
Exhibit I: 1984 Parking Easement Agreements
Exhibit J: City Engineer's Parking Space Size Determination

2. Consideration to Approve Ordinance 2023-28, an Ordinance Approving the 1120 Empire Avenue Plat Amendment, Located at 1120 Empire Avenue, Park City, Utah
(A) Public Hearing (B) Action
Staff Report 1120 Empire Avenue
Exhibit A: 1120 Empire Avenue Plat Amendment Draft Ordinance and Attatchment
Exhibit B: 1968 LMC
Exhibit C: 1988 Re-Model Building Permit
Exhibit D: 1991 Remodel Building Permit
Exhibit E: 2014 Deck Replacement Building Permit
Exhibit F: 1968 Off-Street Parking Requirements

3. Consideration to Continue an Ordinance Approving the North Norfolk Plat Amendment, located at 1325 Empire Avenue and Parcel SA-200, Park City, Utah
(A) Public Hearing (B) Continue to a Date Uncertain
North Norfolk Continuation Report

4. Consideration to Approve Ordinance No. 2023-29, An Ordinance Approving the Eagle Way Second Amended Plat Amendment, Located at 1460 Eagle Way, Park City, Utah
(A) Public Hearing (B) Action
1460 Eagle Way Staff Report
Exhibit A: Draft Ordinance No. 2023-26 and Proposed Plat
Exhibit B: Eagle Way Plat Amendment First Amendment Lot B
Exhibit C: Applicant Statement
Exhibit D: History of Land Use Approvals
Exhibit E: Sensitive Land Overlay Report
Exhibit F: Property Photos
Exhibit G: Existing Conditions and Topographic Map

5. Consideration to Approve Ordinance No. 2023-30, An Ordinance Amending Land Management Code Section 15-15-1 *Definitions* to Comply with Changes to State Code
(A) Public Hearing; (B) Action
Land Management Code Amendment Staff Report
Exhibit A: Draft Ordinance No. 2023-30

6. Request to Authorize a Contract with Gillig in a Form Approved by the City Attorney, Not to Exceed $16,500,000, for Fifteen 2023 Gillig Electric Buses, Four 150 kW ABB Depot Chargers, Twelve ABB Power Dispensers, and One 300 kW Overhead Charger

(A) Public Input (B) Action
Gillig Electric Bus Contract Staff Report
Exhibit A: Calculation of Modified Purchase Price
Exhibit A1: Park City Contract - Gillig Signed
Exhibit B: ABB Charger Specifications
Exhibit C: Bus Specifications and Warranties-Park City
Exhibit D: Bus Specifications and Warranties-High Valley Transit

IX. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

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

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Budget, Debt & Grants
Item Type: Staff Report
Agenda Section: WORK SESSION

Subject:
3:00 p.m. - FY24 Fee Schedule, Changes to the Tentative Budget and FY23 Budget Adjustments

Suggested Action:

Attachments:
Budget Staff Report June 15, 2023
Exhibit A: FY24 Fee Schedule Redlined Copy

City Council
Staff Report

Subject:	**City Manager's FY24 Recommended Budget**
Department:	**Budget, Debt, & Grants**
Date:	**June 15, 2023**
Type of Item:	**Administrative/Legislative**

Summary Recommendation

Over the last several months, the Budget Team presented detailed aspects of the FY24 Tentative Budget to the Council and the public. This report focuses on Fee Schedule updates (Exhibit A), changes to the Tentative Operating and Capital Budgets, a potential Recreation capital project financial strategy, Childcare funding strategy, and final FY23 year-end budget adjustments.

The City Council's feedback is requested in anticipation of adopting the final budget and fee schedule planned for June 22, 2023.

Background

The Budget Team presented the Tentative Budget on May 11, 2023, as required by State law. The Council adopted the Tentative Budget and held extensive work sessions to present detailed information on the proposed FY24 Operating and Capital budgets, answer Council questions, and receive public input. Here is a recap of recent budget meetings and topics:

- **May 11, 2023:** Presentation and adoption of the FY24 Tentative Budget;
- **June 1, 2023**: Elected and Statutory Officer Compensation, GO Bond discussion and review any miscellaneous budget items;
- **June 15, 2022**: Review proposed Fee Schedule changes, FY24 Budget changes, and FY23 budget adjustments and address remaining miscellaneous or outstanding budget items; and
- **On June 22, 2023**, the City Council will take public input, hold a public hearing, and adopt a Final FY24 Budget, Budget Policy, Fee Changes, and Elected and Statutory Officer Compensation.

Executive Summary

Review the following items and recommendations:

FY24 Fee Schedule – Review the additional fee schedule changes in Exhibit A and summarized below and provide feedback ahead of adoption on June 22, 2023.

Changes to the Budget – Review changes to the FY24 Tentative Operating and Capital Budgets and FY23 budget adjustments and provide feedback before adopting on June 22, 2023.

Analysis

Additional Fee Schedule Changes

In addition to the changes to the Fee Schedule presented on April 27, 2023, we are proposing the following changes:

Planning (Section 1)

- Adds a $150 fee-in-lieu per U-rack for bike parking

Water Rate Increases (Section 2)

- Water rates were revised pursuant to Council direction to enhance the conservation messaging and equity across user classes embedded in rates, as presented several times and most recently on May 11, 2023. As discussed in the rate proposal, one outcome is a 10% revenue increase under the new rates to keep pace with the inflation experienced over the past two years. This includes a 10% increase in the pumping surcharge and new meter purchase price.
- Prior technical changes were shared with Council, specifically an increase to the renter deposit and hourly charges for equipment and workforce. The renter deposit is targeted to reflect approximately a month of water service and is returned at account closing if unnecessary. The hourly charges for equipment and workforce are used in the rare case where equipment or workforce needs to be billed to a customer and are intended to be charged at close to actual costs.

These additions are marked in purple font in Exhibit A to distinguish them from the first round of changes presented in April.

Additional requests for the FY24 Tentative Operating Budget

These represent proposed changes to the Tentative Budget, adopted on May 11, 2023. If approved, these requests would be funded through increased revenue projections. Due to FY23 Sales Tax revenue coming in higher than budgeted, the Budget Department feels confident making slight modifications to our FY24 projections to allow Council to consider these requests.

General Fund

- **Trails $60k** – Increase the Mountain Trails Foundation not to exceed contract amount to adequately reflect the resources needed to maintain winter grooming on the Rail Trail and Round Valley trail system for skiers, hikers, and bikers. This increase is due to the unprecedented growth in outdoor recreation and trails use in the post-COVID era, as well as the addition of services at Clark Ranch, Bonanza Flat, and the Rail Trail.
- **Mental Health Special Service Contract $37,458** – Rollover FY23 funds at the request of Council Liaisons. Unspent funds dedicated to mental health services

were returned to the City in the Spring. Special Service Contract Liaisons are currently working with community partners to determine the best use of these funds and rolling allows time to plan for additional courses of action.

Other Funds

- **Transportation $378k** – High Valley Transit recently converted their drivers from independent contractors to Summit County employees. To remain competitive and match our ability to recruit and retain essential front-line City teams, we recommend you consider increasing our maximum ranges for front-line workers to help compete with this latest development.

Position	FY24 Tentative Budget Hourly Wage	Proposed Adjustment
Drivers	$ 29.58	$ 32.00
Dispatch	$ 33.86	$ 35.86
Supervisors	$ 38.16	$ 39.00

While we are not trying to outdo HVT, this latest development warrants a front-line employee adjustment, as many PCMC essential employees are aware of HVT's adjustment and new array of benefits as a result of their conversion to receive Summit County employees.

- **Self-Insurance/General Liability $250k** – As part of the annual audit process, the City Attorney's Office evaluates the City's legal exposure. The report is used by the City's financial auditors to evaluate our overall financial risk. The City's self-insured retention, or deductible, for liability is $250,000 per incident. Based on the CAO's assessment of imminent and pending litigation, we request an additional $250k for our self-insurance fund.

Additional Requests for the Tentative Capital Budget

- **CP0041 Trails Master Plan Implementation $275k -** Increase the proposed budget to recognize the new Restaurant Tax Grant the Trails & Open Space Department was awarded by Summit County. Importantly, the grant will provide funding to purchase a new winter groomer and constructing the proposed Meadows Drive trailhead. This allocation will complement the above operational request and help meet the increased surge in demand for trail maintenance in Park City.
- **CP0332 Library Technology Equipment Replacement $60k –** Decreased and moved the same amount of $60k to CP0019 Library Development and Donations to appropriately allocate for restroom facilities project. This adjustment is budget neutral.
- **CP0019 Library Development and Donations $60k** – Increase to receive funds from CP0332, as mentioned above. This adjustment is budget neutral.

- **CP0264 Security Projects $24k** – Increase to Lower Park RDA budget to accommodate general expenses for building security, alarms, maintenance, etc., for Lower Park Avenue RDA in City buildings.
- **CP0593 Transit Snowplow Equipment -$98K** – Reduced budget to zero as it is already included in the operations budget
- **CP0590 Transportation Field Vehicle -$60K** - Reduced budget to zero as it is already included in the operations budget
- **CP0378 Legal Software for Electronic Documents $35k** – An upgrade to legal system software has been planned for multiple years. However, over time the software provider has migrated to a subscription model, and a small increase is necessary fund the use of software under the new recurring model.

FY23 Budget Adjustments – End-of-year budget adjustments are often necessary as we approach fiscal year close-out to align budgets with actual spending. These adjustments cover unanticipated expenses, timing modifications, or mid-year changes in demand for levels of public services. FY23 sales tax revenue is consistently higher than we budgeted, allowing for your consideration of modest budget increases in the following areas:

General Fund

- **Recreation $17k** – Revenue is tracking $300k above budget. We budget credit card fees in alignment with revenue, which means as revenue increases, we also see an increase in fees. Bank charges surpassed the budget in Recreation due to increased credit card payments for program registration and MARC fees.
- **Special Events $25k** – FY23 marked the return of in-person events canceled or held virtually the last few years. That shift, along with inflationary pressures and unprecedented levels of traffic mitigation and pedestrian safety efforts, resulted in a $25k overage projected expenditures.
- **Communication Center $45k** – This is our Dispatch Services contract with Summit County. The annual amount is calculated from CPI and resulted in an increase for FY23. Several years ago, Park City and Summit County centralized dispatch services to increase efficiency and provide a higher level of service.
- **Trails $90k** –
    - As noted in the FY24 Budget request, we maintain a minimal grooming & maintenance contract with Mountain Trails that can be challenging during heavy snowfall years. $60k is needed to support the amount and frequency of winter grooming in Round Valley and on the Rail Trail this past Winter. These trails see heavy use by hikers, skiers, and bikers.
    - Additional one-time funds of $30k are needed as soon as possible to repair significant erosion on high-volume trails in Round Valley that became evident as the snowpack melted. The damage is specifically related to the wide road base trails.



- **Sundance Contract $20k** – PCMC's contract with Sundance includes an inflationary clause calculated from the May 2023 CPI. $20k is our estimated increase for FY23 to meet our contractual obligation.

Other Funds

- **Transportation** – **$800K –** During the July 28th, 2022, Council Meeting, the Transportation department received direction to operate the 6 Silver Richardson Flat route and the microtransit pilot. The cost of the service increase was not included in the original FY23 budget. Council direction was obtained to return with an end-of-year budget adjustment.
- **Self-Insurance Fund/Gen Liability/Auto Insurance $325K** – Due to the timing of renewals, we have no choice but to estimate our future annual insurance premiums and risk/liability expenses. Actual premiums for our various liability policies are obtained well after the fiscal year begins, in late November, and are $105k higher than budgeted in FY23. In addition, we also estimate general liability claims, then review the account at the end of the fiscal year and adjust as necessary. For FY23, the claims adjustment is approximately $220k.
- **Fleet $48k** – Due to the rising cost of fuel, the Fleet budget is tracking marginally over budget, given the increase in gas prices impacting our region.
- **CP0142 Recreation Equipment Replacement $9,837** – Increase budget to recognize revenue from the sale of equipment.

- **CP0378 Legal Software for Electronic Documents $35k** – Funding for maintenance contract of risk/case management software. This will streamline management of legal cases, insurance renewals, and risk assessment.

FY23 Grants and Rollover funds – Departments apply for various grants throughout the year to help offset costs and the tax burden on PC residents and businesses. If PCMC is awarded a grant, an adjustment is needed to increase the related expense and revenue account to recognize the award and maintain auditing standards. In some cases, we have funds that cross fiscal years and must be rolled forward to the next fiscal year. These include:

- **Police $33,450** – Received multiple State and Federal grants for radios, equipment, and supplies.
- **Trails $21,000** – Utah Open Lands grant to support Transit to Trails program.
- **Environmental Sustainability $23,927** – Rocky Mountain Power grant (rolling over funds to FY24).
- **Parks and Rec RAP Grant $33,090** – purchase and installation of ball netting for the artificial turf field (received funding in FY23, rolling over funds to FY24).
- **Golf RAP Grant $168,363** – purchase of two new fully electric green mowers.
- **Ice Arena RAP Grant $38,777** – replacement of bathroom fixtures throughout the facility.
- **Recreation RAP Grant $32,259**– Acoustifence material for court fencing.

Interfund Transfer (IFT) & Debt Adjustments
Interfund Transfers are resources we transfer between funds for a variety of reasons. For example, Administrative IFTs reimburse multiple support departments for services provided to other funds or functions of the municipality. We estimate IFT expenses at the beginning of the budget cycle and reevaluate regularly to maintain accuracy. In between presenting the Tentative and Final budget, we often have better information and data that allows us to budget IFTs more accurately. These include:

- Align Self Insurance/Risk Account with actual expenses - $42,909 for insurance premium cost increases
- Increase of $188k for the Administrative Interfund Transfer (Admin IFT) from other funds at the City into the General Fund based on calculated cost estimates; and
- Increase of $164k to the fuel and maintenance IFT in Transportation to align with current costs.

FY24 Childcare Funding
At the May 11, 2023, City Council meeting, the Early Childhood Alliance presented a new childcare initiative called The Park City Cares About Kids Program to help address a pressing community need. The proposal supports all Summit County licensed, residential certificate, and Department of Workforce Services (DWS)-approved family, friend, and neighbor (FFN) providers who care for and educate children under age five of parents/guardians who live or work in Park City.

Early Childhood Alliance Program Components

Program Components	Resident	Workforce	Total
Provider Workforce Stabilization Payments	$231,600	$48,000	$279,600
Tuition Stipends	$1,224,950	$0	$1,224,950
Provider Incentive to use DWS Subsidy	$55,200	$27,600	$82,800
Navigator Payments	$0	$0	$34,500
Two and Under Provider Bonus	$300,000	$67,200	$367,200
Startup Bonus	$0	$0	$50,000
			$2,039,050

- **Provider Workforce Stabilization Payments** (233 Children) – To offset the loss of federal stabilization grant funds, a stabilization payment of $100 per month per child under the age five whose parents/guardians either live or work in Park City will be paid directly to qualified providers in Summit County monthly.
- **Tuition Stipends (132 Children)** – Payment to providers based on resident AMI of 7% in Summit County.
- **Provider Incentive to use DWS Subsidy (69 Children)** – Incentive provider to care for children approved for the DWS childcare subsidy. $100 per month per resident or workforce child under age five.
- **Navigator Payments (69 Children)** – A bonus of $500 per successful application filed for the DWS childcare subsidy.
- **Two and Under Provider Bonus (153 Children)** – Offset additional costs associated with providing infant care and encourage more providers to increase capacity under age 2. $200 a month bonus.
- **Startup Bonus (15 New Providers)** – Incentive newly-licensed family providers located within Park City to a startup bonus of $5,000.

Subsequently, on June 1, 2023, the City Council expressed direction to consider one-time funding, or bridge funding, to demonstrate commitment and support to the new community need. In general, several levels of financial support were mentioned, including $800k, $1M, or $1,168,114 (revised proposal).

Program Components	Resident	Workforce	Total
Provider Workforce Stabilization Payments	$231,600	$48,000	$279,600
Tuition Stipends for 32 Children	$354,014	$0	$354,014
Provider Incentive to use DWS Subsidy	$55,200	$27,600	$82,800
Navigator Payments	$0	$0	$34,500
Two and Under Provider Bonus	$300,000	$67,200	$367,200
Startup Bonus	$0	$0	$50,000
			$1,168,114

As directed, we created several potential funding sources and options based on the three amounts listed above to support a one-time financial commitment. An ongoing

financial contribution will require an additional funding source (i.e., tax or fee), reallocation of an existing revenue source, or a budget reduction.

Fortunately, a one-time funding source, or bridge funding, can be considered and adopted as part of the FY24 budget due to our timing and strength of our economy. For this purpose, one-time funding sources include delaying or deferring capital projects, cutting operating budgets, and utilizing fund balances from the General or Capital Improvement Funds.

As a result, we recommend Council consider a strategy that includes a few different sources, such as:

- Fund Balance: In our view, while a very viable source to draw upon, we recommend extreme caution be exercised when considering using General Fund Balance.
    - Capital Fund Balance: $15M – Projected ending balance. Flexible funding source that could be used for major future projects (i.e., housing, transportation, etc.).
    - General Fund Balance: $14M – Projected ending balance. We don't recommend utilizing this funding source, as rating agencies will likely evaluate this as part of the City's creditworthiness. If Council was inclined to use this as a portion, we would recommend only using a very minor amount to ensure our bond rating is not impacted.

- Ongoing Operating Fund:
    - Social Equity: $100k – Allocate a portion of the existing Social Equity operating budget amount to support the childcare initiative. If we allocated $100K, $60k would remain for miscellaneous social equity initiatives.
    - General Fund FTE(s): $100k – Adjust or delay timing for positions that aren't needed immediately.
    - New requests: If desired, we are prepared to recommend several of the lowest scored new operating budget requests, such as the drone firework show, Library FTEs, increased Special Event contract services, and the reclassified positions in HR and Finance.

- Capital Projects: Intentionally, we selected projects that scored the lowest in the budgeting for outcomes process, may not move to actual construction this season, and/or already identified by the City Council.
    - Bollards Upper Main St: $350k – Bring Upper Main to similar safety standards as Lower Main.
    - Marsac Remodel: $1M – Renovate Marsac to modernize the work environment and enhance workspace flexibility.
    - Additional Downtown Projects: $1.2M – Future Main St development projects.

- Bonanza Park/RMP Substation Mitigation: $956k – Potential infrastructure improvements on the substation.

After reviewing the funding options presented above, the Budget Team recommends splitting the costs through budget cuts, fund balances, and funding sources. However, Council's preferences may differ, and any of the funding sources provided above are available for your quick consideration:

Funding Scenario Options	$800k	$1M	$1,168,114
Marsac Remodel	$200,000	$400,000	$400,000
Bonanza Park/RMP Substation	$200,000	$200,000	$200,000
Capital Fund Balance	$200,000	$200,000	$368,114
Operating Reallocation	$200,000	$200,000	$200,000
Total	**$800,000**	**$1,000,000**	**$1,168,114**

Recreation GO Bond

At the February 2, 2023, City Council meeting, Council supported a potential 2023 General Obligation bond for new recreation capital investments at the PC MARC, City Park, and the Park City Sports Complex.

This came about because the City engaged VCBO Architecture to complete a study to evaluate the broad recreation needs of the community and create a master plan for future improvements at the PC MARC and the Park City Sports Complex at Quinn's Junction. A steering committee made up of representatives from PCMC, the Recreation Advisory Board (RAB), and members of the local pickleball community was formed to guide the master planning process and support VCBO in creating a master plan. The steering committee met over several months to develop concept designs for PC MARC & PCSC.

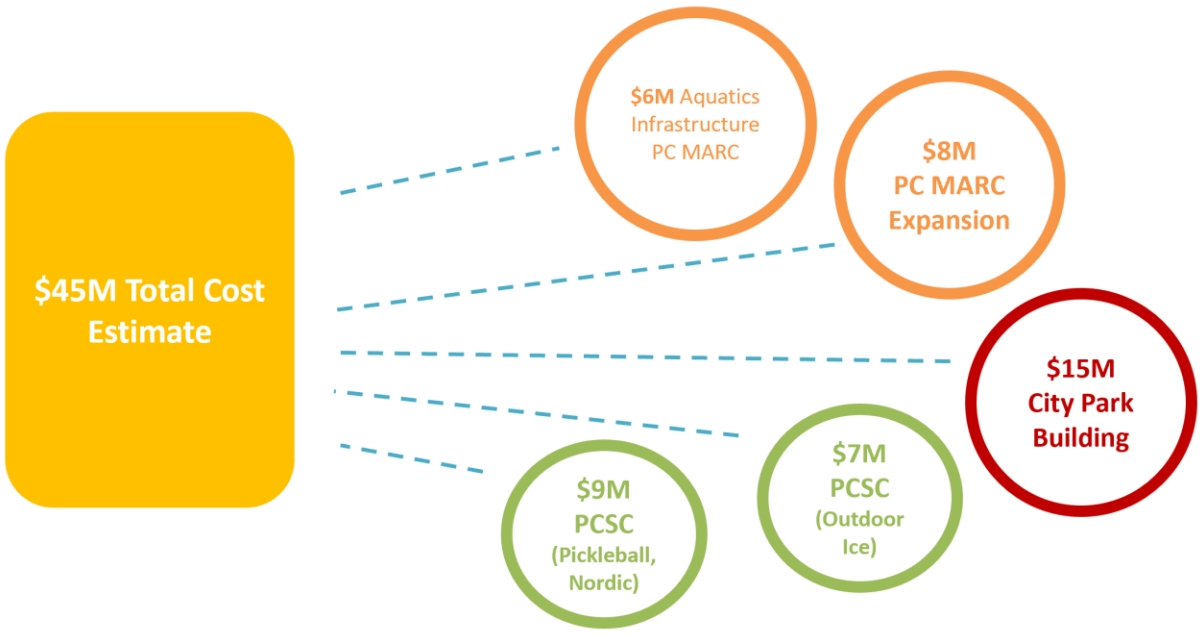
The first effort of the steering committee was to create and distribute a community-wide survey. This survey was created to provide the community with an opportunity for feedback on the existing recreation programs and facilities and to provide input on desired improvements.

Based on the survey results, RAB compiled a prioritized list of potential recreation capital project priorities:

1. **PC MARC Aquatics Infrastructure** - The recommended project concept replaces both outdoor pools and creates one large body of water that includes lap lanes, a zero-entry water feature, and youth and teen activity elements. By combining the two pools into one body of water, the PC MARC would have a more efficient operation as the pool would have only one mechanical and filtration system. A relocation of pools into one body of water would also reduce the number of lifeguards needed. The existing pools were constructed in 1991 and 2003 and have not had a significant renovation since.
2. **Rebuild City Park Building –** Recommended to create a 15,000 sq ft facility to house year-round childcare in the space as well as expand summer day camp

occupancy and community uses when not used for summer camp. The childcare space could be built by PCMC and leased to a childcare provider, for example. This could help with the childcare conversation the community is having and support the demand for increased summer camp space. For example, for the past three years, the Day Camp has sold out within 10 minutes to an hour on the priority registration date for 84060 residents or employees. A rebuild could also include relocating the playground, basketball court, and volleyball court, as well as adding a splash pad and improved parking.

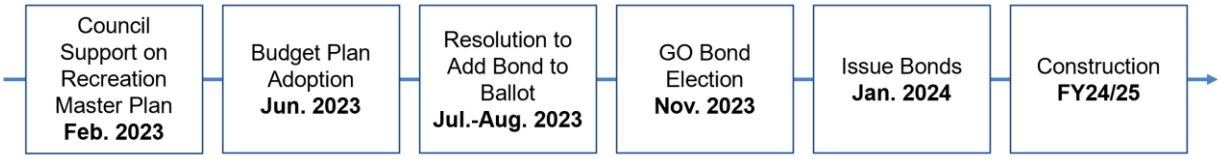
3. **PC Sports Complex (Pickleball, Nordic) –** The recommended project scope includes eight indoor and sixteen outdoor pickleball courts, 100 parking stalls, a Nordic training area, and improved trail access. The indoor pickleball courts are envisioned to be a utilitarian building with community spaces that could be used by trail users and others. The details of the space would be refined in future planning for the facility, and a variety of models have been discussed (public private partnerships, private fundraising, etc.).
4. **PC MARC Fitness Expansion -** The recommended project concept identifies 14,000 sq ft of additional fitness space added in the proximity of the current lap pool. The space could be two stories and would be utilized for fitness and other community needs identified through a future public engagement process. This phase of the PC MARC would be completed well after the pools are relocated so the community could still have access to the lap pool in the meantime.
5. **PC Sports Complex (Outdoor Ice) -** This phase includes constructing a covered, refrigerated outdoor ice sheet, building a bicycle pump track, expanding the existing trials and parks maintenance building, and installing field lights on the stadium field to the east of the ice arena. This phase could be built as part of the initial project as it would meet many community recreational needs and enhance support facilities, or it could be contemplated in a future phase.



Overall expenses for the projects are estimated to be upwards of $45M given the dramatic inflationary increases in the development and construction industry. Initially, we took the financial strategy alternatives to the RAB for their consideration. The RAB recommended a general obligation (GO) bond not-to-exceed $50M. Thereafter, Council seemed to prefer funding the City Park Building and MARC Aquatics out of the existing CIP funds and fund balance.

As part of the FY24 Final Budget, Council could adopt a budget strategy to execute a Recreation Bond. The projects that are not funded from the CIP fund balance are not currently in the Tentative Budget adopted by Council on May 11. However, Council may choose to add project budgets once a clear direction is given on a GO bond. Importantly, a Council FY24 Budget adoption does not authorize a GO Bond to be placed on the ballot. It does, however, provide initial policy direction to professional staff and important stakeholders.

A timeline for the potential steps involved if Council desires a General Obligation Bond is below:



As a result, we put together five different bonding scenarios for your consideration. The scenarios represent different grouping of projects, and financial strategies, and impact.

Amount	Project	Scen A	Scen B	Scen C	Scen D	Scen E
$15M	City Park Bldg	Fund	Fund	Fund	Fund	Fund
$6M	Aquatics	Fund	Fund	Fund	Fund	Fund
$8M	MARC Expansion	GO	Delay	GO	GO	Delay
$9M	PCSC (Pickleball, Nordic)	GO	GO	Delay	GO	GO
$7M	PCSC (Outdoor Ice)	GO	GO	GO	Delay	Delay
	GO Total	$30M	$20M	$20M	$20M	$10M

PC Single Family Median						
Annual	Primary	$291.13	$194.08	$194.08	$194.08	$97.04
	Non-Primary	$529.32	$352.88	$352.88	$352.88	$176.44
Monthly	Primary	$24.26	$16.17	$16.17	$16.17	$8.09
	Non-Primary	$44.11	$29.41	$29.41	$29.41	$14.71

Department Review:

This report has been reviewed by the Budget, Legal, and City Manager departments.

Exhibits:
A – FY24 Fee Schedule Redlined Copy

PARK CITY FEE SCHEDULE – Effective ~~June 23, 2022~~ July 1, 2023

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SECTION 1. CONSTRUCTION AND DEVELOPMENT RELATED FEES

1.1 PLANNING FEES

1.1.1 Plat/Subdivision *

Plat Amendment	$900.00 per application
Subdivision	$290.00 per lot/parcel
Administrative lot line adjustment	$300.00 per application
Extension of Approval	$330.00 per application

Condominium

Condominium or timeshare conversion	$450.00 per unit
Record of Survey	$450.00 per unit
Amendment to Record of Survey	$100.00 per unit affected
Extension of Approval	$330.00 per application

1.1.2 Master Planned Development (MPD) Process *

Pre-Master Planned Development $1,200.00

Application includes one formal staff review and Planning Commission review of compliance with General Plan that includes a public hearing. If applicant files for formal Master Planned Development the $1,200 will apply toward the application fee.

Master Planned Development	$560.00 per unit equivalent
Modification to an MPD	$330.00 per unit equivalent

1.1.3 Conditional Use Permit (CUP) *

Planning Commission Review	$1,140.00 per application
Steep Slope Review	$1,330.00 per application
Administrative Staff Review	$330.00 per application
Extension or Modification	$330.00 per application

1.1.4 Zone Changes * $1,650.00

1.1.5 Board of Adjustment *

Variance $940.00 per application

1.1.6 Architectural and Design Review

Historic District/Site

New residential construction <1000 sf	$200.00 per application
New residential construction >=1000 sf	$750.00 per application
Commercial review	$200.00 per unit equivalent for the first 10 units $15.00/ue after

Non-Historic District/Site

New Residential - SF/Duplex	$200.00 per application
Multi-Family/Commercial	$100.00 per unit equivalent up to 10 units then $15.00/ue after
Residential Additions	$100.00 per application
Commercial Additions	$100.00 per unit equivalent up to 10 units then $15.00/ue after

1.1.7 Historic Review *

Historic Design Review (no increase in existing area)	$210.00
Historic Design Review (increase in existing area)	$1,030.00
Determination of Significance	$350.00
Certificate of Appropriateness for Demolition	$300.00

1.1.8 Land Management Code Review * $2,000.00 per application

1.1.9 General Plan Amendment * $2,000.00 per application

1.1.10 Sign Review

Master Sign Plan Review	$320.00
Amendment to Master Sign Plan	$120.00
Individual sign permit	$120.00 ($118.80) plus 1% state tax
Sign permit under master sign plan	$130.00 ($128.70) plus 1% state tax
Temporary Sign Permit	$60.00 ($59.40) plus 1% state tax

1.1.11 Annexation * $5,850.00
Annexation Fiscal Impact Analysis $1,550.00
plus actual cost of City approved consultant fee
Modification to Annexation Agreement $4,150.00

1.1.12 Appeals Fees *

Appeals to Board of Adjustment	$500.00
Appeals to City Council	$500.00
Appeals to Historic Preservation Board	$500.00
Appeals to Planning Commission	$500.00

1.1.13 TDR – Development Credit Determination $100.00

1.1.14 Refund of Withdrawn Planning Applications
In the case of a withdrawal of an application, the associated fees shall be refunded, less the actual cost for professional services rendered by City staff.

1.1.15 Reactivation Fee
For projects that have been inactive by the applicant for more than six months a Reactivation Fee of 50% of orig. application fee will be assessed

1.1.16 Attorney or Other Professional Services
Reimbursement for actual expense incurred

1.1.17 Mailing Fee
In addition to the Application Fee listed, the Applicant will also be responsible for a separate payment for the mailing of a property notice. A $1.00 fee will be assessed per piece of mail that needs to be sent. The specifics on which Applications require property notices to be sent and to whom can be found in Land Management Code § 15-1-21, *Notice Matrix*.

1.1.18 Bicycle Parking Fee in Lieu. Applicants may pay a fee in lieu at $150 per U-rack for outdoor bicycle parking and $500 per square foot for enclosed bicycle parking when approved by the Planning Commission. See Land Management Code Section 15-3-9(F).

* Projects under these classifications may be assessed the additional cost of the property posting

and courtesy mailing as required by Land Management Code regulations at the time of submittal.

1.2 BUILDING FEES

1.2.1 Impact Fee Schedule Impact fees are now located in the Park City Municipal Code, Title 11, Chapter 13.

1.2.2 Building Permit

Total Valuation — Free – Calculated by the actual value of construction, excluding the value of on-site renewable energy systems (including solar voltaic systems, ground source heat pumps and solar hot water)

$1.00 and up 1.05% of the total valuation of construction as herein above described with a minimum fee of $50.00.

1.2.3 Plan Check Fees

a. Deposit. On buildings requiring plan checks at the time of building permit application, the applicant shall pay a deposit of $500.00 for residential buildings; and $2,000.00 for commercial buildings. The deposit shall be credited against the plan check fee when the permit is issued. This deposit is non-refundable in the event permits are not issued.

b. Fee. Except as otherwise provided herein, the plan check fee shall be equal to sixty-five percent (65.0%) of the building permit fee for that building. The plan check fee for identical plans shall be charged at a rate of $54.26 per hour of total Community Development staff time. As used herein, identical plans means building plans submitted to Park City that: (1) are substantially identical to building plans that were previously submitted to and reviewed and approved by Park City; and (2) describe a building that is: (A) located on land zoned the same as the land on which the building described in the previously approved plans is located; and (B) subject to the same geological and meteorological conditions and the same law as the building described in the previously approved plans.

1.2.4 Mechanical Permit
Plus 1% State Surcharge

See fee table below. Building Department enters the total valuation for materials and labor for each sub-permit into the Fee Table to determine the permit fee.

Total Valuation	Fee
$1.00 to $1,300.00	$50.00
$1,301.00 to $2000.00	$50.00 for the first $1,300.00 plus $3.05 for each additional $100.00, or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.75 for the first $25,000.00 plus $10.10 for each additional $1,000.00, or fraction thereof, to and including $50,000.00
$50,001.0 to $100,000.00	$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00, or fraction thereof, to and including $100,000.00

$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00, or fraction thereof, to and including $500,000.00
$500,001.00 to$1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00
$1,000,001.00 and up	$5,608.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00, or fraction thereof

1.2.5 Electrical Permit

See fee table below.

Total Valuation	Fee
$1.00 to $1,300.00	$50.00
$1,301.00 to $2000.00	$50.00 for the first $1,300.00 plus $3.05 for each additional $100.00, or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.75 for the first $25,000.00 plus $10.10 for each additional $1,000.00, or fraction thereof, to and including $50,000.00
$50,001.0 to $100,000.00	$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00, or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00, or fraction thereof, to and including $500,000.00
$500,001.00 to$1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00
$1,000,001.00 and up	$5,608.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00, or fraction thereof

1.2.6 Plumbing Permit

See fee table below.

Total Valuation	Fee
$1.00 to $1,300.00	$50.00
$1,301.00 to $2000.00	$50.00 for the first $1,300.00 plus $3.05 for each additional $100.00, or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.75 for the first $25,000.00 plus $10.10 for each additional $1,000.00, or fraction thereof, to and including $50,000.00
$50,001.0 to $100,000.00	$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00, or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00, or fraction thereof, to and including $500,000.00
$500,001.00 to$1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00
$1,000,001.00 and up	$5,608.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00, or fraction thereof

1.2.7 International Fire Code Fee Issuance Fee $20.00

In Addition:

Aircraft Refueling Vehicles	$30.00
Open Burning	$50.00
Candles and Open Flames in Assembly Area	$50.00
Compressed Gas	$30.00
Explosives or Blasting Agents	$150.00
Fireworks (Displays)	$150.00
Firework (Sales)	$75.00
Flammable Liquids	$15.00
Flammable or Combustible Liquid Tanks	$130.00
Hot Work (welding)	$15.00
Liquefied Petroleum Gases (heaters and devices up to 5 units)	$55.00 Liquefied
Petroleum Gases (heaters and devices) each additional unit	$11.00 Liquefied
Petroleum Gases on an active construction site (125+ gal)	$130.00 Places of
Assembly	$50.00
Vehicles (liquid or gas fueled) within a building	$130.00
Others not listed	$15.00

Tents, air-supported structures and trailers $.20 per square foot. Temporary structures built to permanent standards will be subject to fees set forth in Section 1.2.2. For plans already on file and approved, the fee will be reduced to $.13 per square foot.

1.2.8 Grading Plan Review and Permit Fees

See fee table below.

Total Valuation	Fee
$1.00 to $1,300.00	$50.00
$1,301.00 to $2000.00	$50.00 for the first $1,300.00 plus $3.05 for each additional $100.00, or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.75 for the first $25,000.00 plus $10.10 for each additional $1,000.00, or fraction thereof, to and including $50,000.00
$50,001.0 to $100,000.00	$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00, or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00, or fraction thereof, to and including $500,000.00
$500,001.00 to$1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00
$1,000,001.00 and up	$5,608.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00, or fraction thereof

1.2.9 Soil Sample Fee $100.00

1.2.10 Demolition Permit Fee

Total Valuation	Fee
$1.00 to $1,300.00	$50.00
$1,301.00 to $2000.00	$50.00 for the first $1,300.00 plus $3.05 for each additional $100.00, or fraction thereof, to and including $2,000.00

$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.75 for the first $25,000.00 plus $10.10 for each additional $1,000.00, or fraction thereof, to and including $50,000.00
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$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00, or fraction thereof, to and including $500,000.00
$500,001.00 to$1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00
$1,000,001.00 and up	$5,608.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00, or fraction thereof

1.2.11 Flatwork Permit

Total valuation.

$1.00 and up 1% of the total valuation of construction as herein above described with a minimumfee of $15.00. Flatwork permits are subject to Plan Check fees as described above.

1.2.12 Other Inspections and Fees

Inspections outside normal business hours*	$150.00 per hour (minimum charge 2 hours)
Re-inspection fee	$150.00 per hour (minimum charge 1 hour)
Additional inspection services*	$75.00 per hour (minimum charge 1 hour)
Starting work without a permit (first offense)	Double (x2) the building permit fee
Continuing work without a permit (second offense)	Quadruple (x4) the building permit fee For use of outside consultants for plan reviews, inspections or both	Actual cost**

*Or the total hourly cost to the City, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employee involved. These services will be offered based on inspector availability.

** Actual Cost includes administrative and overhead costs.

1.3 ENGINEERING FEES

1.3.1 Construction Inspection Fees. Prior to receiving a building permit, a notice to proceed or plat approval, developers shall pay a fee equal to six percent (6%) of the estimated construction cost as determined by the City Engineer. In projects with private street systems that limit city inspection requirements to water, drainage, and other improvements, but not to streets, the inspection fee shall be four percent (4%) of the estimated construction cost of the improvements to be inspected as determined by the City Engineer. The city, upon notice to the developer, may charge the developer a fee of $90.00 per man-hour to recoup costs to the city above the fee charged. The city may also charge $90.00 per man-hour for re-inspections of work previously rejected.

1.3.2 Permit to Work in Public Right-of-Way

Application Fee is $200.00. In addition, the applicant shall:

1. Prepare and submit, in accordance with the table below, an estimated cost for the total work to be performed. Any item of work not listed on the table below shall be included in the list of items at a price agreed to by the applicant and City Engineer's office. The applicant shall either:

   - Post an irrevocable letter of credit issued by a bank authorized to do Business in the State of Utah or an out-of-state bank, provided that a bank authorized to do Business in Utah confirms in writing that it will honor the letter of credit naming Park City Municipal Corporation as the payee of funds drawn against the letter of credit and guaranteeing the availability or cash bond equal to the estimated total cost; or

   - Submit a cashiers check equal to the estimated total cost.

At a minimum, letter of credit or cashier's check shall be $2,000. The letter of credit or bond shall remain in effect for a period of one (1) year from the date of the work is actually completed to guarantee the adequacy of repairs made to the streets.

Bonding Amounts for Work in the Right of Way

Item	Measurement	Unit Costs
Removal of Gutter	LF	$10.80
Replacement of Gutter	LF	$78.00
Removal of Asphalt	SF	$8.70
Replacement of Asphalt	SF	$15.60
Removal of Cross Street Gutter	SF	$13.50
Replacement of Cross Street Gutter	SF	$86.40
Removal of Sidewalk	SF	$7.80
Replacement of Sidewalk	SF	$30.00
Excavation of Trench	CF	$3.00
Excavation of Trench in Soils Dist	CF	$8.80
Flow fill of Trenching	CF	$8.80

2. Applicant shall submit proof of insurance.

Starting work in the right of way without a permit (first offense) – Double (x2) the work in the right of way application fee

Continuing work without a permit (second offense) – Quadruple (x4) the work on the right of way application fee

1.3.3. Fee for the Processing of Small Wireless Facility Applications

Fees shall be consistent with Utah Code Section 54-21-503:

- $100 for collocation of a small wireless facility on an existing or replacement utility pole for each small facility on the same application.
- $250 for each application to install, modify, or replace a utility pole associated with a small wireless facility.

For an activity that is not a permitted use described in Utah Code Section 54-21-204, an application may not exceed $1,000 per application to (a) install, modify, or replace a utility pole; or (b) install, modify, or replace a new utility pole associated with a small wireless facility.

1.3.4 Road Closure Permit

Application fee is $50.00

Closing the road without a permit (first offense) – Double (x2) the work in the right of way application fee

Closing the road without a permit (second offense) – Quadruple (x4) the work on the right of way application fee

1.4 ADMINISTRATIVE CODE ENFORCEMENT (ACE) FEES

1.4.1 Civil Fee Schedule

Daily Violation Fee	$100.00 per day
Re-inspection Fee	$75.00
1.4.2 Operating without a Type 2 CSL	$800.00 per violation

SECTION 2. UTILITY FEES

2.1 WATER IMPACT FEES. Water Impact Fees are located in the Park City Municipal Code, Title 11, Section 13.

2.2 MONTHLY WATER METERED SERVICES FEE SCHEDULE:

2.2.1 Base Rates & Meter Price (For all water billed on or after July 1, ~~2020~~ 2023).

2.2.1.1 Single Family Residential

Meter Size	FY2~~3~~4 Base Rate	FY2~~3~~4 Meter Price
3/4"	$55.24	~~$876.30~~ $963.93
1 "	$74.57	~~$1,007.15~~ $1,107.87
1.5" Or larger	$88.44	~~$1,432.86~~ $1,576.15

2.2.1.2 Multi-Family Residential ~~or Commercial~~

Meter Size	FY2~~34~~ Base Rate	FY2~~34~~ Meter Price
3/4"	$71.60	~~$876.30~~ $963.93
1"	$121.51	~~$1,007.15~~ $1,107.87
1.5"	$259.56	~~$1,432.86~~ $1,576.15
2 "	$541.29	~~$2,534.45~~ $2,787.90
3"	$1,408.68	~~$2,998.29~~ $3,298.23
4"	$2,557.37	~~$5,224.61~~ $5,747.07
6"	$4,820.72	~~$8,128.46~~ $8,941.31
~~8"~~	~~$8,205.18~~	~~$12,208.41~~

2.2.2.3 Commercial

Meter Size	FY24 Base Rate	FY24 Meter Price
3/4"	~~$71.60~~ $85.92	~~$876.30~~ $963.93
1"	~~$121.51~~ $145.81	~~$1,007.15~~ $1,107.87
1.5"	~~$259.56~~ $311.47	~~$1,432.86~~ $1,576.15
2 "	~~$541.29~~ $649.55	~~$2,534.45~~ $2,787.90
3"	~~$1,408.68~~ $1,690.30	~~$2,998.29~~ $3,298.23
4"	~~$2,557.37~~ $3,068.84	~~$5,224.61~~ $5,747.07
6"	~~$4,820.72~~ $5,784.86	~~$8,128.46~~ $8,941.31

2.2.1.3 Irrigation

Meter Size	FY2~~34~~ Base Rate	FY2~~34~~ Meter Price
3/4"	~~$122.21~~ $158.47	~~$876.30~~ $963.93
1"	~~$206.80~~ $351.56	~~$1,007.15~~ $1,107.87
1.5"	~~$441.77~~ $883.54	~~$1,432.86~~ 1,576.15
2"	~~$921.27~~ $883.54	~~$2,534.45~~ $2,787.90
3"	~~$2,397.40~~ $883.54	~~$2,998.29~~ $3,298.23
4"	~~$4,352.78~~ $883.54	~~$5,224.61~~ $5,747.07
6"	~~$8,205.18~~$883.54	~~$8,128.46~~ $8,941.31

2.2.1.4 Construction Base Rate: ~~$321.01~~ $353.11

2.2.1.5 Necessitous Base Rate: ~~$4.82~~ $5.30

2.2.2 Water Consumption Rates. The following water consumption rates apply. Relief in the event of a leak may be granted, consistent with the leak policy.

2.2.2.1 Single Family Residential

	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6
Price per 1,000 gallons	$6.88	~~$11.03~~ $9.08	~~$11.61~~ $11.73	~~$15.04~~ $16.54	~~$17.93~~ $23.10	~~$31.34~~ $34.65
Gallons in Block	0-5,000	5,001-~~15,000~~ 10,000	~~15,001-25,000~~ 10,001-20,000	~~25,001-35,000~~ 20,001 – 30,000	~~35,001-55,000~~ 30,001-40,000	Over ~~55,000~~ 40,000

2.2.2.2 Multi-Family Residential

	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6
Price per 1,000 gallons	~~$8.15~~ $6.88	~~$11.03~~ $9.08	$17.93 $11.73	$27.61 $16.54	$23.10	$34.65
3/4" ~~Meter, Allowance~~ in Block	0- ~~10,000~~ 5,000	~~10,001-36,000~~ 5,001 – 10,000	~~36,001-80,000~~ 10,001 – 20,000	~~Over 80,000~~ 20,001 – 30,000	30,001-40,000	Over 40,000
1" Meter, Allowance in Block	0-~~17,000~~ 10,000	~~17,001-57,000~~ 10,001 – 20,000	~~57,001-120,000~~ 10,001- 20,000	~~Over 120,000~~ 30,001 - 40,000	40,001-70,000	Over 70,000
1.5" Meter, Allowance in Block	0-~~30,000~~ 20,000	~~30,001-100,000~~ 20,001 – 30,000	~~100,001-200,000~~ 30,001- 50,000	~~Over 200,000~~ 50,001 – 90,000	90,001-130,000	Over 130,000
2" Meter, Allowance in Block	0 - ~~48,000~~ 30,000	~~48,001-160,000~~ 30,001- 50,000	~~160,001- 320,000~~ 50,001 – 90,000	~~Over 320,000~~ 90,001– 130,000	130,001-150,000	Over 150,000
3" Meter, Allowance in Block	0 - ~~96,000~~ 40,000	~~96,001-320,000~~ 40,001 – 110,000	~~320,001-640,000~~ 110,001 – 150,000	~~Over 640,000~~ 150,001 – 200,000	200,001-400,000	Over 400,000
4" Meter, Allowance in Block	0 - ~~150,000~~ 130,000	~~150,001-500,000~~ 130,001 – 150,000	~~500,001-1,000,000~~ 150,001 – 200,000	~~Over 1,000,000~~ 200,001 - 400,000	400,001-600,000	Over 600,000
6" Meter, Allowance in Block	0-~~180,000~~ 150,000	~~180,001-600,000~~ 150,000 – 200,000	~~600,001-1,200,000~~ 200,001 – 400,0000	~~Over 1,200,000~~ 400,001 – 800,000	800,001-1,000,000	Over 1,000,000

2.2.2.3 Commercial

	Block 1	Block 2	Block 3	Block 4	Block 5
Price per 1,000 gallons	~~$9.67~~ $9.08	~~$14.98~~ $11.73	$16.54	$23.10	$34.65
3/4" Meter, Allowance in Block	0-~~150,000~~ 0 - 5,000	~~Over 150,000~~ 5,001 – 10,000	10,001- 20,000	20,001-30,000	Over 30,000
1" Meter, Allowance in Block	~~0-300,000~~ 0 – 10,000	~~Over 300,000~~ 10,001 – 30,000	30,001-90,000	90,001-150,000	Over 150,000
1.5" Meter, Allowance in Block	~~0-500,000~~ 0 – 30,000	~~Over 500,000~~ 30,001 – 50,000	50,001-130,000	130,001-400,000	Over 400,000
2" Meter, Allowance in Block	~~0-750,000~~ 0 – 50,000	~~Over 750,000~~ 50,001 – 90,000	90,001-200,000	200,001-600,000	Over 600,000
3" Meter, Allowance in Block	~~0-1,200,000~~ 0 – 130,000	~~Over 1,200,000~~ 130,001 – 150,000	150,001-400,000	400,001-1,000,000	Over 1,000,000
4" Meter, Allowance in Block	~~0-1,700,000~~ 0 – 150,000	~~Over 1,700,000~~ 150,001 – 400,000	400,001-800,000	800,001-1,000,000	Over 1,000,000
6" Meter, Allowance in Block	~~0-1,700,000~~ 0 – 200,000	~~Over 1,700,000~~ 200,001 – 100,000,000	1,000,001-1,600,000	1,600,001-1,800,000	Over 1,800,000

2.2.2.4 Irrigation

	Block 1	Block 2	Block 3	Block 4
Price per 1,000 gallons	~~$11.78~~ $11.73	~~$19.15~~ $16.54	$23.10	$34.65
3/4" Meter, Allowance in Block	~~0-56,000~~ 0 – 10,000	~~Over 56,000~~ 10,001 – 30,000	30,001-90,000	Over 90,000
1" Meter, Allowance in Block	~~0 – 90,000~~ 0 – 30,000	~~Over 90,000~~ 30,001 – 90,000	90,001-200,000	Over 200,000
1.5" Meter, Allowance in	~~0-185,000~~	~~Over 185,000~~	150,001-600,000	Over 600,000

Block	0 – 110,000	110,001 – 150,000		
2" Meter, Allowance in Block	~~0-300,000~~ 0 – 110,000	~~Over 300,000~~ 110,001 – 150,000	150,001-600,000	Over 600,000
3" Meter, Allowance in Block	~~0-600,000~~ 0 – 110,000	~~Over 600,000~~ 110,001 – 150,000	150,001-600,000	Over 600,000
4" Meter, Allowance in Block	~~0-935,000~~ 0 – 110,000	~~Over 935,000~~ 110,001 – 150,000	150,001-600,000	Over 600,000
6" Meter, Allowance in Block	~~0-1,865,000~~ 0 – 110,000	~~Over 1,865,000~~ 110,001 – 150,000	150,001-600,000	Over 600,000

2.2.2.5 Construction ~~$12.99~~ $14.29 per 1,000 gallons

2.2.2.6 Necessitous

The Necessitous Base Rate includes 10,000 gallons. Water consumption above 10,000 gallons is charged per the Single-Family Residential rate structure in paragraph 2.2.2.1.

2.2.2.7 Contract Rules

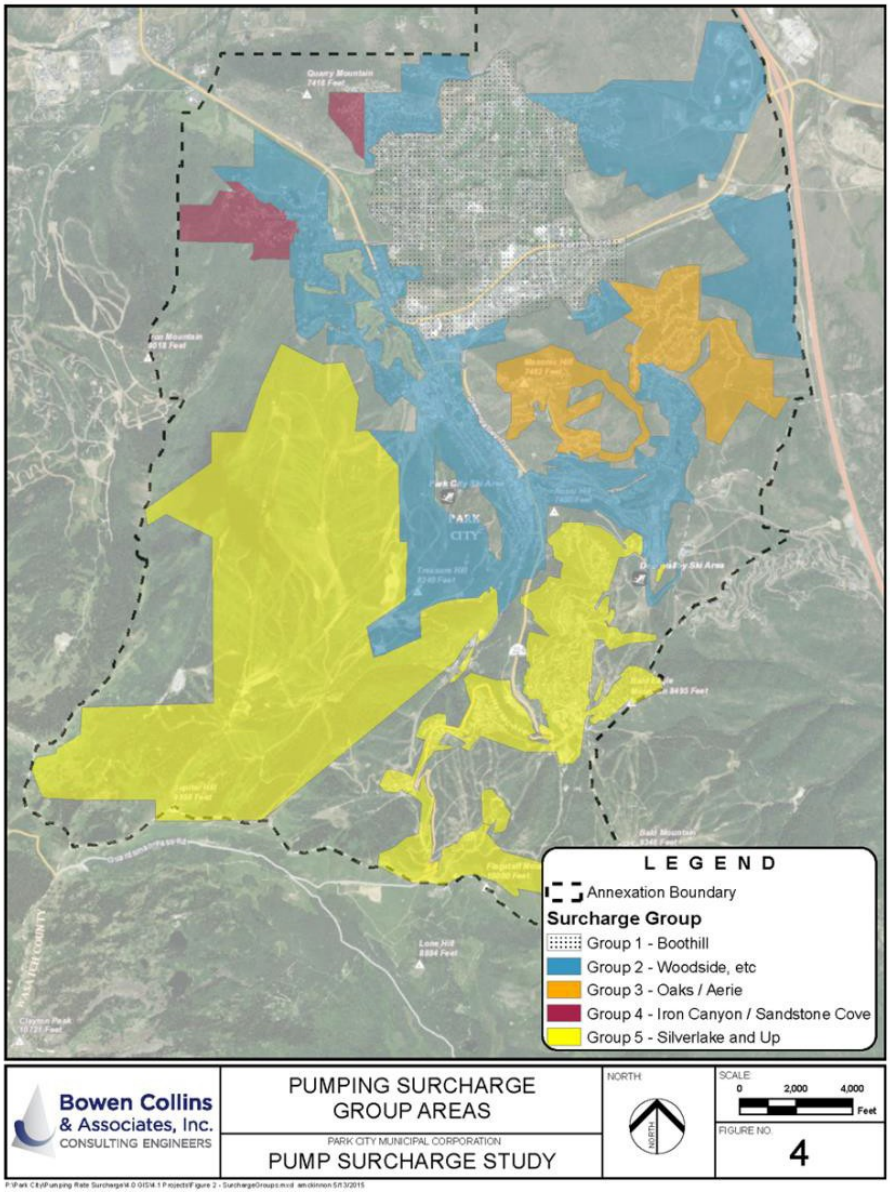
The City will honor the rates as they are set by a Council approved contract.

2.2.3 Energy Surcharge (For all water billed on or after July 1, 2023). All water billed under 2.2.2, except for paragraph 2.2.2.7 Contract Rules, shall be billed a location dependent Energy Surcharge, comprised of a Pumping Surcharge and an Efficiency Optimization Surcharge.

2.2.3.1. Surcharge Group

The following table and associated map identify an account's Surcharge Group Number. Conflicts between the map and the table will be resolved by reference to the table.

Surcharge Group No.	Surcharge Group	Pressure Zone Numbers Included in Group
1	Boothill	29
2	Woodside, etc	8,10,17,18,19,20,21,22, 23,24,25,26,27,42,48,49,30,32
3	Oaks / Aerie	11,12,13,14,15,16
4	Iron Canyon / Sandstone Cove	28,31
5	Silver Lake and Up	1,37,2,3,4,5,6,7, 34,38,39,40,41



2.2.3.2 Energy Surcharge

An Energy Surcharge shall be assessed by Surcharge Group and at a price per 1,000 gallons by as follows:

Group No	~~Pumping Surcharge~~	~~Energy Optimization Surcharge~~	~~Total~~ **Energy Surcharge**
1	~~$0.00~~	~~$0.55~~	~~$0.59~~ $0.65
2	~~$0.53~~	~~$0.80~~	~~$1.41~~ $1.55
3	~~$1.19~~	~~$1.12~~	~~$2.41~~ $2.70
4	~~$1.59~~	~~$1.31~~	~~$3.08~~ $3.39
5	~~$2.30~~	~~$1.65~~	~~$4.19~~ $4.61

2.3 WATER VIOLATION PENALTIES

$150.00	first violation
$200.00	second violation
$400.00	third violation
$500.00	fourth violation
$750.00	for the fifth violation and for each subsequent violation within that calendar year.

2.4 WATER SERVICE REINSTATEMENT FEE

The reinstatement fee shall be assessed at reconnection, based on the amount of time since the account was last active.

Time since last active	Amount
0-30 days	$100.00
31-60 days	Two months' base rate as previously billed.
61-90 days or more	Three months' base rate as previously billed.

2.5 WATER METER TESTING FEE $500.00 per test

2.6 WATER LABOR/EQUIPMENT OR SUPPLIES RATE

2.6.1 Water Labor during business hours — $50.00 per hour (rounded up to the nearest half-hour)

2.6.2 Water Labor after hours — $70.00 per hour (rounded up to the nearest half-hour)

2.6.3 Backhoe, Mini Excavator, Skid Steer, Thawing Machine, Crane Truck, or 2-Ton Dump Truck — $45.00 per hour (rounded up to the nearest half-hour)

2.7 WATER PARTS & SUPPLIES RATE Cost + 15% stocking fee

2.8 FIRE HYDRANT METER DEPOSIT FEE

2 Inch Meter	$1,950.00
¾ Inch Meter	$500.00
Fire hydrant wrench deposit fee	$50.00
Meter Radio	$200.00

2.9 RENTER DEPOSIT ~~$50.00~~ $175.00

2.10 NON-MAILED SHUT-OFF NOTICE FEE $75.00

2.11 IMPROPER WATER SHUT-OFF OR TURN ON $250.00

2.12 STORMWATER FEE

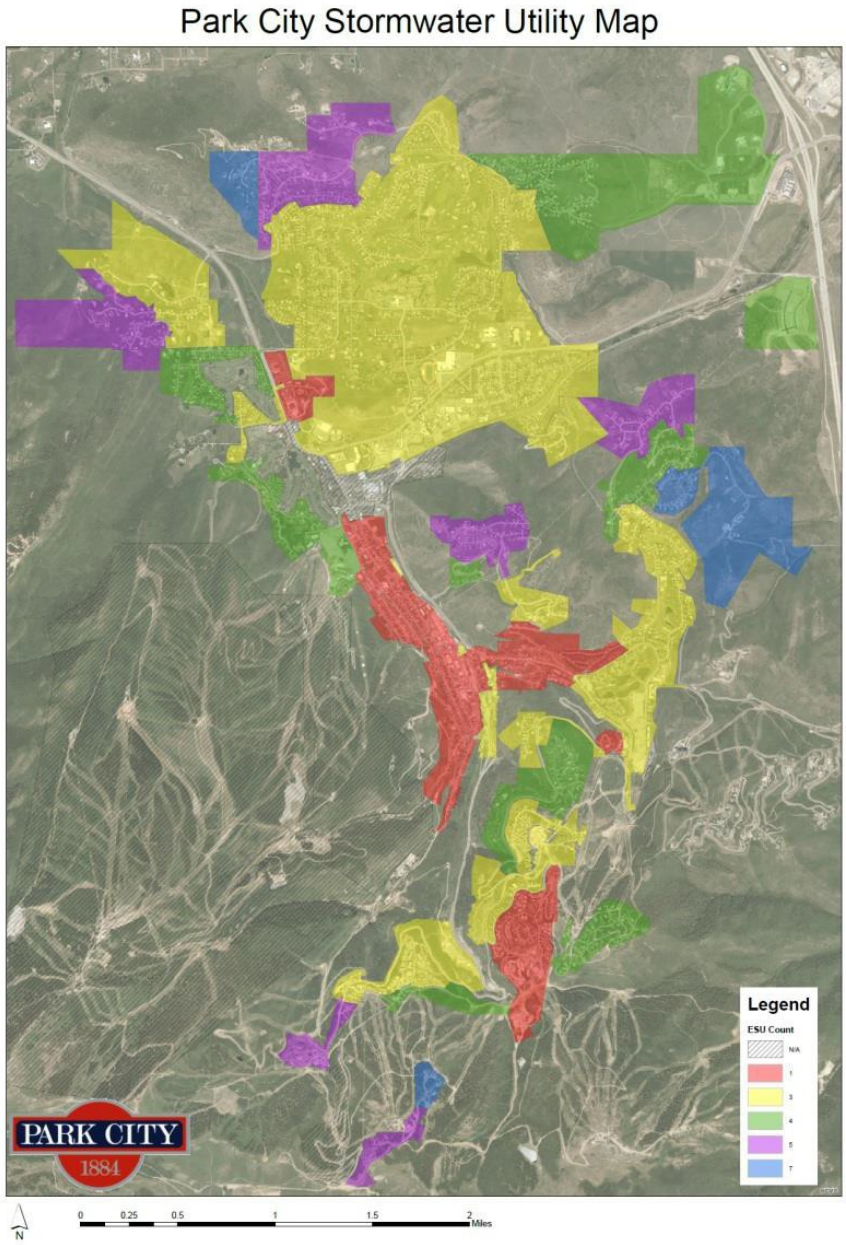
2.12.1 An Equivalent Surface Unit or ESU ~~$6.86~~ $7.07

2.12.1.1 Green Infrastructure Reduction

After submittal of a complete application for a Green Infrastructure ESU reduction, an account may be eligible for a reduction of up to 20% of the ESU fee listed in 2.12.1.2.

2.12.2 Single Family Residential Initial Assignment

A Single Family Residential property shall be assigned an ESU number based the following map. The assignment may be changed based on an evaluation of an individual property.



The default Residential ESU Map was updated to reflect the construction that has occurred in Park City Heights. A new average in the Phase I decreases the default ESU count of 4 to a default of 2. All other zones remain the same.

2.12.3 Multi-Family Residential Initial Assignment
A Multi-Family Residential property shall be assigned 1 ESU per dwelling unit. This assignment may be changed based on an evaluation of an individual property.

SECTION 3. SPECIAL MEETINGS FEES

3.1 SPECIAL COUNCIL MEETING $270.00 for initial 30 minutes and $133.00 per 30 minutes thereafter

When a special council meeting (not regularly scheduled) must be called to accommodate an applicant for a license, permit or any other issue not requested by Council orstaff, the applicant will be assessed a $270 fee per application. If the meeting is longer than 30minutes the applicant will be charged an additional $133 per 30 minute increment thereafter.

3.2 TYPE 2 CSL SPECIAL MEETING $76.00 per applicant

SECTION 4. BUSINESS LICENSING

4.1- 4.5.

PARK CITY BUSINESS LICENSE FEE SCHEDULE									
	Transit Service Enhancement Fee		Festival Facilitation, Service Enhancement Fee		Enhanced Enforcement Fee		Administrative Fee		
	Rate	Unit of Measure	Rate	Unit of Measure	Rate	Unit of Measure	Rate Renewals	Rate New/ Inspec-tions	Unit of Mea-sure
Ski Resort	$0.26	Skier Day	$0.01	Skier Day		-	$22.00	$149.00	License
Lodging	$19.25	Per Bedroom	$9.49	Per Bedroom		-	$17.00	$149.00	License
Restaurant	$0.23	Per Sq. Ft.	$0.10	Per Sq. Ft.		-	$22.00	$149.00	License
Outdoor Dining	$0.06	Per Sq. Ft.	$0.03	Per Sq. Ft.		-	$22.00	$149.00	License
Retail	$0.23	Per Sq. Ft.	$0.10	Per Sq. Ft.		-	$22.00	$149.00	License
Large Retail (>12,000 sq. ft.)	$0.16	Per Sq. Ft.	$0.07	Per Sq. Ft.		-	$22.00	$149.00	License

	Transit Service Enhancement Fee		Festival Facilitation, Service Enhancement Fee		Enhanced Enforcement Fee		Administrative Fee		
	Rate	Unit of Measure	Rate	Unit of Measure	Rate	Unit of Measure	Rate Renew-als	Rate New/ Inspec-tions	Unit of Mea-sure
Office, Service, Other	$0.21	Per Sq. Ft.	$0.01	Per Sq. Ft.	-	-	$22.00	$149.00	License
Warehouse	$0.06	Per Sq. Ft.	$0.00	Per Sq. Ft.	-	-	$22.00	$149.00	License
Resort and Amusement	$1.04	Per User	$0.05	Per User	-	-	$22.00	$149.00	License
For-Hire Ground Transportation Vehicles	$37.50	Per Vehicle	$1.75	Per Vehicle	$45.58	Per Vehicle	$71.83	$71.83	License
Other Commercial Vehicles and Trailers	$7.50	Per Vehicle	$0.29	Per Vehicle	-	-	$22.00	$74.00	License
Employee Based	$3.75	Per Employee	$0.15	Per Employee	-	-	$22.00	$149.00	License
Commercial Vending, Game and Laundry Machines	$18.75	Per Machine	$0.73	Per Machine	-	-	$22.00	$149.00	License
Escort Services	$3.75	Per Employee	$0.15	Per Employee	$46.19	Per Employee	$22.00	$149.00	License
Solicitor	$10.50	Per Solicitor	$2.50	Per Solicitor	-	-	$74.00	$74.00	License

	Transit Service Enhancement Fee		Festival Facilitation, Service Enhancement Fee		Enhanced Enforcement Fee		Administrative Fee		
	Rate	**Unit of Measure**	**Rate**	**Unit of Measure**	**Rate**	**Unit of Measure**	**Rate Renew-als**	**Rate New/ Inspec-tions**	**Unit of Mea-sure**
Alcoholic Beverage/ Single Event Alcoholic Beverage	$27.92	Per License	$12.50	Per License	$45.58	Per License	$100.00	$100.00	License
Type 1 CSL	$0.23	Per Sq. Ft.	$0.10	Per Sq. Ft.	-	-	-	$149.00	License
Type 2 CSL	$288.00	Per License	$125.00	Per License	$45.58	Per License	-	$372.00	License
Type 3 CSL	-	-	-	-	-	-	-	$149.00	License
Outdoor Sales	*In addition to regularly issued business license							$5.00	License
Outdoor Sales-Promotion by Merchants Association	*In addition to regularly issued business license							$4.00	License
Outdoor Sales-Seasonal Plants								$50.00	License

SECTION 5. MISCELLANEOUS LAW ENFORCEMENT FEES.

5.1 Alarm Monitoring Fees

$100.00 Cash deposit to be posted at time of installing each alarm system within the Park City limits.

$ - 0 - First response within 6 months, no fee deducted from $100.00 bond.

$25.00 Second response to premise within 6 months, and for each subsequent response to said premise. [$25 deducted from bond].

5.2 Direct Access Alarms

$100.00 Per alarm connected through a direct access device, and not per alarm company, for the initial installation of the alarm.

$50.00 Per year, per alarm for subsequent years or parts thereof.

5.3 Vehicle Impound Fee

$20.00 Per vehicle, per impound (also see Section 7.7).

5.3 Contract Law Enforcement Services

Police Officer (per employee, per hour - four hour minimum)	$75.00
Holiday (per employee, per hour - four hour minimum)	$165.00

SECTION 6. GRAMA (Government Records Access and Management Act) FEES.

6.1 Copies. Copies made at a city facility: $.10 per page*. Double-sided copies shall be charged as two pages. **For police records requests, see Section 6.6.*

6.2 Copies from outside copiers. The city reserves the right to send the documents out to be copied and the requestor shall pay the actual cost to copy the documents, including any fee charged for pick-up and delivery of the documents.

6.3 Copies retrieved from Utah State Archives or other storage facility. In addition to the copy fee, the requester must pay actual cost for staff time and mileage (computed using the current official federal standard mileage rate).

6.4 Compiling Documents in a form other than that normally maintained by the City, pursuant to U.C.A. 63G-2-203 (2022). In the event the City compiles a record in a form other than that normally maintained by the City, the actual costs under this section may include the following:

(2)(a)(i) the cost of staff time for compiling, formatting, manipulating, packaging, summarizing,or tailoring the record either into an organization or media to meet the person's request;

(ii) the cost of staff time for search, retrieval, and other direct administrative costs for complying with a request; and

(iii) in the case of fees for a record that is the result of computer output other than word processing, the actual incremental cost of providing the electronic services and products together with a reasonable portion of the costs associated with formatting or interfacing the information for particular users, and the administrative costs as set forth in Subsections (2)(a)(i) and(ii).

(b) An hourly charge under Subsection (2)(a) may not exceed the salary of the lowest paid employee who, in the discretion of the custodian of records, has the necessary skill and training to perform the request.

6.5 Fee Waiver for Public Benefit. The City may fulfill a record request without charge if it determines that: releasing the record primarily benefits the public rather than a person; the

individual requesting the record is the subject of the record, or an individual specified in U.C.A. Subsection 63G-2-202(1) or (2); or the requester's legal rights are directly implicated by the information in the record, and the requester is impecunious.

6.6 Requests for Police Records

$10.00 per police report/traffic accident report
$20.00 per CD (compact disc) of Video or Photographs
$5.00 per printed color photograph
$15.00 per fingerprinting request

SECTION 7. PARKING, METER RATES, VIOLATIONS, TOWING, AND IMPOUND FEES

7.1 PURPOSE AND PHILOSOPHY. Parking Services applies fees and fines through permitting and enforcement in order to regulate and maintain parking compliance. Paid parking and application of code and fees are imperative pieces of Transportation Demand Management The parking department is maintained as an enterprise revenue fund.

Fines for meter violations are as follows:

First thru Fifth (1st - 5th) violation per registered owner(s):

Effective July 1, 2022
$50.00-from the date of violation until fourteen (14) days following the violation, escalating to:
$55.00 after 14 days;
$58.00 after 30 days;
$60.00 after 60 days

More than five (>5) violations per registered owner(s):

Effective July 1, 2022
$75.00 from the date of violation until fourteen (14) days following the violation, escalating to:
$80.00 after 14 days;
$85.00 after 30 days;
$90.00 after 60 days

7.2 Fines for mobility disabled space violations are as follows:

Effective July 1, 2022
$300.00 from the date of violation until fourteen (14) days following the violation, escalating to:
$325.00 after 14 days;
$350.00 after 30 days;
$375.00 after 60 days

7.3 Fines for special event parking violations. When enacted by the City Manager under Section 7.7, the fines for special event parking violations are as follows:

A. Egregious violations (i.e., obstructing traffic on Main Street or along bus routes) or mobility disabled space violations. $200.00 from the date of violation until fourteen (14) days following the violation, escalating to:

$215.00 after 14 days;
$235.00 after 30 days;
$250.00 after 60 days

B. Fines for all other special event parking violations.

Effective July 1, 2022
$200.00 from the date of violation until fourteen (14) days following the violation
$215.00 after 14 days;
$235.00 after 30 days;
$250.00 after 60 days

7.4 Fines for time limit parking violations are as follows:

Effective July 1, 2022
$50.00 from the date of violation until fourteen (14) days following the violation, escalating to:
$55.00 after 14 days;
$58.00 after 30 days;
$60.00 after 60 days

Second thru Fifth (2^{nd} - 5^{th}) violation per registered owner(s):

Effective July 1, 2022
$60.00 from the date of violation until fourteen (14) days following the violation, escalating to:
$65.00 after 14 days;
$70.00 after 30 days;
$75.00 after 60 days

More than five (>5) violations in the previous three years per registered owner(s):

Effective July 1, 2022
$75.00 from the date of violation until fourteen (14) days following the violation, escalating to:
$80.00 after 14 days;
$85.00 after 30 days;
$90.00 after 60 days

7.5 Fines for all other parking violations are as follows:

Effective July 1, 2022
$60.00 from the date of violation until fourteen (14) days following the violation, escalating to:
$65.00 after 14 days;
$70.00 after 30 days;
$75.00 after 60 days

Second thru Fifth (2nd - 5th) violation per registered owner(s):

Effective July 1, 2022
$75.00 from the date of violation until fourteen (14) days following the violation, escalating to:
$80.00 after 14 days;
$85.00 after 30 days;
$90.00 after 60 days

More than five (>5) violations per registered owner(s):

Effective July 1, 2022
$75.00 from the date of violation until fourteen (14) days following the violation, escalating to:
$80.00 after 14 days;
$85.00 after 30 days;
$90.00 after 60 days

~~7.1~~ 7.6 **Parking Permits.**
China Bridge Parking Permits –Business Permit: Businesses with a Main Street area address and a valid business license are eligible to purchase a parking permit(s) valid for China Bridge and Gateway covered areas. The permit is not valid during major events. Alternative parking areas may be provided for these events. This permit allows parking beyond the 6 hour limit not to exceed 72 hours at one time in a parking space. Cost for this permit is up to $500.00 annually, up to $250.00 if purchased after April 1st of each calendar year. A replacement permit can be purchased for $200.00 subject to approval by the Parking Manager.

Drop & Load Parking Permits - $200 per vehicle annually, $100 replacement permit Ground Transportation, Lodging and TNC Companies with a valid business license per Title 4-8 and Title 9 are eligible to purchase a parking permit(s) valid for Drop and Load areas during timeframes, seasons, Special Events, and locations as approved by the Parking Manager and City Manager. Drop and Load parking permits may be transferable between vehicles.

Old Town Employee Parking Permit - $30 per month Old Town employees with a Main Street area business address may apply for a monthly paid permit for $30 per month. This permit allows for parking all hours (except where signed otherwise) in the China Bridge parking structure. This permit is non-transferrable and not a shareable permit. Quantities are limited with a first-come first-served basis. The permit is NOT valid during major events. Alternative parking locations maybe provided. Payments for this permit are automatically charged to the account holder until it is cancelled by the account holder.

Residential Business Permit – up to $25.00 per day – businesses operating and requiring parking in residential permit zones including nightly rentals, landscaping, plumbing, etc. Replacement permit cost is $20.00

~~7.2~~ 7.7 **Special Event Parking**. The City Manager may implement Special Event Parking Permit Fees, Special Event Meter Rates and/or Special Event Parking Fines for events held under a Master Festival License. The fee for these Special Event Parking

Permits andSpecial Event Meter Rates will not exceed $60.00 per day.

7.8 Tow and Storage Fees. Vehicles towed from City parking and stored in private lotsare subject to Utah State allowed amounts as outlined in the Park City Police Department Towing Rate Schedule. Vehicles towed from City parking and stored in private lots are subject to Utah State allowed amounts as outlined in the Park Police Department Towing Rate Schedule.

Vehicles relocated from/to City parking are subject to administrative/towing fees up to $100.

7.9 Immobilization Fee $50.00

7.10 Fees for Special Use of Public Parking are as follows:

Main Street, Heber Avenue, Park Avenue (Heber to 9th St): Daily rate of $20.00 per space

Swede Alley: Daily rate of $15.00 per space

Sandridge, South City Park, Residential Permit Zones: Monthly rate of $25.00 per space

a.	Up to two spaces for vehicle parking with approved and active building permit (issued in concert with the Building Department):	$100.00
b.	Vehicle Permits:	$75.00 per space per month
c.	Dumpster or Equipment Permit:	$75.00 per space per month

Pay station removal for construction: $1,000.00

Application Fee: $50.00

Applications are reviewed by appropriate divisions, such as Parking Services, Transportation, Police, Building Departments, and Special Events.

7.11 Garage and Surface Lot Parking Rates, Effective July 1, 2022:

Peak Season, December through April 15 and June through September

China Bridge:

11:00 a.m.- 6:00 p.m. – FREE, no hourly max
6:00 p.m.-Midnight – $3.00/hour, no hourly max
Hourly rate may be modified, and may not exceed $4.00/hour
Lost ticket fee will equal the maximum daily fee

Swede Alley, Flag Pole, & Bob Wells Plaza:

AM – FREE, 4 hour max
11:00 a.m. – 5:00p.m. – FREE, 4 hour max
5:00 p.m.-Midnight – $4.00/hour, 4 hour max
Hourly rate may be modified, and may not exceed $4.00/hour

North Marsac:

AM-5:00 p.m. – FREE, 24 hour max
5:00 p.m.-Midnight – $2.00/hour, 24 hour max
Hourly rate may be modified, and may not exceed $3.00/hour

Sandridge:

AM-5:00 p.m. – FREE, 72 hour max
5:00 p.m.-Midnight – FREE, 72 hour max

South Marsac:

AM-5:00 p.m. – FREE, 2 hour max
5:00 p.m.-Midnight – FREE, 2 hour max

West Heber, between Main Street and Park Avenue:

11:00 a.m.-5:00 p.m. – $3.00/hour, 3 hour max
Hourly rate may be modified, and may not exceed $3.00/hour

5:00 p.m.-Midnight – $5.00/hour, 3 hour max
Hourly rate may be modified, and may not exceed $5.00/hour

Park Avenue:

Resident Permit Required – shared 2 hour free parking zone- resident permit exempt from visitor time limitation

East Heber, between Main Street and Swede Alley:

6:00 a.m.-2:00 a.m. – Load Zone, 2 hour max.

Gateway top level:

FREE for Main Street permit holders

Non-Peak Season, April 15 through May and October through November

China Bridge:

11:00 a.m.-6:00 p.m. – FREE-No hourly max
6:00 p.m.-Midnight$1.00/hour, no hourly max
Hourly rate may be modified, and may not exceed $3.00/hour

Swede Alley, Flag Pole, & Bob Wells Plaza:

AM – FREE, 4 hour max
11:00 a.m.-5:00 p.m. –$2.00/hour, 4 hour max
Hourly rate may be modified, and may not exceed $3.00/hour

5:00 p.m.-Midnight –$3.00/hour, 4 hour max
Hourly rate may be modified, and may not exceed $3.00/hour

Sandridge/North Marsac:

AM-5:00 p.m. – FREE, 24 hour max

5:00 p.m.-Midnight – FREE, 24 hour max

7.12 Meter rates are as follows:

Effective July 1, 2022:
Peak Season

AM – FREE, no hourly max
11:00 a.m.-5:00 p.m. –$3.00/hour, 3 hour max
Hourly rate may be modified, and may not exceed $3.00/hour

5:00 p.m.-Midnight –$5.00/hour, 3 hour max
Hourly rate may be modified, and may not exceed $5.00/hour

Non-Peak Season

AM – FREE, no hourly max
11:00 a.m.-5:00 p.m. –$1.50/hour, 3 hour max
Hourly rate may be modified, and may not exceed $2.00/hour

5:00 p.m.-Midnight –$3.00/hour, 3 hour max
Hourly rate may be modified, and may not exceed $4.00/hour

No less than one hour can be purchased with a credit card. For event rates, see Section 7.7.

Effective December 15, 2017 Tokens will no longer be an acceptable method of payment.

7.13 Meter payment by cell phone:
Users sign up for a free account. Meter rates in Section 7.12 apply; no less than one hour can be purchased. City pays the convenience fee charged by the service provider.

SECTION 8. RECREATION SERVICES AND FACILITY RENTAL FEES

8.1 PURPOSE AND PHILOSOPHY. Recreation Services, the Parks Department, Miners Hospital Community Center and the Library are supported primarily by tax dollars through the City's General Fund. The Golf Course has been established as an enterprise fund and should be primarily supported by revenues other than taxes. This policy applies to Recreation Services and the Golf Course Enterprise fund.

The purpose of this section is to establish a level of operations and maintenance cost recovery for programs, activities and facilities, and direction for establishing fees and charges for the use of and/or participation in the programs, activities and facilities offered by the Recreation Services, Golf Course, Library, and Miners Hospital Community Center.

It is the intent of the City to offer its Recreation Services programs, activities and facilities to the entire community. To help offset the cost of providing these services, and since the primary beneficiaries of these services are users, it is appropriate to charge fees that are adequate to fund operation of the facility in line with other like programs.

8.2 COST RECOVERY. It is the intent of the City to recover roughly 70% of the operations and maintenance expenses incurred by the Recreation Department and the PC MARC and 100% of the operations and maintenance expenses incurred by the Golf Course through sources of revenue other than taxes. The City's cost recovery plan is described in detail in the City's budget document. User fees should not be considered the only source for accomplishing this objective. Revenues may also include:

- Increases in program participation.
- Fees charged for non-recreational use of facilities (conventions/special events)
- Rental income
- New programs or activities
- Private sponsorship of programs or activities
- Public agency grants or contributions.

8.3. ESTABLISHING USER FEES. Fees shall be set at a level which ensures program quality and meets the objectives of the City Council.

8.3.1 Area Resident Discount: Those people whose primary residence is within the Park City School District limits; are currently paying property tax within Park City School District limits; or are holding a valid Park City business license and leasing or renting office space within Park City may receive a discount on user fees for the PC MARC and Golf Course.

8.3.2 Recreation Program Fees: The Recreation Department, the PC MARC and the Golf Course offer a variety of organized programs and activities. Due to the fluctuations in the number of participants and frequent changes in circumstances, program fees are established on a program-by-program basis by dividing the number of projected participants by the estimated program costs. Fees are then published on the city's website. In most cases, fees will be kept commensurate with fees charged by others providing like service.

8.3.3 Fees for Non-Recreational Activities at the PC MARC: The fees charged for non-recreational or special event use will be competitive with the marketplace providing the fees cover a minimum of: a) the costs involved in the production of the event; and, b) recovery of lost revenue.

The PC MARC facility is principally for recreation. Non-recreation activities usually will becharged up to fifty percent (50%) more than the minimum. No fee waivers for non- recreational orspecial event use will be permitted. However, the City Council may authorize the City to pay all ora portion of the fee in accordance with the master festival ordinance provisions.

8.3.4 Fee Increases: Recommendations for fee increases may be made on an annual basis. The City will pursue frequent small increases as opposed to infrequent large ones. Staff will be required to provide an annual review and analysis of the financial posture of the Golf Course Fund along with justification for any recommended increase. When establishing fees, the City will consider rates charged by other public and private providers as well as the ability of the users to pay.

To establish and maintain the Council's objective of 70% cost recovery, the Recreation Director will have the authority to annually increase fees up to $.50 or 10%, whichever is greater. Any requested increase over that amount will require Council action.

Fee increases will take place only if they are necessary to achieve the City Council's objective and maintain program quality, and only with the authorization of the Recreation Director or the City Council.

8.3.5 Discounting Fees: The Recreation Director may, at their discretion,discount fees when:

- Offering special promotions designed to increase use.
- Trying to fill non-prime time.
- Introducing new programs or activities.
- Playing conditions are below standard due to weather or facility disrepair.

8.3.6 Fee Waivers: The City intends that no resident under 18 years old or over age 65 be denied the use of any program, activity, or facility for reasons of financial hardship. The Recreation Director may, at their discretion, waive all or a portion of a fee, or may arrange offsetting volunteer work for anyone demonstrating an inability to pay for services.

8.3.7 Sliding Fee Scale: The purpose of this program is to provide both adult & youth residents of the Park City School District (PCSD) with the opportunity to apply for a reduced fee for certain recreation activities. The fee reduction is based on Summit County's Average Median Income (AMI) and the applicant's gross family income. The discounts range from 30 to 70% depending on Gross Family Income.

Sliding Fee Scale

	Family Size					
% of AMI	**One**	**Two**	**Three**	**Four**	**Five**	**Six**
Below 30% AMI Receive 70% discount	Less than ~~$25,368~~ $28,287 Gross Income (GI)	Less than ~~$28,992~~ $32,328 GI	Less than ~~$32,616~~ $36,669 GI	Less than ~~$36,240~~ $40,410 GI	Less than ~~$39,139~~ $43,643 GI	Less than ~~$42,038~~ $46,876 GI
31% to 50% AMI Receive 50% discount	~~$25,369 to $42,280~~ $47,145	~~$28,993 to $48,320~~ $53,880	~~$32,617 to $54,360~~ $60,615	~~$36,241 to $60,400~~ $67,350	~~$39,140 to $65,232~~ $72,738	~~$42,039 to $70,064~~ $78,126
51% to 70% AMI Receive 30% discount	~~$42,281 to $59,192~~ $66,003	~~$48,321 to $67,648~~ $77,432	~~$54,361 to $76,104~~ $84,861	~~$60,401 to $84,560~~ $94,290	~~$65,233 to $91,325~~ $101,833	~~$70,065 to $98,090~~ $109,376

8.4. PC MARC:

8.4.1 PC MARC Fees

Punch Card Admission. For ease of administration and convenience to users, a punch card system has been established for use of the PC MARC programs and activities. The purchase of a punch card may result in a savings off the regular rate.

Punch Passes	**Resident**	**Visitor**
Youth (3 to 17) 10 Punch	$28.00	$40.00
Adult 10 Punch	$80.00	$100.00
Senior & Military 10 Punch	$70.00	$80.00
Child Care 10 Punch (10 hrs.)	$35.00	

Tennis and Pickleball Fees	Hourly Court Fees	
	Indoor	Outdoor
Resident rate	$34.00	$14.00
Visitor rate	$50.00	$20.00

Youth Clinics Pre-Registration

- ~~Red Ball~~ 45 Minute Clinic: ~~$14~~ $16.00/day
- ~~Orange~~ 1.5 Hour Clinic: ~~$26~~ $28.00/day
- ~~Green: $26/day~~
- ~~Yellow: $26/day~~

Youth Clinic Drop-In

- ~~Red~~45 Minute Clinic: ~~$17~~ $20.00
- ~~Orange~~ 1.5 Hour Clinic: ~~$30~~ $32.00
- ~~Green: $30~~
- ~~Yellow: $30~~
- ~~Peak: $34~~

Other Tennis and Pickleball Fees

Private Lesson 1 Hour	~~$80.00~~ $90.00
Private Lesson 1/2 hour	~~$44.00~~ $50.00
Semi Private Lesson 1 hour (Per person)	~~$42.00~~ $48.00
Group of 3 (Per person)	~~$32.00~~ $38.00
Group of 4 (Per person)	~~$27.00~~ $33.00
~~Clinic drop-in fee~~ Adult Clinic 1 hour	~~$19.00~~ $20.00
~~Clinic drop-in fee~~ Adult Clinic 1.5 hours	~~$28.00~~ $30.00
Ball Machine per hour	$12.00
Tennis Courts Non-Athletic (Daily)	$3,000.00
Outdoor (Professional/Group Fee) Court Fee	$25/hr

~~Pickleball Fees~~

- ~~Indoor Bubble Courts $17/hr~~
- ~~Outdoor Courts $14/hr~~
- ~~Per – hr. Clinic $15/hr~~
- ~~Private Lesson 1 hour $50~~
- ~~Semi-Private Lesson 1 hour $50/pp~~
- ~~Group of 3 (Per Person) $30/hr~~
- ~~Group of 4 (per person) $25/hr~~

Daily Drop-In	Resident	Visitor
Toddlers 2 & Under	Free	Free
Youth (3 to 17)	$3	$6
Adult	$9	$15
Senior 65+ & Military	$8	$10

Insurance Drop In Class Fee $7.00

Facility Passes:

Individual Rate

Term	Facility Rate	Class Add On	Total
1 Month	$50	$25	$75
3 Month	$135	$67	$202
6 Month	$245	$121	$366
12 Month	$440	$219	$659

Senior 65+ & Military Individual Rate

Term	Facility Rate	Class Add On	Total
1 Month	$45	$25	$70
3 Month	$121	$67	$188
6 Month	$218	$121	$339
12 Month	$393	$219	$612

PC MARC Tennis Passes

Term	Single
1 Month	$220
3 Month	$520
6 Month	$850
12 Month	$1,330

Gymnasium	Hourly Resident	Hourly Visitor	Daily
Full Gym	$65	$125	
Half Gym	$35	$75	
Daily Full Gym Non-Athletic	$325	$625	$1,400

Fitness Studios $65.00 ~~(for profit)~~ Hourly Resident ~~$35.00 (non-profit)~~ $125.00 ~~(for profit)~~ Hourly Non-Resident ~~$75.00 (non-profit)~~

Other Fees

Visitor 10 Punch Card	$120.00
~~Child Care Per Hr.~~	~~$4.00~~
Non-Contact Personal Training	$60.00 per day

Personal Training Daily Fee	$25.00 per session
Personal Training Monthly Fee	~~$400.00~~ $440.00 per month
Personal Training Annual Fee	~~$4,000~~ $4,400.00 per year
Birthday Party	$150.00
Party Room per hour	$50.00
Pool Per Hour	~~$100.00~~ $150.00 plus guards
Lap Pool Per Lane	$25.00 per lane per hour

8.5 GOLF FEES. The Park City Municipal Golf Course is an 18-hole course and 6,743 yards in length. The fees listed below are established fees, however they may be altered for certain types of tournament play. To receive a resident discount, ~~the recreation card (which must have a City resident designation)~~ proof of residency must be presented to the golf starter. Season passes are available only to those who possess a ~~locals card~~ pass from the previous year. Playing conditions on the course mayvary due to weather constraints, particularly early and late in the season. The Golf Manager may, at his discretion, discount the established fees to encourage use of the course when playing conditions are less than optimum.

Regular Season- Memorial Day through September
Off-Season- Pre-Memorial Day, October and November

Resident Season Pass	~~$1,200.00~~ $1,260.00
Junior Pass	$425.00
Jr./Sr. Punch Pass	~~$360.00~~ $380.00
Non-Resident Sr. Punch Pass	~~$400.00~~ $420.00
Corporate Pass	~~$3,000.00~~ $3,250.00
Resident 18 Hole	~~$40.00~~ $42.00
Resident 18 Hole with Cart	~~$56.00~~ $60.00
Utah Resident 18 Hole	~~$50.00~~ $57.00
Utah Resident 18 Hole with Cart	~~$66.00~~ $75.00
Non-Resident 18 Hole	~~$60.00~~ $67.00
Non-Resident 18 Hole with Cart	~~$76.00~~ $85.00
Resident 9 Hole	~~$20.00~~ $21.00
Resident 9 Hole with Cart	~~$28.00~~ $30.00
Utah Resident 9 Hole	~~$25.00~~ $28.00
Utah Resident 9 Hole with Cart	~~$33.00~~ $37.50
Non-Resident 9 Hole	~~$30.00~~ $33.50
Non-Resident 9 Hole with Cart	~~$38.00~~ $42.00
Resident Off-Season 18 Hole	$32.00
Non-Resident Off-Season 18 Hole	~~$34.00~~ $37.00
Small Range Bucket	$5.00
Large Range Bucket	$10.00
Rental Clubs for 18 Holes (includes 6 golf balls)	$55.00
Rental Clubs for 9 Holes (includes 3 golf balls)	$27.50
Lodging/Advance booking 18 Hole with cart	~~$90.00~~ $100.00

8.6. LIBRARY FEES. The Park City Library Board routinely reviews non-resident fee options and recommends changes. Library services, which are funded by the General Fund, are provided without charge to property owners, residents, and renters within the City's boundaries. Non-resident card fees are charged to those who request borrowing privileges but live outside the City's taxing area. On September 8, 2002, the Library Board voted to change the fee charged to some non-resident library users.

Non-Resident Card Fees	
Household	$40.00 per year
Non-Resident Card Fees - Household (6 months)	$20.00
Students residing in Summit County	Free
Educators in Park City School District	Free
Interlibrary Loans	$1.00 charge per item

8.7. CEMETERY FEES.

	Resident Fees	Eligible Non-Resident Fees
Single adult grave	$300.00	$600.00
Opening and closing adult grave	$600.00	$600.00
Removal of adult from one grave to another within cemetery	$960.00	$960.00
Removal of infant from one grave to another within cemetery	$720.00	$720.00
Removal of adult for interment outside cemetery	$1,000	$1,000
Removal of infant for interment outside cemetery	$360.00	$360.00
Additional charge for after hour burials including Saturdays, holidays, weekends	$200.00	$300.00
Interment of cremated remains	$70.00	$140.00
Monument grave marker maintenance	$100.00	$100.00
Memorial Wall plaque space	$250.00	$500.00
Cremation Garden:		
Companion Premium Post	$530.00	
Companion Peak Marker	$980.00	
Companion Boulder	$1,360.00	
Family Bench	$1,045.00	
Individual Premium Post	$300.00	
Individual Peak Marker	$530.00	
Family Pedestal Foundation	$300.00	

Opening and Closing $250.00

8.7.1. Cemetery Fee Waivers. Any or all of the fees associated with the operation of the Park City Cemetery may be waived by the Cemetery Sexton, however such consideration is focused on persons who provided exceptional community service or residents with proven financial hardship. Grave sites, located in the "Veterans Section" for Park City veterans, firemen and police officers will be provided free of charge and fees will be waived for, cemetery services. Family members wishing to be buried in this section of the cemetery will be charged for lots and services.

8.8. PARK PAVILLION RENTAL FEES. It is not mandatory that a fee be paid for the use of a park pavilion. However, those persons having reserved a pavilion and paid the reservation fee shall have the exclusive use to use that pavilion over others. Reservation fees for park pavilion use are as follows:

Rotary and South-End of City Park Pavilions	Half Day	Full Day
Residents within Park City School District	$75.00	$100.00
Non-residents/commercial	$150.00	$200.00

8.9. MINERS HOSPITAL COMMUNITY CENTER FEES. This facility is located at 1354 Park Avenue. Reservation fees for use of the Miners Hospital Community Center are as follows:

Group 1: Activities which are free and open to the public, or educational/informational.
Group 2: Activities which are open for public participation but charge a fee for participation such as fundraisers, conferences or other promotional events.
Group 3: Activities which are closed to the public such as private receptions, conferences or parties.
Group 4: Activities which are held between the hours of 6:00 p.m. and 8:00 a.m.

Location	Group 1	Group 2	Group 3	Group 4
Miners Hospital 1st Floor	Free	$18/Hour	$23/Hour	$30/Hour
Miners Hospital 2nd Floor	Free	$18/Hour	$23/Hour	$30/Hour
Miners Hospital 3rd Floor	Free	$15/Hour	$20/Hour	$25/Hour

Miners Hospital Basement	Free	$15/Hour	$20/Hour	$25/Hour

Cancellation Policies for entire building reservations:

For two hour reservations, a $25.00 handling fee will be charged for cancellations received less than one week prior to rental.

For half-day reservations, a $50.00 handling fee will be charged for cancellations received less than two weeks prior to rental.

For whole day reservations, a $75.00 handling fee will be charged for cancellations received less than two weeks prior to rental.

Notes:
******a $50.00 damage/cleaning deposit is required on all whole day rentals, refundable if the facility is left in satisfactory condition; full payment of all fees is due two weeks prior to the facility rental.

*******a $300.00 damage/cleaning deposit is required on all special events rentals, $275 is refundable if the facility is left in satisfactory condition; full payment of all fees for special events is due 30 days prior to the date of the event.

8.10. PARK CITY LIBRARY ROOM RENTAL RATES

Park City Library Rooms are located at 1255 Park Avenue. The rates for the spaces are as follows:

Group 1:	Activities which are free and open to the public during library hours. Groups such as book clubs, support groups, government institutions, Library/City partners, HOAs, and other affiliated community organizations, as approved by the Library Director.
Group 2:	Activities during Library hours which are open for public participation but charge a fee for entry or activities which are closed to the public.
Group 3:	Activities which are outside of Library operating hours or promote or solicit business. This includes businesses that offer initial free services/consultations /presentations, and then later charge a fee or contact attendees
Non-Profits:	Receive one free contiguous rental of up to four hours per month, which may be split between multiple rooms within the Library's operational hours.

Location	Room	Occ.	Group 1	Group 2	Group 3	Non-Cleaning Fine
Library 1st Floor	Entry Hall	43	Unavailable	Unavailable	$300/Hour (Unavailable during library hours)	$20/hour, $40 minimum
Library 1st Floor	Entry Hall Patio	90	Unavailable	Unavailable	$400/Hour (Unavailable during library hours)	$20/hour, $40 minimum
Library 1st Floor	Public Meeting Room 101	34	Free	$25/Hour	$50/Hour	$20/hour, $40 minimum
Library 2nd Floor	Study Rooms 1 - 8	3 - 6	Free	Unavailable	Free (Unavailable outside library hours)	$20/hour, $40 minimum
Library 2nd Floor	Meeting Room 201	34	Free	$25/Hour	$50/Hour	$20/hour, $40 minimum
Library 2nd Floor	North Conference Room	12	Free	$20/Hour	$40/Hour	$20/hour, $40 minimum
Library 2nd Floor	South Conference Room	12	Free	$20/Hour	$40 (unavailable outside Library hours)	$20/hour, $40 minimum
Library 3rd Floor	Public Meeting Room 301	34	Free	$25/Hour	$50/Hour	$20/hour, $40 minimum
Library 3rd Floor	Jim Santy Auditorium	516	Free	$95/Hour	$200/Hour	$20/hour, $40 minimum
Library 3rd Floor	Community Room	85	Free	$75/Hour	$150/Hour	$20/hour, $40 minimum
Library 3rd Floor	Kitchen	10	Free	$30	$40	$20/hour, $40 minimum

Santy Technology Fees:

Projection Fees: Users have two options for projection.

1 - Users may use the in-house technology at no additional cost. Users are responsible for scheduling a training to learn to use the equipment and facilitate use during their rental. Training must be scheduled at least one week prior to the rental

date(s).

2 - Users may rent the Projection Booth and have a trained projectionist manage technology needs. The Projection Booth rents for $500 per event rental ($250 for Non-Profits), with a hired projectionist approved by the Park City Library. Projectionists have their own fee scale; Users pay projectionists directly. A list of approved projectionists is available upon request.

Lighting Fees: Stage lighting may be rented when approved by the Library Director or his/her designee. Any change in the direction of lighting must be made by a pre-approved vendor at the expense of the User. The User shall pay the vendor directly. Lighting must be returned to the original direction before vacating the rental. The Projection Booth and a projectionist must be reserved to utilize lighting.

Notes:

1. Advance reservations and standard lease agreement required, tenants included.
2. It is the responsibility of the User to review the *Park City Library Room Use and Rental Policy*.
3. Special parking arrangements may be required for events for more than 250 participants and guests.
4. All rates are subject to change without notice.
5. All deposits and fees are to be paid in advance.
6. Rental rates for auditorium equipment are calculated separately.
7. The City intends that no resident under 18 years old or over age 65 be denied the use of any program, activity or facility for reasons of financial hardship. The Library Director may, at her discretion, waive all or a portion of a fee, or may arrange offsetting volunteer work for anyone demonstrating an inability to pay for services.

SECTION 9. ICE ARENA AND FIELDS RENTAL FEE SCHEDULE.

9.1. Establishing User Fees. Fees shall be set at a level which ensures program quality and meets the objectives of the City Council. Area rates apply to residents of Park City, Summit County and Wasatch County. Outside rates apply to requests outside Summit and Wasatch Counties.

Field Fees		
Additional Restroom Cleaning	$30.00 per clean	
Ice Arena Admission Fees	Local Area Rates	Outside Area Rates
*discount for pre-registration		
Public Skate – 5 years & under	Free	Free
Public Skate – youth & adult	~~$6.00~~ $6.50	$12.00
Cheap Skate (includes skate rental)	~~$6.00~~ $6.50	$12.00
Group Rates (20+) includes skate rental	~~$6.00~~ $6.50	$12.00
School Rate – includes skate rental	~~$6.00~~ $6.50	$12.00
Skate Rental	$4.00	$4.00
Stick & Puck	~~$9.00~~ $9.50	~~$9.00~~ $9.50
Drop-in Hockey	~~$11.00~~ $12.00	~~$11.00~~ $12.00
Coached Drop-in Hockey	~~$13.00~~ $14.00	~~$13.00~~ $14.00

Freestyle*	~~$9.00~~ $10.50	~~$9.00~~ $10.50
Drop-in Curling	~~$200.00~~ $260.00/lane	~~$200.00~~ $260.00/lane
Drop-in Skating Class	$15.00	$15.00
Off-Ice Programming:		
Strength & Conditioning, Ballet*	~~$11.50~~ $12.00	~~$11.50~~ $12.00
Visiting Coach Fee	$16.00	$16.00

Curling Instructor Fee $50/per hour/per instructor

10 Session Punch Cards
Punch cards may be available for some activities or products.

Annual Passes
Bronze (Public Skate): (Includes Skate Rental) $300.00

Hourly Ice

Tax Exempt User Groups*/Employees	~~$205.00~~ $210.00
Local Rate (Summit or Wasatch County Resident)	~~$230.00~~ $235.00
Non-Resident, Not-for-Profit	~~$255.00~~ $275.00
Camp	~~$305.00~~ $310.00
For-profit	~~$395.00~~ $450.00

**User Groups are defined as local, organized programs who regularly rent ice from the arena and who provide a certificate of insurance listing PCMC as additionally insured and are a 501(c)3 organization.
(minimum 50 hours per season).

Room Rental
Multi-purpose Rooms $40/hr. (per room)
User Groups can use the Party Room for 24 hours at no cost, but rooms must be booked in advance.

Birthday Parties

Birthday Party Package	~~$175.00~~ $185.00
Instructor	$50/per 30 minutes

Equipment (per hour)
Curling $50/hour/lane

Event Fees

Rentals 1-50 people	$50
Rentals 51-100 people	$100
Rentals 101+ people	$200
Bleachers	$200/day
Catering Fee	$150

Scheduling Impact Fee	$150
Overnight Rental Staffing:	$100/hour per employee

Skate Services

Fees listed below are for services requested for 24 hours or more. An additional fee may be paid for services requested within 24 hours. Punch cards available for overnight services only. There is no discount for skate sharpening punch cards, they are available for convenience. Pre-payment is required for all skate sharpening.

Hockey Skate Sharpening	~~$8.50~~ $9.50
Figure Skate Sharpening	~~$10.00~~ $11.00
Custom Radius	$30.00
Figure Skate Sealing	$30.00
Rivets Replacements	$2.50 (ea.)
Figure Skate Blade Mounting (per pair)	$25.00
Skate Fitting (without purchase)	$20.00

Locker Rental (Annual Fee)	First Floor	Second Floor
Regular Locker	~~$180~~ $185.00	~~$130~~ $135.00
Large Locker	~~$210~~ $215.00	~~$160~~ $165.00

Gate Fees

The Park City Ice Arena will take 25% of any gate fees collected for an event.

Advertising Fees and Sponsorship Fees	
Dasher Board Ads	$1,600
Wall Banners	$2,500
Glass Decals	$400
Program Sponsorship	Varies by program
Information Screen	$150/month

9.2. Recreation Program and Pass Fees: The Park City Ice Arena offers a variety of organized programs and passes. Due to the fluctuations in the number of participants and frequent changes in circumstances, program fees are established on a program-by-program basis bydividing the number of projected participants by the estimated program costs.

9.3. Fee Increases: Recommendations for fee increases may be made on an annual basis. The City will pursue frequent small increases as opposed to infrequent large ones. Staff will be required to provide an annual review and analysis of the financial posture of the Ice Arena Fund along with justification for any recommended increase. When establishing fees, the City will consider rates charged by other public and private providers as well as the ability of the users to pay.

The City Manager will have the authority to annually increase fees up to $.50 or 10%, whichever is greater. Any requested increase over that amount will require Council action. Fee increases will take place only if they are necessary to achieve the City Council's objective and maintain program quality, and only with the authorization of the City Manager or the City Council.

9.4. Discounting Fees: The Ice Arena Manager may discount fees when:

a. Offering special promotions designed to increase use.

b. Trying to fill non-prime time.
c. Introducing new programs or activities.
d. Playing conditions are below standard due to weather or facility disrepair.

9.5. Fee Waivers: The City intends that no resident under 18 years old or over age 65 be denied the use of any program, activity or facility for reasons of financial hardship. The Ice Arena Manager may, at their discretion, waive all or a portion of a fee, or may arrange offsetting volunteer work for anyone demonstrating an inability to pay for services.

The Ice Arena is pleased to offer the Fee Reduction program as a means for individuals to apply for reduced costs associated with our youth programs. Not all programs are eligible for fee reduction. Applicants must be residents of Summit or Wasatch Counties. Program fees may be discounted up to 75% off for students inthe Park City School District who qualify for free or reduced lunch. Fees may be discounted for specified activities based on an individual's Average Median Income (AMI). Families qualifying for Fee Reduction may receive Public Skate admission and Skate Rental for a combined $3.00 per person.

9.6 Establishing Fields User Fees**:** Fees shall be set at a level which ensures field quality and meets the objectives of the City Council. Resident rates apply to residents of Park City School District. Visitor rates apply to requests outside of the Park City School District Boundaries. In order to receive the resident rate a minimum of 75% of the participants must be residents of the Park City School District. A service charge of 2% will be applied to credit card charges over $5,000.

	Resident Fees		**Visitor Fees**	
Field/Venue	**Hourly**	**Full Day**	**Hourly**	**Full Day**
City Park Grass Field	$60	$300	$120	$600
City Park Softball Field	$60	$300	$120	$600
City Park Volleyball Court	$30	$150	$50	$250
North 40 Grass Field North	$60	$300	$120	$600
North 40 Grass Field South	$60	$300	$120	$600
North 40 Full Complex		$420		$840
PCHS Dozier Field	$100	$500	$200	$1,000
PCHS Baseball Field	$60	$300	$120	$600
PCHS Softball Field	$60	$300	$120	$600
PCHS Little League Field	$60	$300	$120	$600
PCHS Ball Fields Complex		$630		$1,260
TMMS Pony Field	$60	$300	$120	$600
TMMS Little League South	$60	$300	$120	$600

TMMS Little League Admin	$60	$300		$120	$600
TMMS Grass Field	$60	$300		$120	$600
TMMS Full Complex		$630			$1,260
PCSC Stadium Grass Field	$60	$300		$120	$600
PCSC Stadium Softball Field	$60	$300		$120	$600
PCSC Field D Multi-Purpose	$60	$300		$120	$600
PCSC Turf Field Multi-Purpose	$100	$500		$200	$1,000
PCSC Full Complex		$980			$1,960
	Per Day	**3-Month Season**		**Per Day**	**3-Month Season**
Commercial Use of Outdoor Rec Facility (non-exclusive)	$60	$300		$80	$500

Youth Stakeholder Fee	$275.00/team per season
Adult Stakeholder Fee	$325/team per season
Additional Restroom Cleaning	$40.00
Field Prep (Softball/Baseball)	$100.00 Field Set
Up (Lacrosse, Soccer, Football)	$383.00
Field Lights - PCSC & City Park	$20.00/hr.
Baseball Fence	$45.00 /field
Outfield Vinyl Fencing one week of use	$337.00 /field

SECTION 10. MISCELLANEOUS FEES. The following fees are set to insure cost recovery and use fees for additional City services associated with but not limited to Special Event Permits and approved filming activity

10.1	Fee for in lieu of providing public parking	$40,000.00 per stall
10.2	Returned Check Charge:	$25.00
10.3	News Rack Application and Permit	$50.00 per application $75.00 per three-year permit

10.4 Bleachers

Bleacher Rental (per bleacher, per day)	$80.00
Bleacher Delivery and Pick Up (per event, all bleachers)	$108.00

10.5 Banner Installation

Street Banner Installation-entire Main	$859.00
Street Banner Installation-every other Main	$687.00
Street Banner Installation-every 3rd	$515.00
Street banner Installation- Roundabout	$346.65
Street Banner Installation- Kearns	$2,013.00

(Includes state permit, barricades and signage, required during install)

Street Banner Removal- Kearns	$1515.00

10.6 Parks Clean Up, Labor and Equipment

Pressure Washing (per hour, incl. operator)	$75.05
Pavilion Cleaning	$150.00
Trash Removal	$33.90
(public property only - not provided for private property)	
Extra Trash Cans	$10.00
Trash Bags	$2.10

10.7 Public Safety

Police Officer (per employee, per hour - four hour minimum)	$75.00
Holiday (per employee, per hour - four hour minimum)	$165.00
Mobile Command Trailer (Placement, Day One, Removal)	$250.00
Mobile Command Trailer (each additional day)	$100.00

10.8 Parking Reservation Fees (Parking Department)

Application Fee	$22.25
Main Street, Heber Avenue, Park Avenue (Heber to 9th St)	$20.00
Swede Alley Parking Space (per space, per day)	$13.25

10.9 Barricades (cost per barricade)

Crowd Control Barricades	$5.90
Portable Electronic Sign/Message Board (per day)	$151.20
Temporary Signs (each)	$18.50
Street Barricades (per day)	$1.40

10.10 Dumpsters

8 Yard (delivery + haul off fee)	$210.00
30 yard (delivery + haul off fee)	$210.00
Landfill fee for 30 yard dumpster (per ton)	$35.00

10.11 Streets Equipment and Materials Equipment (2 hour min. - billable rate is portal to portal, cost includes operator, fuel, maintenance)

Large Loader (per hour, 1 staff)	$103.20
Small Loader (per hour, 1 staff)	$71.95
Street Mechanical Sweeper (per hour, 1 staff)	$150.60
Unimog with Snow Blower (per hour, 1 staff)	$180.20
Unimog Snowplow (per hour, 1 staff)	$88.35
Loader with Blower (per hour, 1 staff)	$218.65
1 Ton Truck with dump (per hour, 1 staff)	$54.15
2 Ton Truck with dump (per hour, 1 staff)	$86.55
Bucket Truck (per hour, 2 staff)	$117.65
Skid Steer (Cat 262 - per hour, 1 staff)	$55.90
Add Grinder	$7.60
Add Snow Blower	$6.35
Backhoe (per hour, 2 staff)	$98.75
Air Compressor (per hour, 1 staff)	$42.00
Graffiti Truck (per hour, 1 staff)	$75.05

10.12 Materials

Salt (per ton)	$45.00
Road base (per ton)	$18.00
Sand (per ton)	$16.00
Cold Patch (per ton)	$90.70
Hot Mix (per ton)	$66.95

10.13 Personnel (total compensation per employee, per hour, during regular business hours)

Parks Department (PCMC Parks employee)	$38.50
Streets Department (Streets employee)	$38.50
Special Events Department (staff)	$42.25
Cleaning Labor – restrooms, buildings and other (contract labor)	$35.00

10.14 Special Event Application Fee (Processing and Analysis)

Level Five Event	~~$640.00~~ $5,188
Level Four Event	~~$320.00~~ $1,918
Level Three Event	~~$160.00~~ $ 905
Level Two Event	~~$ 80.00~~ $ 488
Level One Event	~~$ 40.00~~ $ 410
Community Identifying Event	10% of fees listed above
First Amendment Event	$ 40.00
Film Permit Application Fee	$ 80.00

As according to section 4-8-9, Fee Reduction requests for Special Events will be reviewed twice a year. All event fee reduction requests must be submitted to the Special Events Department prior to the application deadlines:

(1) October 1st – Events occurring between January 1st and June 30th.
(2) April 1st – Events occurring between July 1st and December 31st.

Fee reduction applications received outside of the normal application process may be considered for reductions but must demonstrate an immediate need for reduction and provide justification as to why the application was not filled within the specified deadline.

10.15 Public Parking Lot Use Rates for approved Events:

All lot fees are for approved permitted Special Events only. Regular parking rates apply at all other times.

Brew Pub Lot – Upper Lot	$240.00 per day
Brew Pub Lot – Lower Lot	$105.00 per day
North Marsac Lot	$ 50.00 per day
Swede Alley Surface Lot	$ 50.00 per day
Swede Alley Wall Lot	$ 50.00 per day
Flag Pole Lot	$ 50.00 per day
Sandridge lot – Upper/Lower	$ 50.00 per day/ per lot
Quinn's Sports Parking Lots 1, 2, 3	$ 50.00 per day/ per lot
Mawhinney Parking Lot	$ 50.00 per day
Library Parking Lot – Partial Use Only	$ 50.00 per day

10.16 Trail Use Fees

Event Participation 'Caps'

Event participation numbers may be 'capped' at the following unless approval from City Council is provided.

Running/Snowshoeing	500
Biking	350
Triathlon	350
Cross Country Skiing	350
OTHER	TBD

Trail Use Fee and Deposit Schedule

ACTIVITY	NUMBERS	LOCAL NON-PROFIT	OUT OF AREA NON-PROFIT	LOCAL PROFIT	OUT OF AREA PROFIT	DEPOSIT
Mountain Biking	30-350	1% x ~~$150~~ $200 xnumber of participants	2% x ~~$150~~ $200 xnumber of participants	1.5% x ~~$150~~ $200 x number ofparticipants	3% x ~~$150~~ $200 x number of participants	TBD
Cross Country Skiing*	30-350	.5% x ~~$150~~ $200 x number of participants	1% x ~~$150~~ $200 x number of participants	1% x ~~$150~~ $200 x number of participants	1.5% x ~~$150~~ $200 x number of participants	TBD
Triathlon*	30-350	1.5% x ~~$150~~ $200 x number of participants	2.5% x ~~$150~~ $200 x number of participants	2% x ~~$150~~ $200 x number of participants	3.5% x ~~$150~~ $200 x number of participants	TBD
Running/Walking/Snow shoe*	30-500	.5% x ~~$150~~ $200 x number of participants	1% x ~~$150~~ $200 x number of participants	1% x ~~$150~~ $200 x number of participants	1.5% x ~~$150~~ $200 x number of participants	TBD
Other (Events that may propose significant impacts to the system)	TBD	TBD	TBD	TBD	TBD	TBD

If Council approves additional participation above a capped quota of participants, add ~~$2.00~~ $3.00/participant in addition to fees provided below.

Cost per trail maintenance/mile $200.

*All winter events that propose to use the winter trails system may be subject to a grooming fees of ~~$30.00~~ $35.00/hr. This fee may include pre-event preparation of the trails and post event maintenance of the trails.

10.17 Credit Card Transaction Fees

Effective July 1, 2019, there will be a 2.00% service fee for all non-utility credit card payments equal to or greater than $5,000.

SECTION 11. MUNICIPAL ELECTION FEES

11.1 Fees for municipal elections are as follows:

$150.00 Mayoral filing fee*

$100.00 Council filing fee*

*Fees are waived for candidates who prefer to collect 100 signatures of Park City registered voters.

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Budget, Debt & Grants
Item Type: Work Session
Agenda Section: WORK SESSION

Subject:
3:45 p.m. - FY2023-24 City Manager's Recommended Budget: Budget Policies
(A) Public Input

Suggested Action:

Attachments:
Budget Policies Staff Report
Exhibit A: Redlined Copy of Budget Policies and Procedures

City Council
Staff Report

Subject:	**Budget Policy Updates**
Department:	**Budget, Debt, & Grants**
Date:	**June 15, 2023**
Type of Item:	**Administrative**

Summary Recommendation

Review the proposed updated budget policies and resulting changes in Exhibit A, as this report summarizes. Determine if the policy changes should be adopted as part of the FY24 Budget on June 22, or later after they are provided additional consideration.

Over the last several months, the Budget Team presented detailed aspects of the FY24 City Manager's Recommended Budget. This report updates the City's Budget Policies and Objectives (Exhibit A) to reflect organizational changes. If Council would like more time to review the policies before June 22, we are prepared to return later for more discussion.

Background

The Budget Team presented the Tentative Budget on May 11, 2023, as required by State law. The Council adopted the Tentative Budget and held extensive work sessions to present the proposed FY24 operating and capital budgets, answer Council questions, and obtain public input. Here is a recap of this year's budget timeline and topics:

Dec:

- Budget and Economic Update with Council
- Managers discuss FY24 proposals with Exec
- HR begins developing upcoming Pay Plan strategy
- Managers begin reviewing Fee Policy changes

Jan-Feb:

- Budget FY24 revenue projections calculated
- Managers present detailed FY24 proposals to Council (big initiatives)
- Managers submit FY24 proposals to CIP, Results Team, Executive
- Final Executive review of Results Team/CIP committee recommended budgets

March:

- Review and Finalize Tentative Budget
- Determine organizational wages and benefits adjustments
- Consider Blue-Ribbon Compensation Committee for Elected Officials

April 4, 2023: Operating Budget Review

April 27, 2023: Capital Budget Review, Proposed Fee Changes

May 11, 2023: Presentation and adoption of the FY24 Tentative Budget

June 1, 2023: Elected and Statutory Officer Compensation, GO Bond discussion, and review any miscellaneous budget items

June 15, 2022: Review proposed Budget Policy changes, Fee Schedule changes, FY24 Budget changes, and FY23 budget adjustments and address remaining miscellaneous or outstanding budget items

On June 22, 2023, the City Council will take public input, hold a public hearing, and adopt a Final FY24 Budget, Budget Policy, and Fee Changes, and Elected and Statutory Officer Compensation

Analysis

Budget Policies & Objectives

The City's Budget Policies and Objectives are adopted as part of the annual City Budget. Historical policies cover revenue management, fees, and rates, capital financing and debt management, reserves, capital improvement management, human resource management, and public service contracts. They also govern the stewardship of public funds and ensure transparency in the budgeting process.

Budget Policies are traditionally adopted when Council adopts the Final Budget. For FY24, the Budget Department proposes a comprehensive cleanup and reorganization of the Budget Policies to match current practices, procedures, and new State Codes. While the changes may look substantial, most changes reflect moving text between and into different sections. The policy cleanup includes:

- Clarifying fund balance thresholds for each type of fund in the City;
- Reorganizing different sections to enhance public comprehension for residents, businesses, media, and other stakeholders;
- Consolidating policies to reduce redundancy;
- Removing out-of-date and antiquated budget policies no longer in use; and
- Removing items that do not belong in the Budget policies, such as Special Event Services, Traffic Calming Policy, and the Neighborhood CIP Requests Policy.

The proposed changes are outlined below, and the page numbers are based on the Policy's placement in the FY23 Budget Document for reference:

Chapter 1 – Budget Policy (pages 78-90)

- Part II – Economic Development Grant Policy: Moves to Chapter 6 as this policy aligns more closely with the content of that chapter
- Part III – Venture Fund: Removes the policy as this is an old process and is no longer utilized;

- Part IV – Operating Contingency Accounts:
    - Under Access to Contingency Funds, removes language about the Request for Elevated Level of Service (RELS) process, as this is an old process and is no longer utilized; and
    - Adds language to clarify the current process to request Access to Council Contingency Funds.
- Part V – Recession/Revenue Shortfall Plan: Adds language providing additional guidance on how and when to determine reductions to funds; this reflects many of the measures undertaken during the COVID-19 pandemic;
- Part VI – Grant Policy: Moves to Chapter 6 and removes outdated language to match current practices;
- Part VII – Monthly Budget Monitoring: Removes obsolete language to match current practices and procedures;
- Renumbers Chapter Parts to reflect changes throughout

Chapter 2 – Revenue Management (pages 91-103)

- Removes outdated language and makes minor technical corrections throughout;
- Part IV – Salvage Policy: Removes the entire Part as it is duplicative of the Administrative Policy;
- Part VI – Reserves: Removes outdated language and adds updated language to match current practice;
- Part VI – GASB 54 Fund Balance: moves this Part from Chapter 6 (formerly titled Other Policies) to Chapter 2; removes outdated language; and
- Renumbers Chapter Parts to reflect changes throughout

Chapter 3 – Debt Management and Compliance (pages 103 -108)

- Moves the Debt Management Part from Chapter 6 (formerly titled Other Policies) to Chapter 3; Removes obsolete language; and
- Moves all of Chapter 3 content (Capital Improvements) to Chapter 4

Chapter 4 – Capital Improvements (pages 108 -113)

- Removes outdated language; and
- Part IV – Neighborhood CIP Requests Policy: Removes as this is now captured within the Neighborhood First program.

Chapter 5 – Internal Service Policy (pages 114 – 121)

- Moves all of Chapter 4 content (Internal Service Policy) to Chapter 5;
- Part II – Program and Resource Analysis: Removes the entire Part as it refers to an old study from 2002 no longer relevant; and
- Part III – Cost Allocation Plan: Removes the entire Part as it references an outdated practice

Chapter 6 – Public Service Contracts and Settlement Authority (pages 122 – 131)

- Changes the Chapter title to Public Service Contracts, Grant Policies, and Incentive Programs to better align with content

- Part I – Public Service Contracts moves from Chapter 5 to Chapter 6
    - Special Service Contracts section adds language allowing Special Service Contract applicants to apply under the fiscal sponsorship of a nonprofit
- Adds the following Parts formerly placed in other Chapters
    - Grant Policy: Moves from Chapter 1; outdated language removed and new language added to reflect current practices;
    - Economic Development Grant Policy: Moves from Chapter 1;
    - Live Park City Lite Deed Restriction Program: Moves from Other Policies, now Chapter 7; and
    - Landscaping Incentive – moved from Other Policies, now Chapter 7
- Settlement Authority moves from Chapter 5 to Chapter 7;
- Renumbers Chapter Parts to reflect changes throughout

Chapter 7 – Other Policies (pages 132 – 148)

- Other Policies moves from Chapter 6 to Chapter 7;
- Moves Debt Management to Chapter 3;
- Moves Post-Issuance Compliance to Chapter 3;
- Traffic Calming Policy: Removes entire Part as this has been replaced by the Neighborhoods First Program;
- Special Event Services: Removes entire Part as this is currently outlined in two sections of the Municipal Code, including 4A-2-10 (Fees To Be Assessed) and 4A-2-11 (Fee Reductions) (considered duplicative);
- GASB 54 Fund Balance: Moves to Chapter 2; and
- Moves Settlement Authority from Chapter 5 to Chapter 7; increases the City Manager's authority to approve all settlements up to $100,000 (increased from $25,000 to align with recently modernized Procurement Rules); streamlines language for clarity

Department Review:

This report has been reviewed by the Budget, Legal, and Executive departments.

Exhibits:

A – Budget Policies and Objectives Redlined Copy

CHAPTER 1 - BUDGET POLICY

PART I - BUDGET ORGANIZATION

A. Through its financial plan (Budget), the City will do the following:

1. Draw upon Council's goals, objectives, and desired outcomes.
2. Identify citizens' needs for essential services.
3. Organize programs to provide essential services.
4. Establish program policies and goals that define the type and level of program services required.
5. List suitable activities for delivering program services.
6. Propose objectives for improving the delivery of program services.
7. Consider budget committees recommendations.
8. Identify available resources and appropriate the resources needed to conduct program activities and accomplish program objectives.
9. Set standards to measure and evaluate the following:
    - the output of program activities
    - the accomplishment of program objectives
    - the expenditure of program appropriations

B. All requests for increased funding or enhanced levels of service should be considered together during the budget process, rather than in isolation. According to state statute, the budget officer (City Manager) shall prepare and file a proposed budget with the City Council by the first scheduled council meeting in May.

C. The City Council will review and amend appropriations, if necessary, during the fiscal year.

D. The City will prepare the budget on an annual basis and may consider a mid-year budget adjustment.

1. The emphasis of the budget process includes establishing expected levels of services, within designated funding levels, projected over the next fiscal year, with the focus on the budget.
2. Any budget requests that will be considered are ones that; will come with revenue offsets;
    a. are accompanied by expense reductions, or that;
    b. are required by law; or
    c. are necessitated by market/environment changes that happened since the last budget adoption

E. Through its financial plan, the City will strive to maintain **Structural**

Balance; ensuring basic service levels are predictable and cost effective. A balance should be maintained between the services provided and the local economy's ability to pay.

F. The City will strive to improve productivity, though not by the single-minded pursuit of cost savings. The concept of productivity should emphasize the importance of ***quantity*** and ***quality*** of output as well as ***quantity*** of resource input.

G. General Fund budget surplus should be used for capital projects.

~~PART II - ECONOMIC DEVELOPMENT GRANT POLICY (AS OF JUNE 23, 2022, THE GRANT PROGRAM IS UNDER REVIEW; APPLICATIONS WILL NOT BE ACCEPTED UNTIL FURTHER NOTICE)~~

~~Annually, the City will allocate up to $50,000 to be used towards retaining and growing existing businesses, and attracting and promoting new organizations that will fulfill key priority goals of the City's Biennial Strategic Plans and General Plan. Funding will be available for relocation and/or expansion of current businesses, and new business start-up costs only.~~

~~A. ED Grant Distribution Criteria~~

~~Applications will be evaluated on the following criteria in order to be eligible for an ED Grant:~~

~~**Criteria #1:** The organization must demonstrate a sound business plan that strongly supports the Goals of the City Economic Development Plan.~~

~~**Criteria # 2:** The organization must commit to and demonstrate the ability to do business in the City limits for a duration of no less than three years. Funding cannot be used for one-time events.~~

~~**Criteria #3:** The organization must produce items or provide services that are consistent with the Economic Development Work Plan and align with the City's General Plan to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the City. The organization must either conditionally agree to participate in or to expand programs or services, or otherwise provide evidence of existing services and initiatives consistent with the goals stated in Park City's Biennial Strategic Plan in the sectors of: Housing, Transportation, and Energy.~~

~~**Criteria #4 :** The organization must demonstrate substantial contribution to the central goals of the City's General Plan, including specific and significant commitment to the majority of the main sectors of:~~

~~a. Fostering a strong sense of community vitality and vibrancy;~~

b. Respecting and conserving the natural environment;
c. Promoting balanced, managed, and sustainable growth;
d. Supporting and promoting diversity in people, housing and affordability;
e. Supporting a diverse, stable, and sustainable economy;
f. Preserving a strong sense of place, character, and heritage.

Criteria #5: Fiscal Stability and Other Financial Support: The organization must have the following: (1) A clear description of how public funds will be used and accounted for; (2) Other funding sources that can be used to leverage resources; (3) A sound financial plan that demonstrates managerial and fiscal competence.

Criteria #6: The organization can forecast at the time of application the ability to achieve direct or indirect economic/tax benefits equal to or greater than the City's contribution.

Criteria #7: The organization should show a positive contribution to diversifying the local economy by increasing year-round business opportunities, creating new jobs, and increasingthe local tax base.

The City's Economic Development Program Committee will review all applications and submit a recommendation to City Council, who will have final authority in judging whether an applicant meets these criteria.

B. Economic Development Grant Fund Appropriations

The City currently allocates economic development funds from the Lower Park RDA ($20,000), the General Fund ($10,000), and the Main Street RDA ($20,000). Of these funds, no more than $50,000 per annum will be available for ED Grants. Unspent fund balances at the end of a year will not be carried forward to future years.

C. ED Grant Categories

ED Grants will be placed in three potential categories:

1. **Business Relocation Assistance:** This category of grants will be available for assisting an organization with relocation and new office set-up costs. Expenses covered through an ED Grant include but are not limited to: moving costs, leased space costs, fixtures/furnishings/ and equipment related to setting up office space within the City limits.

2. **New Business Start-up Assistance:** This category of grants will be available for assisting a new organization or business with new office set-up costs. Expenses covered through an ED Grant include but are not limited to: leased office space costs, fixtures/furnishings/ and equipment related to setting up office space within the City limits.

3. **Business Expansion Assistance:** This category of grants will be available for assisting an organization or business with expansion costs. These expansions should increase square footage, increase year-round jobs in City limits and/or increase tax revenue; and/or demonstrate a venture into an area considered a diversification of our economic base.

D. Application Process

Application forms may be downloaded from the City's www.parkcity.org website, are available via email from the Economic Development Manager, or are available within the Economic Development Office of City Hall. Applications will be evaluated and awarded on a quarterly basis.

E. Deadlines

All applications for Economic Development Grants must be received no later than the following dates each year to be eligible for quarterly consideration;

1Q – Second Friday in August for the end of the First Quarter (September 30th)
2Q – Second Friday in November for the end of the Second Quarter (Dec. 31st)
3Q – Second Friday in February for the end of the Third Quarter (March 31th)
4Q – Second Friday in May for the end of the Fourth Quarter (June 30th)

The City Council will consider in a public meeting any application received by each of the quarterly deadlines within 6 weeks. Extraordinary requests outside the scheduled application process may be considered, unless otherwise directed by Council.

Extraordinary requests received must meet all of the following criteria to be considered:

1. The request must meet all of the normal Public Service Fund Distribution Criteria and qualify under the Economic Development Grant criteria;

2. The applicant must show that the requested funds represent an immediate fiscal need that could not have been anticipated before the deadline; and

3. The applicant must demonstrate significant consequences of not being able to wait for the next quarterly review.

F. Award Process

The disbursement of the ED Grants shall be administered pursuant to applications and criteria established by the Economic Development Department, and awarded by the City Council consistent with this policy and upon the determination that the appropriation is necessary and appropriate to accomplish the economic goals of the City.

ED Grants funds will be appropriated through processes separate from the biennial Special Service Contract and ongoing Rent Contribution and Historic Preservation process.

~~The Economic Development Program Committee will review all applications on a quarterly basis, and forward a recommendation to City Council for authorization. All potential awards of grants will be publicly noticed 14 days ahead of a City Council action.~~

~~Nothing in this policy shall create a binding contract or obligation of the City. Individual ED Grant Contracts may vary from contract to contract at the discretion of the City Council. Any award of a contract is valid only for the term specified therein and shall not constitute a promise of future award. The City reserves the right to reject any and all proposals, and to waive any technical deficiency at its sole discretion. Members of the City Council, the Economic Development Program Committee, and any advisory board, Task Force or special committee with the power to make recommendations regarding ED Contracts are ineligible to apply for such Contracts. City Departments are also ineligible to apply for ED Contracts. All submittals shall be public records in accordance with government records regulations ("GRAMA") unless otherwise designated by the applicant pursuant to UCA Section 63-2-308, as amended.~~

~~PART III – VENTURE FUND~~

~~In each of the Budgets since FY1990, the City Council has authorized a sum of money to encourage innovation and to realize opportunities not anticipated in the regular program budgets. The current budget includes $50,000 in each of the next two years for this purpose. The City Manager is to administer the money, awarding it to programs or projects within the municipal structure (the money is not to be made available to outside groups or agencies). Generally, employees are to propose expenditures that could save the City money or improve the delivery of services. The City Manager will evaluate the proposal based on the likelihood of a positive return on the "investment," the availability of matching money from the department, and the advantage of immediate action. Proposals requiring more than $10,000 from the Venture Fund must be approved by the City Council prior to expenditure.~~

PART ~~IV~~ II - OPERATING CONTINGENCY ACCOUNTS

In accordance with sound budgeting principles, a certain portion of the annual operating budget is set aside for contingency or unanticipated cost necessary to fulfill the objectives of Council and the City's goals and mission, including emergencies and disasters. The following policy outlines the parameters and circumstances under which contingency funding is to be administered:

A. Access to General Contingency Funds

Monies set aside in the general contingency account shall be accessible for the following purposes. In the event that there are insufficient contingency funds to satisfy all claims on the funding, the City shall strive to allocate funding according to priority order: Top Priority - Purpose #1; 2nd Priority - Purpose #2; Last Priority - Purpose #3.

1. Ensure that the City satisfies State mandated budget requirements

a. This purpose may include, but is not necessarily limited to, the following scenarios:
    i. The City realizes less than the anticipated and budget personnel vacancy
    ii. One or more budget functions (as recognized by the state auditor) exceed budgeted expenditure levels in a fiscal year
    iii. Other non-compliances with state budget requirements which could be resolved through utilization of contingency budget
b. The City Manager is authorized to approve requests under this section for any expense under $15,000. Any item over $15,000 that is not anticipated in the current budget is subject to Council approval (see Purchasing Policy).

2. Enable the City to meet Council directed levels of service despite significant shifts in circumstances unforeseen when the budget was adopted
    a. These circumstances may include, but are not necessarily limited to, the following:
        i. A significant increase in the cost of goods or contracted services
        ii. Large fluctuations in customer or user demand
        iii. Organizational changes requiring short-term or bridge solutions to meet existing LOS
        iv. Large-scale mechanical or equipment failure requiring immediate replacement
        v. Other unforeseen changes to the cost of providing City services
    b. Requests for use of contingency funds under this section must be submitted in writing to the City Manager and the Budget Department with justification clearly detailed
    c. The City Manager is authorized to approve requests under this section for any expense under $15,000. Any item over $15,000 that is not anticipated in the current budget is subject to Council approval (see Purchasing Policy).

3. Facilitate Council directed increases in level of service in the short term
    a. Council may direct staff to use contingency funds for purposes of initiating an increased level of service in the middle of a budget year or for capital projects not previously funded in the 5-Year Capital Improvement Plan
    b. Long term funding for increased levels of service should be identified in the budget process
    c. All requests for ongoing level of service increases should pass through the ~~Request for Elevated Level of Service (RELS) process and~~ the Budgeting for Outcomes (BFO) framework, whether the funding source is contingency or another source
    d. The City Manager is authorized to approve requests under this section for any expense under $15,000, following direction from the City Council to expand levels of service. Any item over $15,000 that is not anticipated in the current budget is subject to Council approval (see Purchasing Policy).

B. Access to Emergency Contingency Funds

Monies set aside in the Emergency Contingency account shall be accessible for the following purposes:

1. Unforeseen emergencies or disasters that require immediate response and incur short to mid-term unbudgeted expenses up to $100,000. Emergency Contingency funds are targeted at small to moderate incidents that incur immediate funding needs for actions such as, but not limited to, debris removal, flood mitigation measures, wildfire response, severe weather, pandemics, water service disruptions and extended Emergency Operations Center (EOC) mobilization. Larger disaster funding requirements will be addressed by the City Council's ability to exceed the budget in a declared emergency (Utah 10-6-129. Uniform Fiscal Procedures Act for Utah Cities - Emergency expenditures).
2. In the case of emergency expenditures may be authorized by the Emergency Manager up to $2,500, the Chief of Police up to $5,000, the Finance Manager up to $100,000 and the City Manager beyond $100,000. In addition, since the emergency contingency budget is capped at $100,000, any transaction over this amount will need City Council's approval unless another funding source is identified.

C. Access to Council Contingency Funds

1. Facilitate Council directed increases in level of service in the short term.
   a. Council may direct staff to use contingency funds for purposes of initiating an increased level of service in the middle of a budget year or for one-time operating or capital budgets, not previously budgeted.
   b. All requests for ongoing level of service increases should pass through the Budgeting for Outcomes (BFO) framework, whether the funding source is contingency or another source.
   c. Council will direct staff to access contingency funding through a simple majority vote.

D. Monitoring

1. The Budget Department will monitor all expenditure from contingency accounts monthly, ensuring that access to the account is compliant with the above procedures.
2. Total expenses in the General Contingency account may not exceed 50% of the budgeted contingency prior to June 30 without the approval of the City Manager. On or after June 30, expenses may be coded to this account in excess of 50% of budgeted levels, but not to exceed 100% of the adjusted budget.

PART ~~V~~ III - RECESSION/ REVENUE SHORTFALL PLAN

A. The City has established a plan, including definitions, policies, and procedures to address financial conditions that could result in a net shortfall of resources as compared to

requirements. The Plan is divided into the following three components:

1. **Indicators** which serve as warnings that potential budgetary impacts are increasing in probability. The City will monitor key revenue sources such as sales tax, property tax, and building activity, as well as inflation factors and national and state trends.
2. **Phases** which will serve to classify and communicate the severity of the situation, as well as identify the actions to be taken at the given phase.
3. **Actions** which are the preplanned steps to be taken in order to prudently address and counteract the anticipated shortfall.

B. The recession plan and classification of the severity of the economic downturn will be used in conjunction with the City's policy regarding the importance of maintaining revenues to address economic uncertainties. As always, the City will look to ensure that revenues are calculated adequately to provide an appropriate level of city services. As any recessionary impact reduces the City's projected revenues, corrective action will increase proportionately. Following is a summary of the phase classifications and the corresponding actions to be taken. This analysis will be primarily used to determine General Fund reductions, but could apply to other funds as needed. The percent decreases are based on comparing the budgeted revenue in the current fiscal year against projections in the current fiscal year or budgeted revenue in the current fiscal year against projections in the proceeding fiscal year.

1. **Level 1 - ALERT:** An anticipated ~~net~~ reduction in available projected revenues from 1% up to 5%. The actions associated with this phase would best be described as delaying expenditures where reasonably possible, while maintaining the "Same Level" of service. Each department will be responsible for monitoring its individual budgets to ensure only essential expenditures are made.

2. **Level 2 - MINOR:** A reduction in projected revenues in excess of 5%, but less than 15%. The objective at this level is still to maintain "Same Level" of service where possible. Actions associated with this level would be as follows:
   a. Implementing the previously determined "Same Level" Budget.
   b. Intensifying the review process for large items such as contract services, consulting services, and capital expenditures, including capital improvements. Previously approved capital project expenditures which rely on General Fund surplus for funding should be subject to review by the Budget Department.
   c. Closely scrutinizing hiring for vacant positions, delaying the recruitment process, and using temporary help to fill in where possible (soft freeze). The City Manager will review all personnel action with heightened scrutiny, including career development and interim reorganizations, to ensure consistency and equitable application of the soft freeze across the organization.
   d. Closely monitoring and reducing expenditures for travel, seminars, retreats, and bonuses.
   e. Identifying expenditures that would result in a 5% cut to departmental operating budgets while still maintaining the same level of service where possible.
   f. Reprioritizing capital projects with the intent to de-obligate non-critical capital

projects.
g. Limit access to contingency funds.

3. **Level 3 - MODERATE:** A reduction in projected revenues in excess of 15%, but less than 30%. Initiating cuts of service levels by doing the following:
   a. Requiring greater justification for large expenditures.
   b. Deferring non-critical capital expenditures.
   c. Reducing CIP appropriations from the affected fund.
   d. Hiring to fill vacant positions only with special justification and authorization.
   e. Identifying expenditures that would result in a 10% cut to departmental operating budgets while trying to minimize service level impacts where possible.
   f. Eliminate access to contingency funds.

4. **Level 4 - MAJOR:** A reduction in projected revenues of 30% to 50%. Implementation of major service cuts.
   a. Instituting a hiring freeze.
   b. Reducing the Part-time Non-Benefited and Seasonal work force.
   c. Deferring merit wage increases.
   d. Further reducing capital expenditures.
   e. Preparing a strategy for reduction in force.

5. **Level 5 - CRISIS:** A reduction in projected revenues in excess of 50%.
   a. Implementing reduction in force or other personnel cost-reduction strategies.
   b. Eliminating programs.
   c. Deferring indefinitely capital improvements.

C. If an economic uncertainty is expected to last for consecutive years, the cumulative effect of the projected reduction in reserves will be used for determining the appropriate phase and corresponding actions.

~~PART VI – GRANT POLICY~~

~~In an effort to give some uniformity and centralization to the grants administration process for the City, the Budget Department has drafted the following guidelines for all grants applied for or received by Park City departments.~~

~~A. Application Process~~

~~Departments are encouraged to seek out and apply for any suitable grants. The Budget, Debt, & Grants Department is available to assist City departments in the search and application process. Whereas departments are encouraged to work side-by-side with the Budget Department in the application process, they are required at a minimum to communicate their intention to apply for a grant to the Budget Department. They are further required to send a copy of the finalized grant application to the Budget Department.~~

~~B. Executing a Grant~~

In the event of a successful grant application, the grantee department must notify the Budget Department immediately to schedule a meeting to discuss the grant administration strategy. All grants require approval by the Budget Manager before grant execution. If a check is sent by the granting entity to the grantee department, that check should be forwarded to the Budget Department and not deposited by the grantee department. It will be the Budget Department's responsibility to assure that all grant money is appropriately accounted for.

The Budget Department will create detailed physical and electronic files that include the following information provided by the grantee department

1. A copy of the grant application
2. The notice of award
3. Copies of invoices and expense documentation
4. Copies of checks received from the granting entity
5. Copies of significant communication (emails, letters, etc.) regarding the grant
6. Contact information for the granting entity
7. Contact information for project/program managers

Because many grants have varying regulations, terms, and deadlines, the Budget Department will assume the responsibility to meet those terms and monitoring requirements. The Budget Department will also track remaining balances on reimbursement-style grants. Information such as current balances, important deadlines, etc. will be provided to grantee departments on a regular basis or upon request. This centralized maintenance of grant documents will simplify grant queries and audits.

C. Budgeting for a Grant

Generally, operating and capital budgets will not be increased to account for a grant before the grant is awarded. Any department that receives a grant should fill out a budget option during the regular budget process. The option should be to increase either their operating or capital budget (depending on the grant specifications) for the appropriate year by the amount of the grant. The Budget Department will share the responsibility for seeing that the grant is budgeted correctly.

D. Spending Money against a Grant

When a department is ready to spend grant funds on a particular qualifying expense, they are to send copies of invoices for that expense to the Budget Department within one week of receiving the invoice. If the grant is a reimbursement-style grant, the Budget Department will manage the necessary drawdown requests. The Budget Department will provide departments with a report of the grant balance after each expense and/or drawdown. In the case that a reimbursement check is sent to the grantee department, it should be forwarded to the Budget Department for proper monitoring and accounting.

E. Closing a Grant

Some grants have specific close-out requirements. The Budget Department is responsible for meeting those terms and may call on grantee departments for specific information needed in the close-out process.

~~Many departments are already following a similar process for their grants and have found it to be a much more efficient practice than the often chaotic alternatives. Of course, no policy is one-size-fits-all, so some grants may not fit into the program. In that case, an alternative plan will be worked out through a meeting with the Budget Department directly following the award of the grant.~~

PART ~~VII~~ IV – ~~MONTHLY~~ BUDGET MONITORING

The Budget Department will provide Council with a monthly budget report to ensure financial transparency and accountability. The format of these reports follows the audit procedure from the State Compliance Audit Guide, the Utah statute, and sample summary reports found in the Utah Uniform Accounting Manual. The staff report will include any variances of note and report those to Council. The Budget Department will work with departments to identify any overages and correct discrepancies as needed.

Managers are expected to know the status of their budget at all times as well as understand the primary drivers which may cause shortages. Managers should analyze the data provided by the Budget Department throughout the fiscal year with the help of the budget software to assist them in managing their budgets. Managers set their own budget during the budget season by determining current expenditures (and revenues) and forecasting them for the remaining fiscal year as well as the following one. This process also helps managers to determine budget options at the beginning of the calendar year.

The Budget Department will train all managers and selected analysts on the budget monitoring software as well as clarify any other general questions regarding the budget and the budget process. The goal here is to make the managers aware of all the tools they need and how to use them.

~~In order to make Park City Municipal more fiscally proficient it is important to monitor the budget more closely and regularly. This will make the entire city more accountable. The goal is to work on focusing City efforts of budgeting in six areas: monitoring, reporting, analysis, discussion, training, and review. This policy outlines the monthly budget monitoring process in three different areas of responsibility.: Budget Department, Departmental Managers, and Teams (Managerial Groups).~~

~~A. Monitoring~~

1. ~~Budget Department - The department sends out emails to all managers on a weekly basis, detailing any overages or concerns the department has. In the event a department exceeds its monthly allotment a meeting will be set up with the Budget Department and the manager in charge of the department's budget to discuss the reasons for the overage and a plan for recovery.~~

2. ~~Managers - Managers are in charge of their own budgets and are required to monitor it throughout the year using the supplied tools.~~

3. Teams - Team members will act in an advisory role to help or assist other managers with their budgets as well as strategize the sharing of resources to help cover shortages in the short-term.

B. Reporting

1. Budget Department

- The department analyzes and disperses a monthly monitoring report that details expenditures over revenues by fund for council and the city manager to view.

- The department analyzes and disperses a report which shows detailed personnel expenses (budgeted vs. actual) on a position by position basis.

- The department created an up-to-date **monthly budget** for each department available on the citywide shared drive. This report requires minimal training by the budget department in order to fully understand it. Basically, it implements the concept of a monthly budget in the current annual budget setup by dividing the year into twelve periods. These periods are allotted a certain amount of budget based on past expenditures for those months – this will account for seasonality of certain departments' budgets. This electronic report assists managers in monitoring and analyzing their own budgets throughout the year.

- The department analyzes and disperses any kind of report requested by departmental managers such as Detail Reports, Custom Reports, etc.

2. **Managers** - Managers review their emails and budget reports offered by the Budget Department. If problems or questions arise it is imperative that managers discuss these issues with the Budget Department and their team in a timely fashion, thereby helping to ease the budget option process at the end of the fiscal year. Where possible, departmental analysts charged with budget responsibilities should have a thorough knowledge of the content of these reports and be able to understand and use them appropriately. The Budget Department will rely on departmental managers and analysts to identify and communicate any report errors or inadequacies.

3. **Teams** - Team members should also look for any problems on budget reports and discuss them with the Budget Department if necessary or with other team members.

C. Analysis

1. Budget Department - As far as analysis, the department acts as more of a resource than anything else – helping out managers with specific questions and/or concerns. The Budget Department is always analyzing and breaking down the overall citywide budget, but general analysis of individual departments is the responsibility of the managers. Of course, the Budget Department will lend its resources and expertise for purposes of budget analysis upon the request of the departmental manager.

2. Managers - Managers are expected to know the status of their budget at all times as

well as understand the primary drivers which may cause shortages. Managers should analyze the data provided by the Budget Department throughout the fiscal year with the help of monthly monitoring, personnel, department-specific, and detail reports to assist them in managing their budgets. Managers set their own budget during the budget season by determining current expenditures (and revenues) and forecasting them for the remaining fiscal year as well as the following one. This process also helps managers to determine budget options at the beginning of the calendar year.

3. **Teams** - Team members assist other managers on budget concerns and share ideas on how to make budgeting more efficient.

D. Discussion

1. **Budget Department** - The Budget Department meets with managers on a monthly basis when there are major issues or problems with their budgets upon request. It is expected that the department meets with teams on a quarterly basis to go over budgeting issues within the teams.
2. **Managers** - Managers will meet with the Budget Department whenever issues arise within their own budgets. Managers will also go over a general overview of their budget with their teams in preparation for the budget season's priority list of options.
3. **Teams** - Team members may assist other managers with any budget concerns. At quarterly team meetings teams should discuss budget concerns, including possible budget options, the necessity of shared resources, etc.

E. Training

1. **Budget Department** - The Budget Department will train all managers and selected analysts on the budget monitoring software in the details of the new monthly monitoring program as well as clarify any other general questions regarding the budget and the budget process. The goal here is to make the managers aware of all the tools they need and how to use them. (One hour budget tools training to be offered semi-annually.)

2. **Managers** - It will be up to the managers to become well-versed on the budget monitoring software the monthly budgeting program as well as their own budgets.

3. Teams - Team members will become well-versed on the monthly budgeting program and discuss with other managers any questions or problems. To the extent that further training is required, teams should request specific training to be given by the Budget Dept at quarterly meetings.

F. Review

1. Budget Department - There is a performance measure for the Budget Department establishing the goal of coming in within budget for the entire city. A question regarding the Budget Department's usefulness as a budget monitoring resource will be included on the Internal Service Survey, which will directly affect the Budget Officer's performance review.

~~**2.** Managers - A new performance measure is included for each department establishing the goal of coming in within budget.~~

~~**3.** Teams - Team members will take part in 360 reviews of managers that includes a section for fiscal responsibility in their job description. This allows team members to consider a manager's fiscal performance in the context of extenuating circumstances.~~

CHAPTER 2 - REVENUE MANAGEMENT

PART I - GENERAL REVENUE MANAGEMENT

A. The City will seek to maintain a diversified and stable revenue base to protect it from short- term fluctuations in any one revenue source.

B. The City will ~~make~~ match all current expenditures with current revenues, avoiding procedures that balance current budgets by postponing needed expenditures, accruing future revenues, or rolling over short-term debt.

PART II - ENTERPRISE FUND FEES AND RATES

A. The City will set fees and rates at levels that fully cover the total direct and indirect costs, including debt service, of the Water, Stormwater, and Golf enterprise programs.

B. The City will cover all transit program operating costs, including equipment replacement, with resources generated from the transit sales tax, business license fees, ~~fare revenue,~~ federal and state transit funds, and not more than 1/4 of 1 percent of the resort~~/city~~ sales tax, without any other general fund contribution. Parking operations will be funded through parking related revenues and the remaining portion of the resort~~/city~~ sales tax not used by the transit operation. The City will take steps to ensure revenues specifically for transit (transit tax and business license) will not be used for parking operations. The administrative charge paid to the general fund will be set to cover the full amount identified by the cost allocation plan.

C. The City will review and adjust enterprise fees and rate structures as required to ensure they remain appropriate and equitable.

PART III - INVESTMENTS

A. Policy

It is the policy of the Park City Municipal Corporation (PCMC) and its appointed Treasurer to invest public funds in a manner that ensures maximum safety, provides adequate liquidity to meet all operating requirements, and achieve the highest possible investment return consistent with the primary objectives of safety and liquidity. The investment of funds shall comply with applicable statutory provisions, including the State Money Management Act, the rules of the State Money Management Council and rules of pertinent bond resolutions or indentures, or other pertinent legal restrictions.

B. Scope

This investment policy applies to funds held in City accounts for the purpose of providing City Services. Specifically, this Policy applies to the City's General Fund, Enterprise Funds, and Capital Project Funds. Trust and Agency Funds shall be invested in the State of Utah Public Treasurer's Investment Pool.

C. Prudence

Investments shall be made with judgment and care under circumstances then prevailing which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment considering the probable safety of their capital and the probable income to be derived.

The standard of prudence to be used by the Treasurer shall be applied in the context of managing an overall portfolio. The Treasurer, acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided ~~derivations~~ deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

D. Objective

The City's primary investment objective is to achieve a reasonable rate of return while minimizing the potential for capital losses arising from market changes or issuer default. So, the following factors will be considered, in priority order, to determine individual investment placements: safety, liquidity, and yield.

1. **Safety:** Safety of principal is the foremost objective of the investment program. Investments of the Park City Municipal Corporation shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. To attain this objective, diversification is required in order that potential losses on individual securities do not exceed the income generated from the remainder of the portfolio.

2. **Liquidity:** The Park City Municipal Corporation's investment portfolio will remain sufficiently liquid to enable the PCMC to meet all operating requirements which might be reasonably anticipated.
3. **Return on Investment:** The PCMC's investment portfolio shall be designed with the objective of attaining a rate of return throughout budgetary and economic cycles, commensurate with the PCMC's investment risk constraints and the cash flow characteristics of the portfolio.

E. Delegation of Authority

Investments and cash management will be the responsibility of the City Treasurer or his designee. The City Council grants the City Treasurer authority to manage the City's investment policy. No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the Treasurer. The Treasurer shall be responsible for all transactions undertaken and shall establish a system of controls to regulate the activities of subordinate officials.

F. Ethics and Conflicts of Interest

The Treasurer is expected to conduct ~~himself~~ themselves in a professional manner and within ethical guidelines as established by City and State laws. The Treasurer shall refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. The Treasurer and other employees shall disclose to the City Manager any material financial institutions that conduct business within this jurisdiction, and they shall further disclose any large personal financial/investment positions that could be related to the performance of the PCMC, particularly with regard to the time of purchase and sales.

G. Authorized Financial Dealers and Institutions

Investments shall be made only with certified dealers. "Certified dealer" means: (1) a primary dealer recognized by the Federal Reserve Bank of New York who is certified by the Utah Money Management Council as having met the applicable criteria of council rule; or (2) a broker dealer as defined by Section 51-7-3 of the Utah Money Management Act.

H. Authorized and Suitable Investments

Authorized deposits or investments made by PCMC may be invested only in accordance with the Utah Money Management Act (Section 51-7-11) as follows:

1. The Public Treasurer's Investment Fund (PTIF)
2. Collateralized Repurchase Agreements
3. Reverse Repurchase agreements
4. First Tier Commercial Paper
5. Banker Acceptances
6. Fixed Rate negotiable deposits issued by qualified depositories
7. United States Treasury Bills, notes and bonds

Obligations other than mortgage pools and other mortgage derivative products issued

by the following agencies or instrumentalities of the United States in which a market is made by a primary reporting government securities dealer:

1. Federal Farm Credit Banks
2. Federal Home Loan Banks
3. Federal National Mortgage Association
4. ~~Student Loan Marketing Association~~
5. Federal Home Loan Mortgage Corporation
6. Federal Agriculture Mortgage Corporation
7. Tennessee Valley Authority
8. Fixed rate corporate obligations that are rated "A" or higher
9. Other investments as permitted by the Money Management Act

I. Investment Pools

A thorough investigation of the Utah Public Treasurer's Investment Fund (PTIF) is required on a continual basis. The PCMC Treasurer shall have the following questions and issues addressed annually by the PTIF:

1. A description of eligible investment securities, and a written statement of investment policy and objectives.
2. A description of interest calculations and how it is distributed, and how gains and losses are treated.
3. A description of how the securities are safeguarded (including the settlement process), and how often are the securities priced and the program audited.
4. A description of who may invest in the program, how often and what size deposit and withdrawal.
5. A schedule for receiving statements and portfolio listings.
6. Are reserves, retained earnings, etc. utilized by the pool/fund?
7. A fee schedule, and when and how is it assessed.
8. Is the pool/fund eligible for bond proceeds and/or will it except such proceeds.

J. Safekeeping and Custody

All securities shall be conducted on a delivery versus payment basis to the PCMC's bank. The bank custodian shall have custody of all securities purchased and the Treasurer shall hold all evidence of deposits and investments of public funds.

K. Diversification

PCMC will diversify its investments by security type and institution. With the exception of U.S. Treasury securities and authorized pools, no more than 50 percent of the PCMC's total investment portfolio will be invested in a single security type.

L. Maximum Maturities

The term of investments executed by the Treasurer may not exceed the period of availability of the funds to be invested. The maximum maturity of any security shall not exceed five years. The City's investment strategy shall be active and monitored monthly by the Treasurer and reported quarterly to the City Council. The investment strategy will

satisfy the City's investment objectives.

M. Internal Control

The Treasurer shall establish an annual process of independent review by an external auditor. This review will provide internal control by assuring compliance with policies and procedures.

N. Performance Standards

The investment portfolio shall be designed with the objective of obtaining a rate of return throughout budgetary and economic cycles, commensurate with the investment risk constraints and the cash flow needs. The City's investment strategy is active. Given this strategy, the basis used by the Treasurer to determine whether market yields are being achieved by investments other than those in the PTIF will be the monthly yield of the PTIF.

O. Reporting

The Treasurer shall provide to the City Council quarterly investment reports which provide a clear picture of the current status of the investment portfolio. The quarterly reports should contain the following:

1. A listing of individual securities held at the end of the reporting period
2. Average life and final maturity of all investments listed
3. Coupon, discount, or earnings rate
4. Par Value, Amortized Book Value and Market Value
5. Percentage of the portfolio represented by each investment category

The City's annual financial audit shall report the City's portfolio in a manner consistent with the Governmental Accounting Standards Board (GASB) market based requirements ~~that go into effect in June of 1997.~~

P. Investment Policy Adoption

As part of its annual budget process, the City Council shall adopt the investment policy every two years.

~~PART IV - SALVAGE POLICY~~

~~This policy establishes specific procedures and instructions for the disposition of surplus property. Surplus property is defined as any property that a department no longer needs for their day-to-day operations.~~

~~Personal Property of Park City Municipal Corporation is a fixed asset. It is important that accurate accounting of fixed assets is current. Personal property, as defined by this policy will include, but not limited to rolling stock, machinery, furniture, tools, and electronic equipment. This property has been purchased with public money. It is important that the funds derived from the sale be accounted for as disposed property.~~

A. Responsibility for Property Inventory Control

It is the responsibilities of the Finance Manager to maintain an inventory for all personal property. The Finance Manager will be responsible for the disposition of all personal property. The Finance Manager will assist in the disposition of all personal property.

B. Disposition of an Asset

Department heads shall identify surplus personal property within the possession of their departments and report such property to the Finance Manager for consideration. The department head should clearly identify age, value, comprehensive description, condition and location. The Finance Manager will notify departments sixty (60) days in advance of pending surplus property sales.

C. Conveyance for Value

The transfer of City-owned personal property shall be the responsibility of the Finance Manager. Conveyance of property shall be based upon the highest and best economic return to the City, except that surplus City-owned property may be offered preferentially to units of government, non-profit or public organizations. The highest and best economic return to the city shall be estimated by one or more of the following methods in priority order:

1. Public auction
2. Sealed competitive bids
3. Evaluation by qualified and disinterested consultant
4. Professional publications and valuation services
5. Informal market survey by the Finance Manager in case of items of personal property possessing readily, discernable market value

Sales of City personal property shall be based, whenever possible, upon competitive sealed bids or at public auction. Public auctions may be conducted on-site or through an internet- based auction site at the determination of the Finance Manager. The Finance Manager may, however, waive this requirement when the value of the property has been estimated by an alternate method specified as follows:

1. The value of the property is considered negligible in relation to the cost of sale by bid or public auction;
2. Sale by bidding procedure or public auction are deemed unlikely to produce a competitive bid;
3. Circumstances indicate that bidding or sale at public auction will not be in the best interest of the City; or,
4. The value of the property is less than $50.

In all cases the City will maintain the right to reject any or all bids or offers.

D. Revenue

All monies derived from the sale of personal property shall be credited to the general fund of the City, unless the property was purchased with money derived from an enterprise fund,

~~or an internal service fund, in which case, the money shall be deposed in the general revenue account of the enterprise or internal service fund from which the original purchase was made.~~

~~**E. Advertising Sealed Bids**~~

~~A notice of intent to dispose of surplus City property shall appear in two separate publications at least one week in advance in the Park Record. Notices shall also be posted at the public information bulletin board at Marsac.~~

~~**F. Employee Participation**~~

~~City employees and their direct family members are not eligible to participate in the disposal of surplus property unless;~~

~~1. Property is offered at public auction~~
~~2. If sealed bids are required and no bids are received from general public, a re-bidding may occur with employee participation~~

~~**G. Surplus Property Exclusion**~~

~~The Park City Library receives property, books, magazines, and other items as donations from the public. Books, magazines, software, and other items can be disposed from the library's general collection through the Friends of the Library. The Friends of the Library is a nonprofit organization which sponsors an ongoing public sale open to the public located at the public Library for Park City residents.~~

~~**H. Compliance**~~

~~Failure to comply with any part of this policy may result in disciplinary action.~~

PART ~~V~~ IV - COMPREHENSIVE FINANCIAL MANAGEMENT PLAN

To provide the City with the opportunity to identify and resolve financial problems before, rather than after, they occur, the City intends to develop a strategy for fiscal independence. The proposed outline for this plan is below.

A. Scope of Plan

1. A financial review, including the following:
    a. Cost-allocation plan
    b. Revenue handbook (identifying current and potential revenues)
    c. City financial trends (revenues & expenditures)
    d. Performance Measures and Benchmarks
2. Budget reserve policies
3. Long Range Capital Improvement Plan
    a. Project identification and prioritization

b. CIP financing plan
4. Rate and fee increases
5. Other related and contributing plans and policies
    a. Water Management
    b. Flood Management
    c. Parking Management
    d. Budget
    e. Pavement Management
    f. Property Management
    g. Facilities Master Plan
    h. Recreation Master Plan

B. Assumptions

1. Growth
    a. Population
    b. Resort
2. Inflation
3. Current service levels
    c. Are they adequate?
    d. Are they adequately funded?
4. Minimum reserve levels (fund balances)
5. Property tax increases (When?)

C. Findings, Conclusions, and Recommendations

1. Current financial condition and trends
2. Capital Improvement Program
3. Projected financial trends
4. General operations
5. Capital improvements
6. Debt management

PART ~~VI~~ V - RESERVES

A. General Fund ~~Overview~~:

1. **Purpose**

The General Fund balance reserve is a very important factor in the City's ability to respond to emergencies and revenue shortfalls as well as to maintain the City's creditworthiness. Any accumulated fund balance is restricted to the following purposes:

i. to provide working capital to finance expenditures from the beginning of the budget year until other revenue sources are collected;
ii. to provide resources to meet emergency expenditures in the event of fire, flood, earthquake, etc., and;
iii. to cover a pending year-end excess of expenditures over revenues from

unavoidable shortfalls in revenues.

2. **Limits**
Section 10-6-116 of the Utah Code limits the accumulated balance or reserves that may be retained in the General Fund. The accumulation of a fund balance in the city general fund may not exceed 35% of the total revenue of the city general fund for the current fiscal period. For budget purposes, any balance that is greater than 5 percent of the total revenues of the General Fund may be used. The City will strive to maintain the General Fund balance at approximately the legal maximum.

3. **Budget**
The City Council may appropriate fund balance as needed to balance the budget for the current fiscal year in compliance with State Law. Second, a provision will be made to transfer any remaining General Fund balance to the City's CIP Fund. These one-time revenues are designated to be used for one-time capital project needs in the City's Five Year CIP plan. Any amount above an anticipated surplus will be dedicated to completing current projects, ensuring the maintenance of existing infrastructure, or securing funding for previously-identified needs. The revenues should not be used for new capital projects or programming needs.

~~4. Over the next two years the City will do the following:~~

~~a. Maintain the General Fund Balance at approximately the legal maximum.~~
~~b. Continue to fund the Equipment Replacement Fund at 100%.~~
~~c. Strive to build a balance in the Enterprise Funds equal to at least 20% of operating expenditures.~~

~~This level is considered the minimum level necessary to maintain the City's credit worthiness and to adequately provide for the following:~~

~~a. Economic uncertainties, local disasters, and other financial hardships or downturns in the local or national economy.~~
~~b. Contingencies for unseen operating or capital needs.~~
~~c. Cash flow requirements.~~

~~5. The Council may designate specific fund balance levels for future development of capital projects that it has determined to be in the best long-term interests of the City.~~

~~6. In addition to the designations noted above, fund balance levels will be sufficient to meet the following:~~

~~a. Funding requirements for projects approved in prior years that are carried forward into the new year.~~
~~b. Debt service reserve requirements.~~
~~c. Reserves for encumbrances~~

~~d. Other reserves or designations required by contractual obligations or generally accepted accounting principles.~~

~~7. In the General Fund, any fund balance in excess of projected balance at year end will be appropriated to the current year budget as necessary. The money will be allocated to building the reserve for capital expenditures, including funding equipment replacement reserves and other capital projects determined to be in the best long-term interest of the City.~~

~~**B. General Fund:**~~

~~Section 10-6-116 of the Utah Code limits the accumulated balance or reserves that may be retained in the General Fund. The use of the balance is restricted as well. With the advent of Senate Bill 158 from the 2013 General Session, the maximum balance retained allowed increased from 18 percent to 25 percent of total, estimated, fund revenues and may be used for the following purposes only: (1) to provide working capital to finance expenditures from the beginning of the budget year until other revenue sources are collected; (2) to provide resources to meet emergency expenditures in the event of fire, flood, earthquake, etc.; and (3) to cover a pending year-end excess of expenditures over revenues from unavoidable shortfalls in revenues. For budget purposes, any balance that is greater than 5 percent of the total revenues of the General Fund may be used. The General Fund balance reserve is a very important factor in the City's ability to respond to emergencies and unavoidable revenue shortfalls. Alternative uses of the excess fund balance must be carefully weighed.~~

~~The City Council may appropriate fund balance as needed to balance the budget for the current fiscal year in compliance with State Law. Second, a provision will be made to transfer any remaining General Fund balance to the City's CIP Fund. These one-time revenues are designated to be used for one-time capital project needs in the City's Five Year CIP plan. Any amount above an anticipated surplus will be dedicated to completing current projects, ensuring the maintenance of existing infrastructure, or securing funding for previously identified needs. The revenues should not be used for new capital projects or programming needs.~~

C. Capital Improvements Fund

1. The City may, in any budget year, appropriate from estimated revenues or fund balances to a reserve for capital improvements for the purpose of financing future specific capital improvements under a formal long-range capital plan adopted by the governing body. Thus the City will establish and maintain an Equipment Replacement Capital Improvement Fund to provide a means for timely replacement of vehicles and equipment. The amount added to this fund, by annual appropriation, will be the amount required to maintain the fund at the approved level after credit for the sale of surplus equipment and interest earned by the fund.

2. As allowed by Utah State Code (§ 9-4-914) the City will retain at least $5 million in the Five-Year CIP, ensuring the ability to repay bond obligations as well as maintain a high bond rating. The importance of reserves from a credit standpoint is essential, especially during times of economic uncertainty. Reserves will provide a measure of

financial flexibility to react to budget shortfalls in a timely manner as well as an increased ability to issue debt without insurance.

D. Enterprise Funds

1. ~~The City may accumulate funds as it deems appropriate.~~ The City will strive to maintain a fund balance at approximately 25% of operating expenditures in the current fiscal period.

E. Internal Service, Debt Service, and Special Revenue Funds

1. Operate on a cost recovery basis over several years. Fund balances may build up over time, but should be held to a minimum.

PART VI – GASB 54 FUND BALANCE

This Fund Balance Policy establishes procedures for reporting fund balance classifications and establishes a hierarchy of fund balance expenditures for governmental type funds. The policy also authorizes and directs the Finance Manager to prepare financial reports, which accurately categorize fund balance per Governmental Accounting Standards Board Statement No. 54: *Fund Balance Reporting and Governmental Fund Type Definitions* (GASB 54).

I. Fund Balance Components

Fund balance is essentially the difference between the assets and liabilities reported in a governmental fund. GASB 54 establishes the following five components of fund balance, each of which identifies the extent to which the City is bound to honor constraints on the specific purposes for which amounts can be spent.

A. Non-spendable Fund Balance

The non-spendable fund balance classification includes amounts that cannot be spent because they are either (a) not in a spendable form or (b) legally or contractually required to be maintained intact. The "not spendable form" criterion includes items that are not expected to be converted to cash, for example, inventories and prepaid amounts. It also includes the long-term amount of loans and notes receivable.

B. Restricted Fund Balance

The restricted fund balance classification includes amounts that reflect constraints placed on the use of resources (other than non-spendable items) that are either (a) externally imposed by creditors (such as through bonded debt reserve funds required pursuant to debt covenants), grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions or enabling legislation.

C. Committed Fund Balance

The committed fund balance classification includes amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority. Those committed amounts cannot be used for any other purpose unless the government removes or changes the specific use by taking the same type of action (for example ordinance) it employed to previously commit those amounts. Committed fund balance also should incorporate contractual obligations to the extent that existing resources in the fund have been specifically committed for use in satisfying those contractual requirements. City Council action of passing an ordinance to commit fund balance needs to occur within the fiscal reporting period; however, the amount can be determined subsequently.

D. Assigned Fund Balance

The assigned fund balance classification includes amounts that are constrained by the government's intent to be used for specific purposes, but that are neither restricted nor committed. Such intent needs to be established by (a) the governing body itself or (b) a body or official to which the governing body has delegated the authority to assign amounts to be used for specific purposes.

E. Unassigned Fund Balance

The unassigned fund balance classification includes amounts that do not fall into one of the above four categories. This classification represents fund balance that has not been assigned to other funds and that has not been restricted, committed or assigned to specific purposes within the general fund. The general fund is the only fund that should report this category of fund balance.

II. HEIRARCHY OF SPENDING FUND BALANCE

The City's current fund balance practice provides that restricted fund balance be spent first when expenditure is incurred for which both restricted and unrestricted fund balance is available. Similarly, when expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance can be used; committed amounts are to be spent first, followed by assigned amounts and then unassigned amounts. GASB 54 mandates that this hierarchy of expending fund balance be reported in new categories, using new terminology, and be formally adopted by the City Council. It should be noted that the new categories only emphasize the extent which the City is bound to honor expenditure constraints and the purposes for which amounts can be spent. The total reported fund balance would remain unchanged.

III. COMPARISON OF PAST PRACTICE AND GASB 54 FUND BALANCE TYPES

A. General Fund

~~Past Practice Definition – The general fund is used to account for all financial resources not accounted for in another fund.~~

GASB 54 Definition – The general fund is used to account for all financial resources not accounted for in another fund.

B. Special Revenue Funds

~~Past Practice Definition – Special revenue funds account for proceeds of specific revenue sources that are legally restricted to expenditure for specific purposes.~~

GASB 54 Definition – Special revenue funds are used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditure for specified purposes other than debt service or capital projects. The term "proceeds of specific revenue sources" establishes that one or more specific restricted or committed revenues should be the foundation for a special revenue fund.

C. Capital Projects

~~Past Practice Definition – Capital project funds account for financial resources to be used for the acquisition or construction of major capital facilities.~~

~~GASB 54 Definition – Capital project funds are used to account for and report financial resources that are restricted, committed, or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets. Capital project funds exclude those types of capital related outflows financed by proprietary funds, or for assets that will be held in trust for individuals, private organizations, or other governments.~~

~~**D. Debt Service**~~

~~Past Practice Definition – Debt service funds account for the accumulation of resources for, and the payment of, general long-term debt principal and interest.~~

GASB 54 Definition – Debt service funds are used to account for and report financial resources that are restricted, committed, or assigned to expenditure for principal and interest.

CHAPTER 3 – DEBT MANAGEMENT AND COMPLIANCE

PART I - DEBT MANAGEMENT

A. The City will not obligate the General Fund to secure long-term financing except when marketability can be significantly enhanced.

B. Direct debt will not exceed 2% of assessed valuation.

C. An internal feasibility analysis will be prepared for each long-term financing activity that analyzes the impact on current and future budgets for debt service and operations. This analysis will also address the reliability of revenues to support debt service.

D. The City will generally conduct financing on a competitive basis. However, negotiated financing may be used due to market volatility or the use of an unusual or complex financing or security structure.

E. The City will seek an investment grade rating (Baa/BBB or greater) on any direct debt and credit enhancements, such as letters of credit or insurance, when necessary for marketing purposes, availability, and cost-effectiveness.

F. The City will annually monitor all forms of debt, coincident with the City's budget preparation and review process, and report concerns and remedies, if needed, to the Council.

G. The City will diligently monitor its compliance with bond covenants and ensure its adherence to federal arbitrage regulations.

H. The City will maintain good communications with bond rating agencies regarding its financial condition. The City will follow a policy of full disclosure on every financial

report and bond prospectus.

PART II – POST-ISSUANCE COMPLIANCE PROCEDURE AND POLICY FOR TAX-EXEMPT GOVERNMENT BONDS

The City of Park City (the "City") issues tax-exempt governmental bonds to finance capital improvements. As an issuer of tax-exempt governmental bonds, the City is required by the terms of Sections 103 and 141-150 of the Internal Revenue Code of 1986, as amended (the "Code"), and the Treasury Regulations promulgated there under (the "Treasury Regulations"), to take certain actions subsequent to the issuance of such bonds to ensure the continuing tax-exempt status of such bonds. In addition, Section 6001 of the Code and Section 1.6001-1(a) of the Treasury Regulations, impose record retention requirements on the City with respect to its tax-exempt governmental bonds. This Post-Issuance Compliance Procedure and Policy for Tax-Exempt Governmental Bonds (the "Policy") has been approved and adopted by the City to ensure that the City complies with its post-issuance compliance obligations under applicable provisions of the Code and Treasury Regulations.

A. Effective Date and Term. The effective date of this Policy is the date of approval by the City Council of the City (June 16, 2011) and shall remain in effect until superseded or terminated by action of the City Council.

B. Responsible Parties. The Finance Manager of the City shall be the party primarily responsible for ensuring that the City successfully carries out its post-issuance compliance requirements under applicable provisions of the Code and Treasury Regulations. The Finance Manager will be assisted by the staff of the Finance Department of the City and by other City staff and officials when appropriate. The Finance Manager of the City will also be assisted in carrying out post-issuance compliance requirements by the following organizations:

(1) Bond Counsel (the law firm primarily responsible for providing bond counsel services for the City);

(2) Financial Advisor (the organization primarily responsible for providing financial advisor services to the City);

(3) Paying Agent (the person, organization, or City officer primarily responsible for providing paying agent services for the City); and

(4) Rebate Analyst (the organization primarily responsible for providing rebate analyst services for the City).

The Finance Manager shall be responsible for assigning post-issuance compliance responsibilities to members of the Finance Department, other staff of the City, Bond Counsel, Paying Agent, and Rebate Analyst. The Finance Manager shall utilize such other professional service organizations as are necessary to ensure compliance with the post-issuance compliance requirements of the City. The Finance Manager shall provide training and educational resources to City staff that are responsible for ensuring compliance with any portion of the post-issuance compliance

requirements of this Policy.

C. Post-Issuance Compliance Actions. The Finance Manager shall take the following post-issuance compliance actions or shall verify that the following post-issuance compliance actions have been taken on behalf of the City with respect to each issue of tax-exempt governmental bonds issued by the City:

(1) The Finance Manager shall prepare a transcript of principal documents (this action will be the primary responsibility of Bond Counsel).

(2) The Finance Manager shall file with the Internal Revenue Service (the "IRS"), within the time limit imposed by Section 149(e) of the Code and applicable Treasury Regulations, an Information Return for Tax-Exempt Governmental Obligations, Form 8038-G (this action will be the primary responsibility of Bond Counsel).

(3) The Finance Manager, in consultation with Bond Counsel, shall identify proceeds of tax-exempt governmental bonds that must be yield-restricted and shall monitor the investments of any yield-restricted funds to ensure that the yield on such investments does not exceed the yield to which such investments are restricted.

(4) In consultation with Bond Counsel, the Finance Manager shall determine whether the City is subject to the rebate requirements of Section 148(f) of the Code with respect to each issue of tax-exempt governmental bonds. In consultation with Bond Counsel, the Finance Manager shall determine, with respect to each issue of tax-exempt governmental bonds of the City, whether the City is eligible for any of the temporary periods for unrestricted investments and is eligible for any of the spending exceptions to the rebate requirements. The Finance Manager shall contact the Rebate Analyst (and, if appropriate, Bond Counsel) prior to the fifth anniversary of the date of issuance of each issue of tax-exempt governmental bonds of the City and each fifth anniversary thereafter to arrange for calculations of the rebate requirements with respect to such tax-exempt governmental bonds. If a rebate payment is required to be paid by the City, the Finance Manager shall prepare or cause to be prepared the Arbitrage Rebate, Yield Reduction and Penalty in Lieu of Arbitrage Rebate, Form 8038-T, and submit such Form 8038-T to the IRS with the required rebate payment. If the City is authorized to recover a rebate payment previously paid, the Finance Manager shall prepare or cause to be prepared the Request for Recovery of Overpayments Under Arbitrage Rebate Provisions, Form 8038-R, with respect to such rebate recovery, and submit such Form 8038-R to the IRS.

~~(5) The City has issued direct pay Build America Bonds. In consultation with the Paying Agent, the Finance Manager shall prepare or cause to be prepared the Return for Credit Payments to Issuers of Qualified Bonds, Form 8038-CP, to request subsidy payments with respect to interest payable on the~~

~~bonds and submit such Form 8038-CP to the IRS.~~

D. Procedures for Monitoring, Verification, and Inspections. The Finance Manager shall institute such procedures as the Finance Manager shall deem necessary and appropriate to monitor the use of the proceeds of tax-exempt governmental bonds issued by the City, to verify that certain post-issuance compliance actions have been taken by the City, and to provide for the inspection of the facilities financed with the proceeds of such bonds. At a minimum, the Finance Manager shall establish the following procedures:

(1) The Finance Manager shall monitor the use of the proceeds of tax-exempt governmental bonds to: (i) ensure compliance with the expenditure and investment requirements under the temporary period provisions set forth in Treasury Regulations, Section 1.148- 2(e); (ii) ensure compliance with the safe harbor restrictions on the acquisition of investments set forth in Treasury Regulations, Section 1.148-5(d); (iii) ensure that the investments of any yield-restricted funds do not exceed the yield to which such investments are restricted; and (iv) determine whether there has been compliance with the spend-down requirements under the spending exceptions to the rebate requirements set forth in Treasury Regulations, Section 1.148-7.

(2) The Finance Manager shall monitor the use of all bond financed facilities in order to:

(i) determine whether private business uses of bond-financed facilities have exceeded the *de minimus* limits set forth in Section 141(b) of the Code as a result of leases and subleases, licenses, management contracts, research contracts, naming rights agreements, or other arrangements that provide special legal entitlements to nongovernmental persons; and (ii) determine whether private security or payments that exceed the *de minimus* limits set forth in Section 141(b) of the Code have been provided by nongovernmental persons with respect to such bond-financed facilities.

(3) The Finance Manager shall undertake with respect to each outstanding issue of tax- exempt governmental bonds of the City an annual review of the books and records maintained by the City with respect to such bonds.

E. Record Retention Requirements. The Finance Manager shall collect and retain the following records with respect to each issue of tax-exempt governmental bonds of the City and with respect to the facilities financed with the proceeds of such bonds: (i) audited financial statements of the City; (ii) appraisals, demand surveys, or feasibility studies with respect to the facilities to be financed with the proceeds of such bonds; (iii) publications, brochures, and newspaper articles related to the bond financing; (iv) trustee or paying agent statements; (v) records of all investments and the gains (or losses) from such investments; (vi) paying agent or trustee statements regarding investments and investment earnings; (vii) reimbursement resolutions and expenditures reimbursed with the proceeds of such bonds; (viii) allocations of proceeds to expenditures (including costs of issuance) and the dates and amounts of such expenditures (including requisitions, draw schedules, draw requests, invoices, bills, and cancelled checks with respect to such expenditures); (ix) contracts entered into

for the construction, renovation, or purchase of bond-financed facilities; (x) an asset list or schedule of all bond-financed depreciable property and any depreciation schedules with respect to such assets or property; (xi) records of the purchases and sales of bond-financed assets; (xii) private business uses of bond-financed facilities that arise subsequent to the date of issue through leases and subleases, licenses, management contracts, research contracts, naming rights agreements, or other arrangements that provide special legal entitlements to nongovernmental persons and copies of any such agreements or instruments; (xiii) arbitrage rebate reports and records of rebate and yield reduction payments; (xiv) resolutions or other actions taken by the governing body subsequent to the date of issue with respect to such bonds; (xv) formal elections authorized by the Code or Treasury Regulations that are taken with respect to such bonds; (xvi) relevant correspondence relating to such bonds; (xvii) documents related to guaranteed investment contracts or certificates of deposit entered into subsequent to the date of issue; (xviii) copies of all Form 8038-Ts, 8038-CPs and Form 8038-Rs filed with the IRS; and (xix) the transcript prepared with respect to such tax-exempt governmental bonds.

The records collected by the Finance Manager shall be stored in any format deemed appropriate by the Finance Manager and shall be retained for a period equal to the life of the tax-exempt governmental bonds with respect to which the records are collected (which shall include the life of any bonds issued to refund any portion of such tax-exempt governmental bonds or to refund any refunding bonds) plus three (3) years.

F. Remedies. In consultation with Bond Counsel, the Finance Manager shall become acquainted with the remedial actions under Treasury Regulations, Section 1.141-12, to be utilized in the event that private business use of bond-financed facilities exceeds the *de minimus* limits under Section 141(b)(1) of the Code. In consultation with Bond Counsel, the Finance Manager shall become acquainted with the Tax Exempt Bonds Voluntary Closing Agreement Program described in Notice 2008-31, 2008-11 I.R.B. 592, to be utilized as a means for an issuer to correct any post issuance infractions of the Code and Treasury Regulations with respect to outstanding tax-exempt bonds.

G. Continuing Disclosure Obligations. In addition to its post-issuance compliance requirements under applicable provisions of the Code and Treasury Regulations, the City has agreed to provide continuing disclosure, such as annual financial information and material event notices, pursuant to a continuing disclosure certificate or similar document (the "Continuing Disclosure Document") prepared by Bond Counsel and made a part of the transcript with respect to each issue of bonds of the City that is subject to such continuing disclosure requirements. The Continuing Disclosure Documents are executed by the City to assist the underwriters of the City's bonds in meeting their obligations under Securities and Exchange Commission Regulation, 17 C.F.R. Section 240.15c2-12, as in effect and interpreted form time to time ("Rule 15c2-12"). The continuing disclosure obligations of the City are governed by the Continuing Disclosure Documents and by the terms of Rule 15c2-12. The Finance Manager is primarily responsible for undertaking such continuing disclosure obligations and to monitor compliance with such obligations.

H. Other Post-Issuance Actions. If, in consultation with Bond Counsel, Financial Advisor, Paying Agent, Rebate Analyst, the City Manager, the City Attorney, or the City Council, the Finance Manager determines that any additional action not identified in this Policy

must be taken by the Finance Manager to ensure the continuing tax-exempt status of any issue of governmental bonds of the City, the Finance Manager shall take such action if the Finance Manager has the authority to do so. If, after consultation with Bond Counsel, Financial Advisor, Paying Agent, Rebate Analyst, the City Manager, the City Attorney, or the City Council, the Finance Manager and the City Manager determine that this Policy must be amended or supplemented to ensure the continuing tax-exempt status of any issue of governmental bonds of the City, the City Manager shall recommend to the City Council that this Policy be so amended or supplemented.

I. Taxable Governmental Bonds. Most of the provisions of this Policy, other than the provisions of Section 7 and Section 3(e), are not applicable to governmental bonds the interest on which is includable in gross income for federal income tax purposes. On the other hand, if an issue of taxable governmental bonds is later refunded with the proceeds of an issue of tax-exempt governmental refunding bonds, then the uses of the proceeds of the taxable governmental bonds and the uses of the facilities financed with the proceeds of the taxable governmental bonds will be relevant to the tax-exempt status of the governmental refunding bonds. Therefore, if there is any reasonable possibility that an issue of taxable governmental bonds may be refunded, in whole or in part, with the proceeds of an issue of tax-exempt governmental bonds then, for purposes of this Policy, the Finance Manager shall treat the issue of taxable governmental bonds as if such issue were an issue of tax-exempt governmental bonds and shall carry out and comply with the requirements of this Policy with respect to such taxable governmental bonds. The Finance Manager shall seek the advice of Bond Counsel as to whether there is any reasonable possibility of issuing tax-exempt governmental bonds to refund an issue of taxable governmental bonds.

J. IRS Examination. In the event the Internal Revenue Service ("IRS") commences an examination of an obligation, the Finance Manager shall inform the City Manager, City Attorney and City Council of such event and is authorized to respond to inquiries of the IRS and, if necessary, to hire outside, independent professional counsel to assist in the response to the examination.

CHAPTER ~~3~~ 4 - CAPITAL IMPROVEMENTS

PART I - CAPITAL IMPROVEMENT MANAGEMENT

A. The public Capital Improvement Plan (CIP) will include the following:

1. Public improvements that cost more than $10,000.
2. Capital purchases of new vehicles or equipment (other than the replacement of existing vehicles or equipment) that cost more than $10,000.
3. Capital replacement of vehicles or equipment that individually cost more than $50,000.
4. Any project that is to be funded from building-related impact fees.
5. Alteration, ordinary repair, or maintenance necessary to preserve a public

improvement (other than vehicles or equipment) that cost more than $20,000.

B. The purpose of the CIP is to systematically plan, schedule, and finance capital projects to ensure cost-effectiveness, as well as conformance with established policies. The CIP is a five year plan, reflecting a balance between capital replacement projects that repair, replace, or enhance existing facilities, equipment or infrastructure and capital facility projects that significantly expand or add to the City's existing fixed assets.

C. Development impact fees are collected and used to offset certain direct impacts of new construction in Park City. Park City has imposed impact fees since the early 1980s.

~~Following Governor Leavitt's veto of Senate Bill 95, the 1995 State Legislature approved revised legislation to define the use of fees imposed to mitigate the impact of new development. Park City's fees were adjusted to conform to restrictions on their use. The fees were revised again by the legislature in 1997.~~ The City periodically ~~has~~ conduct~~sed an~~ impact fee stud~~y~~ies ~~-~~and CIP will reflect~~s~~ the findings of these stud~~y~~ies. During the budget review process, adjustments to impact fee related projects may need to be made. Fees are collected to pay for capital facilities owned and operated by the City (including land and water rights) and to address impacts of new development on the following service areas: water, streets, public safety, recreation, and open space/parks. The fees are not used for general operation or maintenance. The fees are established following a systematic assessment of the capital facilities required to serve new development. The city will account for these fees to ensure that they are spent within six years, and only for eligible capital facilities. In general, the fees first collected will be the first spent.

PART II - CAPITAL FINANCING AND DEBT MANAGEMENT

Capital Financing

A. The City will consider the use of debt financing only for one-time, capital improvement projects and only under the following circumstances:

1. When the project's useful life will exceed the term of the financing.
2. When project revenues or specific resources will be sufficient to service the long-term debt.

B. Capital improvements will be financed primarily through user fees, service charges, assessments, special taxes, or developer agreements when benefits can be specifically attributed to users of the facility.

C. Debt financing will not be considered appropriate for any recurring purpose such as current operating and maintenance expenditures. The issuance of short-term instruments such as revenue, tax, or bond anticipation notes is excluded from this limitation.

D. The City will use the following criteria to evaluate pay-as-you-go versus long-term financing for capital improvement funding:

1. Factors That Favor Pay-As-You-Go:
   a. When current revenues and adequate fund balances are available or when project phasing can be accomplished.
   b. When debt levels adversely affect the City's credit rating.
   c. When market conditions are unstable or present difficulties in marketing.

2. Factors That Favor Long-Term Financing:
   a. When revenues available for debt service are deemed to be sufficient and reliable so that long-term financing can be marketed with investment grade credit ratings.
   b. When the project securing the financing is of the type which will support an investment grade credit rating.
   c. When market conditions present favorable interest rates and demand for City financing.
   d. When a project is mandated by state or federal requirements and current revenues and available fund balances are insufficient.
   e. When the project is immediately required to meet or relieve capacity needs.
   f. When the life of the project or asset financed is 10 years or longer.

~~I. The City recently passed a second bond election for $10,000,000 to preserve Open Space in Park City. This bond was the second general obligation bond passed in five years and represents the second general obligation bond passed by the city for Open Space with an approval rate of over 80 percent, the highest approval of any Open Space Bond in the United States.~~

PART III - ASSET MANAGEMENT POLICY

A. Purpose

The objective of the Asset Management Plan is to establish a fund and a fixed replenishment amount from operations revenues to that fund from which the City may draw for replacement, renewal, and major improvements of capital facilities. The fund should be sufficient to ensure that assets are effectively and efficiently supporting the operations and objectives of the City. The Asset Management Plan is an integral part of the City's long- term plan to replace and renew the City's primary assets in a fiscally responsible manner.

Goals of the Program:

1. Protect assets
2. Prolong the life of systems and components
3. Improve the comfort of building environments
4. Prepare for future needs

B. Management

A project is designated in the Five-year capital plan to which annual contributions are

made from the General Fund for asset management. The amount to be contributed should be based on a 10-year plan, to be updated every fifth year, which outlines the anticipated replacement and repair needs for each of the City's major assets. In addition, 0.5 percent of the value of each of the major assets should be contributed annually to the project. The unspent contributions will carry forward in the budget each year, with the interest earned on that amount to be appropriated to the project as well.

A project manager will be appointed by the City Manager, with the responsibility of monitoring the progress of the fund, assuring a sufficient balance for the fund, controlling expenditures out of the fund, managing scheduled projects and associated contracts, making necessary budget requests, and updating the 10-year plan. In addition, a standing committee should be formed consisting of representatives from Public Works, Budget, Debt & Grants, and Sustainability which will convene only to resolve future issues or disputes involving this policy, requests for funding, or the Asset Management Plan in general.

C. Accessing Funds

When funds need to be accessed, a request should be turned in to the project manager. If the expense is on the replacement schedule as outlined in the 10-year plan or is a reasonably related expense under $10,000 (according to the discretion of the project manager), the project manager should approve it. Otherwise, the Asset Management Committee should be convened to consider the request and decide whether it is an appropriate use of funds.

Requests that should require approval of the Asset Management Committee include:

1. Expenses not anticipated in the 10-year plan, which are in excess of $10,000.
2. Upgrades in technology or quality
3. Renovations, additions, or improvements that incorporate non-existing assets

~~PART IV – NEIGHBOURHOOD CIP REQUESTS POLICY~~

~~Staff will use this policy for considering and prioritizing CIP requests from Park City neighborhood and business districts.~~

~~A. Submission of petition to the Executive Office~~

~~1. Must be from a representative number of households/businesses of a given subdivision, business district, or a registered owners association. Accurate contact information and names of each petitioner must be provided along with designation of one primary contact person or agent.~~

2. Define Boundary - Who does the petition represent? Is it inclusive to a specific neighborhood or business district? Explain why assessment area should be limited or expanded.
3. Define issues - What is being requested?
4. Deadline - In order to be considered for the upcoming fiscal year, the petition must be submitted by the end of the calendar year.

B. Initial Internal Review

1. Identify staff project manager.
2. Present petition to Traffic Calming & Neighborhood Assessment Committee. Meeting called within one month of petition being submitted.
3. Define and verify appropriate, basic levels of service are being provided. If they are not, provide:
    a. Health, safety, welfare
    b. Staff's available resources and relative workload
    c. Minimum budget thresholds not exceeded (below $20k pre-budgeted - no council approval needed)
4. Define enhanced levels of service that are requested. Are these consistent with Council goals and priorities? If so, continue to step # 3.

C. Initial Communication to Council (Managers Report)

1. Inform Council of request for assistance - outlines specific issues/requests.
2. Inform Council of any basic service(s) Staff has begun to provide.
3. No input or direction from Council will be requested at this time.

D. Comprehensive Internal Review

1. Assemble background/history & existing conditions. Identify all participants, relevant City ordinances, approval timeline, other pertinent agreements/studies & factors, etc.
2. Criteria to analyze request - What should be done and with what rationale?
    a. Verify requested services are consistent with Council goals and priorities.
    b. Cost/Benefit Analysis - Define budgetary implications of providing Enhanced level of services:
        i. Define need & costs for any additional technical review
        ii. Define initial capital improvement costs
        iii. Define annual, ongoing maintenance and operational costs
        iv. Gather input from City department identified as responsible for each individual item as listed
        v. Identify available resources & relative workload

E. Initiate Public Forum (Applicant & Staff partnership)

1. Neighborhood meeting(s) - Create consensus from petitioner and general public
2. Identify issues and potential solutions:

a. Identify what we can accomplish based on funding availability
b. Use cost/benefit analysis to prioritize applicant's wish list
c. Funding partner – any district that receives "enhanced" levels of service should be an active participant in funding or, participate in identification of a funding source other than City budget

3. Identify agreeable solutions suited for recommendation for funding assistance

F. Communication to Council (Work Session or Managers Report)

1. Receive authorization for technical review - using "outside" consultants if necessary
2. Identify prioritized project wish list (unfunded)
3. Identify funding source for each item; or move to CIP committee review as "yet to be funded project" for prioritization comparison
4. Council decision whether or not to include in budget
5. Spring of each year, consistent with budget policies of reviewing all new requests at once.

CHAPTER ~~4~~ 5 - INTERNAL SERVICE POLICY

PART I - HUMAN RESOURCE MANAGEMENT

A. The City will manage the growth of the regular employee work force without reducing levels of service or augmenting ongoing regular programs with Seasonal employees, except as provided in sections E and F below.

B. The budget will fully appropriate the resources needed for authorized regular staffing and limit programs to the regular staffing authorized.

C. Staffing and contract service cost ceilings will limit total expenditures for regular employees, Part-time Non-Benefited employees, Seasonal employees, and independent contractors hired to provide operating and maintenance services.

D. Regular employees will be the core work force and the preferred means of staffing ongoing, year-round program activities that should be performed by City employees, rather than independent contractors. The City will strive to provide competitive compensation and benefit schedules for its authorized regular work force. Each regular employee will do the following:

1. Fill an authorized regular position.
2. Receive salary and benefits consistent with the compensation plan.

E. To manage the growth of the regular work force and overall staffing costs, the City will follow these procedures:

1. The City Council will authorize all regular positions.
2. The Human Resources Department will coordinate and approve the hiring of all Full-time Regular, Part-time Non-Benefited, and Seasonal employees.
3. All requests for additional regular positions will include evaluations of the following:
   a. The necessity, term, and expected results of the proposed activity.
   b. Staffing and materials costs including salary, benefits, equipment, uniforms, clerical support, and facilities.
   c. The ability of private industry to provide the proposed service.
   d. Additional revenues or cost savings that may be realized.

4. Periodically, and prior to any request for additional regular positions, programs will be evaluated to determine if they can be accomplished with fewer regular employees.

F. Part-time Non-Benefited and Seasonal employees will include all employees other than regular employees, elected officials, and volunteers. Part-time Non-Benefited and Seasonal employees will augment regular City staffing only as extra-help employees. The City will encourage the use of Part-time Non-Benefited and Seasonal employees to meet

peak workload requirements, fill interim vacancies, and accomplish tasks where less than regular, year-round staffing is required.

G. Contract employees will be defined as temporary employees with written contracts and may receive approved benefits depending on hourly requirements and length of contract. Generally, contract employees will be used for medium-term projects (generally between six months and two years), programs, or activities requiring specialized or augmented levels of staffing for a specific period of time. Contract employees will occasionally be used to staff programs with unusual operational characteristics or certification requirements, such as the golf program. The services of contract employees will be discontinued upon completion of the assigned project, program, or activity. Accordingly, contract employees will not be used for services that are anticipated to be delivered on an ongoing basis except as described above.

H. The hiring of Seasonal employees will not be used as an incremental method for expanding the City's regular work force.

I. Independent contractors will not be considered City employees. Independent contractors may be used in the following two situations:

1. Short-term, peak workload assignments to be accomplished through the use of personnel contracted through an outside temporary employment agency (OEA). In this situation, it is anticipated that the work of OEA employees will be closely monitored by City staff and minimal training will be required; however, they will always be considered the employees of the OEA, and not the City. All placements through an OEA will be coordinated through the Human Resources Department and subject to the approval of the Human Resources Manager.
2. Construction of public works projects and the provision of operating, maintenance, or specialized professional services not routinely performed by City employees. Such services will be provided without close supervision by City staff, and the required methods, skills, and equipment will generally be determined and provided by the contractor.

~~PART II - PROGRAM AND RESOURCE ANALYSIS~~

~~(Note – The Program and Resource Analysis was completed in FY 2002. The following information constitutes the final report and includes all of the major recommendations. It is included in the Policies and Objectives as a guide for future decisions.)~~

~~The City Council has financial planning as a top priority. This goal includes "identifying and resolving financial problems before, rather than after, they occur." During the FY2001 budget process, Council directed staff to conduct a citywide analysis of the services and programs the City offers. The purpose of the Program and Resource Analysis is to provide a basis for understanding and implementing long-term financial planning for Park City Municipal Corporation (PCMC). The study has and will continue to inform the community of the fiscal~~

~~issues facing the City and to provide Council and the community with tools to help make critical policy decisions for Park City's future.~~

~~The Program and Resource Analysis was split into six topics, with an employee task force responsible for each topic. In total, more than 40 employees volunteered and participated in the analysis, representing every department in the City. Each task force included about six employees and was chaired by a senior or mid-manager.~~

~~The Employee Steering Committee (ESC) was formed to coordinate with the various committees to insure no overlap occurred and to provide assistance in reviewing policy recommendations. In addition to employees of PCMC, members of the Citizens Technical Advisory Committee (CTAC) and of the City Council Liaison Committee (CCLC) were instrumental with the study.~~

~~CTAC consists of three representatives from the community to examine staff recommendations and to be a link between staff and the citizens of Park City. At the time of the original study this group worked with Program Service Level and Expenditure Committee (SLAC), the Recreation Report, and ESC.~~

~~They advised these groups by providing an outside professional perspective that enriched discussions and add private sector insight. Since that time Council has continued to use the expertise of CTAC. Staff recommends that when appropriate, Council should appoint technical committees such as CTAC to assist with projects and analysis.~~

~~The CCLC was made up of two City Council members who served as liaisons between the City Council and the ESC. They attended ESC meetings and were able to comment and question the various group representatives on the ESC.~~

~~**The six topics covered by this study are outlined and summarized below.**~~

~~**Resort Economy and General Plan Element (A)**~~
~~This group examined the local economy and how it affects municipal finances and presented an update of the City General Plan.~~

~~**Program Service Levels and Expenditures (B)**~~
~~This group assessed the services, programs, and departments to analyze citywide increases in costs as they relate to the growth in the economy. It identified the services provided by Park City. After the analysis, the group was able to provide City Council with information regarding the level and scope of services provided by the City in the past and present, so as to change future expenditure patterns to better meet the needs of the City. (This particular analysis was instrumental in the development of Park City's current Performance Measurement program.)~~

~~**Revenues and Assets (C)**~~
~~This group examined PCMC's current and potential revenue sources. To do this analysis, it reviewed long-range revenue forecasts and policies and considered how the city could use its assets to maximize output. Some of the specific areas it looked at were taxes, economic impacts from special events, and general fund services fees.~~

Capital Improvement Program (CIP) (D)
This group reviewed all the CIP project funding. It determined whether current project priorities that were identified through a comprehensive public prioritization process in 1999 are still appropriate. It ranked new projects to be added to the CIP and identified projects to be completed prior to the Olympics.

Intergovernmental Programs (E)
This group focused on the current and potential interactions of PCMC with other agencies. It did the following: (1) examined how well the interlocal agreements worked and about developing guidelines for such agreements, (2) determined whether PCMC should combine services and functions, and (3) addressed the creation of a policy that establishes a process for grants application and administration.

Non-Departmental/Inter-fund (F)
This group had two primary tasks. The first was to review the interaction between different City funds, which resulted in participation on the Recreation Fund Study Subcommittee. The second was to be responsible for making a recommendation to the City Manager regarding the two-year pay plan.

The Steering Committee for the Program and Resource Analysis recommended that the Council consider the following conclusions and policy recommendations as part of the budget process. The findings were subsequently included as a permanent part of the Budget Document and will continue to serve as guidance for future decisions.

A. Resort Economy and General Plan Element

Resort Economy: Wikstrom Economic & Planning Consultants conducted a study in 2000 showing that Park City is indeed a resort economy and receives more in revenues from tourism than it spends on tourists. The Wikstrom Report states the following (the report was updated in 2003 and reflects current figures):

Tourist-related revenues already outpace tourist-related expenditures in Park City, even without increasing tourist revenue streams. Our analysis indicates that visitors generate roughly 71 percent of all general fund revenues (not including inter-fund transactions), while roughly 40 percent of general fund expenditures are attributable to tourists. Therefore, based on information provided by the Utah League of Cities and Towns, Park City currently expends roughly $3,561 for each existing full-time resident for selected services. Seventy one percent of this revenue, or $2,528 per capita, is attributable to tourists, while forty percent, or $1,424 goes to tourist-related costs, leaving a net gain of $1,104 per capita that pays for activities that are not tourist-related. This benefit is seen in such areas as road maintenance, snow removal, libraries, technology and telecommunications, community and economic development, police services and golf and recreation programs. With an estimated population of 8,500 persons, Park City receives a direct net benefit of nearly $9 million from tourism.

Staff recommends Council take actions that preserve or enhance Park City's resort

~~economy.~~

~~B. Program Service Levels and Expenditures~~

1. ~~New/growth related service levels: Provision of new/growth related services should be offset with new or growth-related revenues or a corresponding reduction in service costs in other areas.~~
2. ~~Fee Dependent Services: If fees do not cover the services provided, Council should consider which of the following actions to take: (1) reduce services; (2) increase fees; or (3) determine the appropriate subsidy level of the General Fund.~~
3. ~~Consider all requests at once: Council should consider requests for service level enhancements or increases together, rather than in isolation.~~
4. ~~Consider ongoing costs associated with one-time purchases/expenditures: Significant ongoing costs, such as insurance, taxes, utilities, and maintenance should be determined before an initial purchase is made or a capital project is constructed. Capital and program decisions should not be made until staff has provided a five-year analysis of ongoing maintenance and operational costs.~~
5. ~~Re-evaluate decisions: Political, economic, and legal changes necessitate reevaluation to ensure Council goals are being met. Staff and Council review programs as part of the annual budget process.~~
6. ~~Analyze the people served: With a changing population, staff should periodically reassess the number of people (permanent residents' verses visitor population) served with each program.~~
7. ~~Evaluate the role of boards and commissions relating to service levels: The City Council should encourage boards and commissions to consider the economic impacts of recommendations and incorporate findings into policy direction.~~
8. ~~New service implementation: Prior to implementing a new service, the City Council should consider a full assessment of staffing and funding requirements.~~
9. ~~Provide clear City Council direction: City Council should achieve a clear consensus and provide specific direction before enhancing or expanding service.~~
10. ~~Benchmarking and performance measurement: The City should strive to measure its output and performance. Some departments have established performance measures.~~

~~C. Revenues and Assets~~

1. ~~Building and Planning Fees: Staff has identified revenues that can be increased, and recommends increasing building and planning fees this year.~~
2. ~~Sewer Franchise Fee: Staff recommends imposing a franchise fee on the sewer district. The City can charge up to a 6 percent franchise fee on the sewer district.~~
3. ~~Other revenues: Staff has identified the following as additional General Fund revenues, but does not recommend an increase at this time (Transit Room Tax, Sales Tax, and Property Tax).~~
4. ~~Special Events: Staff does not recommend increasing fees for special events.~~
5. ~~Assets: Although Staff identified assets that could be sold; it does not recommend a sale of assets at this time.~~

D. Capital Improvement Program

1. Prioritized capital projects: Council should adopt the prioritized capital projects during the budget process.
2. Project manager for each capital project: Staff recommends each capital project to be assigned to a project manager at the manager level (unless otherwise directed).
3. Peer review: Staff recommends managers and related agencies offer appropriate peer review to identify and to plan for operating costs before projects are taken to Council.
4. Value Engineering: Staff recommends maintaining a dialogue with suppliers, contractors, and designers to ensure cost-effective projects.
5. Projects with a possible art component: Staff recommends the project manager to determine the necessity, selection, and placement of art on a project by project basis as funding, timing, complexity, and appropriateness may warrant.

E. Intergovernmental Programs

1. Regional Transit: The City should participate in the development of a regional transit action plan.
2. Recreation MOU: The City should decide whether to renew the Memorandum of Understanding with Snyderville Basin Recreation District or to discontinue it.
3. Communications: Staff recommends the decision of whether to combine Park City's and Summit County's communications systems be postponed until a decision on the City's role in the Countywide Communications Study is made.
4. Grants Policy: Staff recommends Council adopts a budget policy, outlining a comprehensive grants process that insures continuity in grants administration and access to alternative sources of funding.

F. Non-Departmental/Inter-fund

1. Employee Compensation Plan: Staff recommends Council adopt the pay plan as presented in this budget.
2. Recreation Fund: Staff endorses the findings and recommendations of the Recreation Analysis completed in February 2001.
3. Water Fund: Staff recommends a focus group be formed in the near future to research the feasibility of implementing a franchise tax on water usage.
4. Self-Insurance Fund: Staff recommends leaving the reserve as it currently is, but consider using the reserve fund to pay insurance premiums, rather than using inter-fund transfers from each of the operating budgets. This recommendation has been implemented.

G. Recreation Analysis

1. Fund Structure: The Wikstrom Report recommends continuing to use the enterprise fund if cost allocation procedures are established that clearly track the use of subsidy monies and individual program costs.
2. Indirect Costs: The Wikstrom Report recommends further evaluation of indirect

costs, since present accounting methods do not clearly do so.

3. Adult Programs: The report identified adult programs as an area where policy direction should be received. Specifically, should all adult programs be required to cover their direct costs and indirect costs? Should all adult programs be held to the same standard of cost recovery, or should some programs be required to recover a higher level of costs than others? What level of subsidy is appropriate, on a per user basis, for adult programs? At what point should an existing adult program be eliminated? What criteria should be used in this decision?
4. CTAC Adult Programming: CTAC questioned the practice of subsidizing adult programs. A recommendation came forward from that group suggesting that all youth activities be moved into the General Fund with adult programs remaining in the enterprise fund without a subsidy.
5. Youth Programs: Should all youth programs be held to the same standard of cost recovery, or should some programs be required to recover a higher level of costs than others? What level of subsidy is appropriate, on a per user basis, for youth programs? Is the City willing to subsidize indirect costs of SBRD youth participants in order to increase the quality of life for Park City youth? At what point should an existing youth program be eliminated? What criteria should be used in this decision? Should all youth programs be held to the same standard or should there be a different standard for team sports as opposed to individual sports such as tennis or swimming?
6. Potential Revenue and Capital Funding Alternatives: Currently capital replacement of the Recreation Facility is funded with an unidentified revenue source. Wikstrom posed several policy questions intended to more fully understand this issue, such as the following: Is the City willing to institute a municipal transient room tax with a portion of the revenues dedicated to funding recreation? Is the City willing to request an increase in the resort tax to the legal limit of 1.5 percent, which is a ballot issue and requires voter approval? Is the City willing to request voter approval for a general obligation bond in the amount of roughly $2 million?

H. Miscellaneous Analysis

1. A comprehensive analysis on the Water Fund is currently underway. The study includes a rate study and fee analysis. The intent of the study is to insure the City has the ability to provide for the present and future water needs (This analysis was updated in 2003 and again in 2004. The City Manager's recommended budget for FY 2005 will incorporate changes to the Water Fund as a result.)
2. Analyses to establish market levels and to study the financial condition of the Golf Fund were conducted in 2000 and 2001. An evaluation of the fund by Staff in spring 2004 revealed that additional changes to fees and expenditures are necessary. Staff was will also conduct an in-depth analysis of the course and its operations (including a discussion of the course's underlying philosophy) beginning later this summer.

~~PART III - COST ALLOCATION PLAN~~

~~The City has developed a Cost Allocation Plan detailing the current costs of services to internal users (e.g., fees, rates, user charges, grants, etc.). This plan was developed in recognition of the need to identify overhead or indirect costs, allocated to enterprise funds and grants and to develop a program which will match revenue against expenses for general fund departments which have user charges, regulatory fees, licenses, or permits. This plan will be used as the basis for determining the administrative charge to enterprise operations and capital improvement projects.~~

~~Anticipated future actions include the following:~~

- ~~**A.** Maintain a computerized system (driven from the City's budget system) that utilizes the basic concepts and methods used in cost allocation plans.~~

- ~~**B.** Fine-tune the methods of cost allocation to ensure the fair and equitable distribution of cost.~~

- ~~**C.** Develop guidelines for the use and maintenance of the plan.~~
  - ~~**1.** Long Range Capital Improvement Plan~~
    - ~~a. Project identification and prioritization~~
    - ~~b. CIP financing plan~~
  - ~~**2.** Rate and fee increases~~
  - ~~**3.** Other related and contributing plans and policies~~
    - ~~a. Water Management~~
    - ~~b. Flood Management~~
    - ~~c. Parking Management~~

CHAPTER ~~5~~ 6 – PUBLIC SERVICE CONTRACTS, ~~& SETTLEMENT AUTHORITY~~ GRANT POLICIES, AND INCENTIVE PROGRAMS

PART I - PUBLIC SERVICE CONTRACTS (AMENDED 2023)

As part of the budget process, the City Council appropriates funds to contract with organizations offering services consistent with the needs and goals of the City. Depending upon the type of service category, payment terms of the contracts may take the form of cash payment and/or offset fees or rent relating to City property in exchange for value-in-kind services. The use of the public service contracts will typically be for specific services rendered in an amount consistent with the current fair market value of said services.

A. Public Service Fund Distribution Criteria

In order to be eligible for a public service contract in Fund Categories 1-3, organizations must meet the following criteria:

1. **Criterion 1:** Accountability and Sustainability of Organization - The organization must have the following:
    - Quantifiable goals and objectives.
    - Non-discrimination in providing programs or services.
    - Cooperation with existing related programs and community service.
    - Compliance with the City contract.
    - Federally recognized not-for-profit status.
        - Special Service Contract applicants may also apply under a fiscal sponsorship of a not-for-profit organization.

2. **Criterion 2:** Program Need and Specific City Benefit - The organization must have the following:
    - A clear demonstration of public benefit and provision of direct services to City residents.
    - A demonstrated need for the program or activity. Special Service Funds may not be used for one-time events, scholarship-type activities or the purchase of equipment.

3. **Criterion 3:** Fiscal Stability and Other Financial Support - The organization must have the following:
    - A clear description of how public funds will be used and accounted for
    - Other funding sources that can be used to leverage resources.
    - A sound financial plan that demonstrates managerial and fiscal competence.
    - A history of performing in a financially competent manner.

4. **Criterion 4:** Fair Market Value of the Services - The fair market value of services included in the public service contract should equal or exceed the total amount of compensation from the City unless outweighed by demonstrated intangible benefits.

B. Total Public Service Fund Appropriations

The City may appropriate up to 1 percent of the City's total budget for public service contracts for the Special Service Contract and Rent Contribution Categories described below. In addition, the City appropriates specific dollar amounts from other funds specifically related to Historic Preservation as described below.

C. Fund Categories and Percentage Allocations

For the purpose of distributing Public Service Funds, public service contracts are placed into the following categories:

1. **Special Service Contracts**
   a) Regular Services – To be determined by Council discretion
2. **Rent Contribution**
3. **Historic Preservation**

A percentage of the total budget (which shall not exceed 1 percent) is allocated for contracts in the Special Service Contract and Rent Contribution categories by the City Council. A specific dollar amount is allocated to Historic Preservation and the Historic Preservation Grant Program based up on funds available from the various Redevelopment Agencies and the General Fund.

The category percentage allocation could vary from year-to-year, depending on Council discretion. In addition, as the City's budget fluctuates (up or down) due to economic conditions, the dollar amounts applied to each category may fluctuate proportionally. Unspent fund balances at the end of a year will not be carried forward to future years. It is the intent of the City Council to appropriate funds for specific ongoing community services and not fund one-time projects or programs.

D. Special Service Contracts

A portion of the budget will be designated for service contracts relating to services that would otherwise be provided by the City. Special services that fall into this category would include, but not be limited to the following: community art & culture, childhood education, medical treatment, emergency assistance, food pantry, housing outreach & education, and safe haven. To the extent possible, individual special services will be delineated in the budget.

The City will award special service contracts through a competitive bid process administered by the Service Contract Subcommittee and City Staff. The City reserves the right to accept, reject, or rebid any service contracts that are not deemed to meet the needs of the community or the contractual goals of the service contract.

Each special service provider will have a special service contract with a term of one to four years, depending on the type of contract. Eighty percent of each annual appropriation will be available at the beginning of the fiscal year, with the remaining 20 percent to be distributed upon demonstration through performance measures (quality and quantity) that the program has provided public services meeting its goals as delineated in the special service contract. The disbursement of all appropriations will be contingent upon council approval. Special service providers will be required to submit current budgets and evidence of contract compliance (as determined by the contract) by the given deadline of the first contract year.

The City reserves the right to appoint a citizen's task force to assist in the competitive selection process. The task force will be selected on an ad hoc basis by the Service Contract Subcommittee.

All special service contract proposals must be consistent with the criteria listed in this policy, in particular criterion 1-4.

Innovation Grants: City council intends to provide the community with a meaningful venue to deliver unique and innovative ideas focused on tackling the City's challenges. These solutions may focus on the Community Critical Priorities of energy, housing, transportation, and social equity, but may be related to any initiative the City deems worthwhile. Grants would provide an organization with seed money to create programs or start initiatives, but would not serve as a long-term funding solution for non-profits. Innovation grants will typically have distributions ranging from 1-3 years.

Deadlines: All proposals for Special Service Contracts must be received no later than the given deadline. A competitive bidding process conducted according to the bidding guidelines of the City may set forth additional application requirements. If there are unallocated funds, extraordinary requests may be considered every six months unless otherwise directed by Council.

Extraordinary requests received after this deadline must meet all of the following criteria to be considered:

1. The request must meet all of the normal Public Service Fund Distribution Criteria and qualify under one of the existing Special Service Contract categories;

2. The applicant must show that the requested funds represent an unexpected fiscal need that could not have been anticipated before the deadline; and

3. The applicant must demonstrate that other possible funding sources have been exhausted.

E. Rent Contribution

A portion of the Special Service Contract funds will be used as a rent contribution for organizations occupying City-owned property and providing services consistent with criterion 1-4 pursuant to the needs and goals of the City. To the extent possible, individual rent contributions will be delineated in the budget. Rent contributions will usually be memorialized by a lease agreement with a term of five years or less, unless otherwise approved by City Council.

The City is required to make rent contributions to the Park City Building Authority for buildings that it occupies. Qualified Organizations may enter into a lease with the City to occupy City space at a reduced rental rate pursuant to criterion 1-4. The difference between the reduced rental rate and the rate paid to the Park City Building Authority will be funded by the rent contribution amount. Rent Contribution lease agreements will not exceed five years in length unless otherwise directed by the City Council. Please note that this policy only applies when a reduced rental rate is being offered. This policy does not apply to lease arrangements at "market" rates.

F. Historic Preservation

Each year, the City Council may appropriate a specific dollar amount relating to historic preservation. The City Council will appropriate the funding for these expenditures during the annual budget process. The funding source for this category is the Lower Park Avenue, the Main Street RDA, and the General Fund. The City Council hereby authorizes the Historic District Grant Program. The disbursement of the funds shall be administered pursuant to the Historic District Grant Program pursuant to applications and criteria established by the Planning Department, and awarded by the Planning Department except that City Council approval shall be required for disbursement amounts greater than $25,000. In instances where another organization is involved, a contract delineating the services will be required. Projects involving city property or partnerships shall be limited to Category A. Repair funds, remaining end of fiscal year funds, or funds allocated via the General Fund through the separate Budgeting for Outcomes (BFO) annual process.

G. Exceptions

Rent Contribution and Historic Preservation funds will be appropriated through processes separate from the biennial Special Service Contract process and when deemed necessary by City Council or its designee.

The Service Contract Sub-Committee has the discretion as to which categories individual organizations or endeavors are placed. Any percentage changes to the General Fund categories described above must be approved by the City Council. All final decisions relating to public service funding are at the discretion of the City Council.

Nothing in this policy shall create a binding contract or obligation of the City. Individual Service Contracts may vary from contract to contract at the discretion of the City Council. Any award of a service contract is valid only for the term specified therein and shall not constitute a promise of future award. The City Council reserves the right to reject any and

all proposals, and to waive any technical deficiency at its sole discretion. Members of the City Council, the Service Contract Sub-Committee, and any Advisory Board, Commission or special committee with the power to make recommendations regarding Public Service Contracts are ineligible to apply for such Public Service Contracts, including historic preservation funds. City Departments are also ineligible to apply for Public Service Contracts. The ineligibility of Advisory Board, Commission and special committee members shall only apply to the category of Public Service Contracts that such advisory Board, Commission and special committee provides recommendations to the City Council. All submittals shall be public records in accordance with government records regulations ("GRAMA") unless otherwise designated by the applicant pursuant to UCA Section 63-2-308, as amended.

~~PART II – SETTLEMENT AUTHORITY~~

~~From time to time claims are made against the City based on contract, tort, or other state and federal laws. It is in the best interest of the City to efficiently investigate, evaluate, negotiate, and process such claims. It is not efficient or prudent to involve the Council in every decision to settle small, routine, claims made against the City.~~

~~Therefore, to effect the efficient evaluation, negotiation, and processing of such claims, it is in the best interest of the City to authorize the City Manager to process and settle certain claims as he/she deems prudent. The City Manager is authorized to settle crop loss claims made against the City in an amount not to exceed $25,000, and all other claims in an amount not to exceed $50,000.~~

PART II – GRANT POLICY

~~In an effort to give some uniformity and centralization to the grants administration process for the City, the Budget Department has drafted the following guidelines for all grants applied for or received by Park City departments.~~

A. General Guidance

The Budget, Debts, and Grants Department is available to assist departments in applying for and managing grants. Because many grants have varying regulations, terms, and deadlines, the Budget Department can assist with meeting those terms and monitoring requirements. They will also track remaining balances on reimbursement-style grants and provide information to assist with audits.

B. Council Approval

Council Approval may be required before applying for certain grants depending on the size, scope, award amount, and alignment with City budget and priorities. Departments are encouraged to seek guidance from Executive Management before pursing these

types of grants.

C. Notification

Once departments receive a grant, they must notify the Budget, Debt, and Grants Department so the grant amount can appropriately be budgeted. The Department will also reach out periodically to request information on awarded grants to assist with the annual budget process, reports to Council, audit assistance, and other reasons.

~~**A. Application Process**~~

~~Departments are encouraged to seek out and apply for any suitable grants. The Budget, Debt, & Grants Department is available to assist City departments in the search and application process. Whereas departments are encouraged to work side-by-side with the Budget Department in the application process, they are required at a minimum to communicate their intention to apply for a grant to the Budget Department. They are further required to send a copy of the finalized grant application to the Budget Department.~~

~~**B. Executing a Grant**~~

~~In the event of a successful grant application, the grantee department must notify the Budget Department immediately to schedule a meeting to discuss the grant administration strategy. All grants require approval by the Budget Manager before grant execution. If a check is sent by the granting entity to the grantee department, that check should be forwarded to the Budget Department and not deposited by the grantee department. It will be the Budget Department's responsibility to assure that all grant money is appropriately accounted for.~~

~~The Budget Department will create detailed physical and electronic files that include the following information provided by the grantee department~~

~~8. A copy of the grant application~~
~~9. The notice of award~~
~~10. Copies of invoices and expense documentation~~
~~11. Copies of checks received from the granting entity~~
~~12. Copies of significant communication (emails, letters, etc.) regarding the grant~~
~~13. Contact information for the granting entity~~
~~14. Contact information for project/program managers~~

~~Because many grants have varying regulations, terms, and deadlines, the Budget Department will assume the responsibility to meet May assist with meeting those terms and monitoring requirements. The Budget Department will also track remaining balances on reimbursement-style grants and provide information to assist with audits. Information such as current balances, important deadlines, etc. will be provided to grantee departments on a regular basis or upon request. This centralized maintenance of grant documents will simplify grant queries and audits.~~

~~**C. Budgeting for a Grant**~~

~~Generally, operating and capital budgets will not be increased to account for a grant before the grant is awarded. Any department that receives a grant should fill out a budget~~

~~option during the regular budget process. The option should be to increase either their operating or capital budget (depending on the grant specifications) for the appropriate year by the amount of the grant. The Budget Department will share the responsibility for seeing that the grant is budgeted correctly.~~

~~D. Spending Money against a Grant~~

~~When a department is ready to spend grant funds on a particular qualifying expense, they are to send copies of invoices for that expense to the Budget Department within one week of receiving the invoice. If the grant is a reimbursement-style grant, the Budget Department will manage the necessary drawdown requests. The Budget Department will provide departments with a report of the grant balance after each expense and/or drawdown. In the case that a reimbursement check is sent to the grantee department, it should be forwarded to the Budget Department for proper monitoring and accounting.~~

~~E. Closing a Grant~~

~~Some grants have specific close-out requirements. The Budget Department is responsible for meeting those terms and may call on grantee departments for specific information needed in the close-out process.~~

~~Many departments are already following a similar process for their grants and have found it to be a much more efficient practice than the often chaotic alternatives. Of course, no policy is one-size- fits-all, so some grants may not fit into the program. In that case, an alternative plan will be worked out through a meeting with the Budget Department directly following the award of the grant.~~

PART III - ECONOMIC DEVELOPMENT GRANT POLICY (AS OF JUNE 23, 2022, THE GRANT PROGRAM IS UNDER REVIEW; APPLICATIONS WILL NOT BE ACCEPTED UNTIL FURTHER NOTICE)

Annually, the City will allocate up to $50,000 to be used towards retaining and growing existing businesses, and attracting and promoting new organizations that will fulfill key priority goals of the City's Biennial Strategic Plans and General Plan. Funding will be available for relocation and/or expansion of current businesses, and new business start-up costs only.

A. Page ED Grant Distribution Criteria

Applications will be evaluated on the following criteria in order to be eligible for an ED Grant:

Criteria #1: The organization must demonstrate a sound business plan that strongly supports the Goals of the City Economic Development Plan.

Criteria # 2: The organization must commit to and demonstrate the ability to do business in the City limits for a duration of no less than three years. Funding cannot be used for one-time events.

Criteria #3: The organization must produce items or provide services that are consistent with the Economic Development Work Plan and align with the City's General Plan to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the City. The organization must either conditionally agree to participate in or to expand programs or services, or otherwise provide evidence of existing services and initiatives consistent with the goals stated in Park City's Biennial Strategic Plan in the sectors of: Housing, Transportation, and Energy.

Criteria #4 : The organization must demonstrate substantial contribution to the central goals of the City's General Plan, including specific and significant commitment to the majority of the main sectors of:

g. Fostering a strong sense of community vitality and vibrancy;
h. Respecting and conserving the natural environment;
i. Promoting balanced, managed, and sustainable growth;
j. Supporting and promoting diversity in people, housing and affordability;
k. Supporting a diverse, stable, and sustainable economy;
l. Preserving a strong sense of place, character, and heritage.

Criteria #5: Fiscal Stability and Other Financial Support: The organization must have the following: (1) A clear description of how public funds will be used and accounted for; (2) Other funding sources that can be used to leverage resources; (3) A sound financial plan that demonstrates managerial and fiscal competence.

Criteria #6: The organization can forecast at the time of application the ability to achieve direct or indirect economic/tax benefits equal to or greater than the City's contribution.

Criteria #7: The organization should show a positive contribution to diversifying the local economy by increasing year-round business opportunities, creating new jobs, and increasing the local tax base.

The City's Economic Development Program Committee will review all applications and submit a recommendation to City Council, who will have final authority in judging whether an applicant meets these criteria.

B. Economic Development Grant Fund Appropriations

The City currently allocates economic development funds from the Lower Park RDA ($20,000), the General Fund ($10,000), and the Main Street RDA ($20,000). Of these funds, no more than $50,000 per annum will be available for ED Grants. Unspent fund balances at the end of a year will not be carried forward to future years.

C. ED Grant Categories

ED Grants will be placed in three potential categories:

4. **Business Relocation Assistance:** This category of grants will be available for assisting an organization with relocation and new office set-up costs. Expenses covered through an ED Grant include but are not limited to: moving costs, leased space costs, fixtures/furnishings/ and equipment related to setting up office space within the City limits.

5. **New Business Start-up Assistance:** This category of grants will be available for assisting a new organization or business with new office set- up costs. Expenses covered through an ED Grant include but are not limited to: leased office space costs, fixtures/furnishings/ and equipment related to setting up office space within the City limits.

6. **Business Expansion Assistance:** This category of grants will be available for assisting an organization or business with expansion costs. These expansions should increase square footage, increase year-round jobs in City limits and/or increase tax revenue; and/or demonstrate a venture into an area considered a diversification of our economic base.

D. Application Process

Application forms may be downloaded from the City's www.parkcity.org website, are available via email from the Economic Development Manager, or are available within the Economic Development Office of City Hall. Applications will be evaluated and awarded on a quarterly basis.

E. Deadlines

All applications for Economic Development Grants must be received no later than the following dates each year to be eligible for quarterly consideration;

1Q – Second Friday in August for the end of the First Quarter (September 30th)
2Q – Second Friday in November for the end of the Second Quarter (Dec. 31st)
3Q – Second Friday in February for the end of the Third Quarter (March 31th)
4Q – Second Friday in May for the end of the Fourth Quarter (June 30th)

The City Council will consider in a public meeting any application received by each of the quarterly deadlines within 6 weeks. Extraordinary requests outside the scheduled application process may be considered, unless otherwise directed by Council.

Extraordinary requests received must meet all of the following criteria to be considered:

4. The request must meet all of the normal Public Service Fund Distribution Criteria and qualify under the Economic Development Grant criteria;

5. The applicant must show that the requested funds represent an immediate fiscal need that could not have been anticipated before the deadline; and

6. The applicant must demonstrate significant consequences of not being able to wait for the next quarterly review.

F. Award Process

The disbursement of the ED Grants shall be administered pursuant to applications and criteria established by the Economic Development Department, and awarded by the City Council consistent with this policy and upon the determination that the appropriation is necessary and appropriate to accomplish the economic goals of the City.

ED Grants funds will be appropriated through processes separate from the biennial Special Service Contract and ongoing Rent Contribution and Historic Preservation process.

The Economic Development Program Committee will review all applications on a quarterly basis, and forward a recommendation to City Council for authorization. All potential awards of grants will be publicly noticed 14 days ahead of a City Council action.

Nothing in this policy shall create a binding contract or obligation of the City. Individual ED Grant Contracts may vary from contract to contract at the discretion of the City Council. Any award of a contract is valid only for the term specified therein and shall not constitute a promise of future award. The City reserves the right to reject any and all proposals, and to waive any technical deficiency at its sole discretion. Members of the City Council, the Economic Development Program Committee, and any advisory board, Task Force or special committee with the power to make recommendations regarding ED Contracts are ineligible to apply for such Contracts. City Departments are also ineligible to apply for ED Contracts. All submittals shall be public records in accordance with government records regulations ("GRAMA") unless otherwise designated by the applicant pursuant to UCA Section 63-2-308, as amended.

PART IV– Live Park City – Lite Deed Restriction Program

The City Council may appropriate funds dedicated to the purchase of deed restrictions for housing vitality and preservation within the City limits of Park City. The Live Park City housing program purchases deed restrictions that require owner occupancy or long-term rental of the property. The disbursement of funds will be administered by the City Manager and based on the recommendation of an Advisory Board created by City Council and following program criteria established by the Housing Department and adopted by City Council. The Advisory Board has the authority to award recommendations and to enter and negotiate individual deed restrictions, subject to approval by the City Manager provided the funds being provided is less than $200,000. If the home funds in an application exceeds $200,000, the authority to approve a deed restriction and delegate funds is subject to City Council approval.

PART V - Landscaping Incentive

Each year, the City Council may appropriate a specific dollar amount to be used to offer a cash incentive per square foot of turf grass removed and replaced with non-turf Water Wise Landscaping as defined in the Land Management Code. The City Council will appropriate the funding for these expenditures during the annual budget process. The funding source for this category is the Water Fund. The City Council hereby authorizes the Landscaping Incentive Program. The disbursement of the funds shall be administered according to the Landscaping Incentive Program under applications and criteria established by the Public Utilities Department and awarded by the Public Utilities. Disbursements under this program shall not exceed $50,000.

CHAPTER ~~6~~ 7 - OTHER POLICIES

~~PART I – DEBT MANAGEMENT~~

~~**A.** The City will not obligate the General Fund to secure long-term financing except when marketability can be significantly enhanced.~~

~~**B.** Direct debt will not exceed 2% of assessed valuation.~~

~~**C.** An internal feasibility analysis will be prepared for each long-term financing activity that analyzes the impact on current and future budgets for debt service and operations. This analysis will also address the reliability of revenues to support debt service.~~

~~**D.** The City will generally conduct financing on a competitive basis. However, negotiated financing may be used due to market volatility or the use of an unusual or complex financing or security structure.~~

~~**E.** The City will seek an investment grade rating (Baa/BBB or greater) on any direct debt and credit enhancements, such as letters of credit or insurance, when necessary for marketing purposes, availability, and cost-effectiveness.~~

~~**F.** The City will annually monitor all forms of debt, coincident with the City's budget preparation and review process, and report concerns and remedies, if needed, to the Council.~~

~~**G.** The City will diligently monitor its compliance with bond covenants and ensure its adherence to federal arbitrage regulations.~~

~~**H.** The City will maintain good communications with bond rating agencies regarding its financial condition. The City will follow a policy of full disclosure on every financial report and bond prospectus.~~

~~PART II – POST-ISSUANCE COMPLIANCE PROCEDURE AND POLICY FOR TAX-EXEMPT GOVERNMENTAL BONDS~~

~~The City of Park City (the "City") issues tax-exempt governmental bonds to finance capital improvements. As an issuer of tax-exempt governmental bonds, the City is required by the terms of Sections 103 and 141-150 of the Internal Revenue Code of 1986, as amended (the "Code"), and the Treasury Regulations promulgated there under (the "Treasury Regulations"), to take certain actions subsequent to the issuance of such bonds to ensure the continuing tax-exempt status of such bonds. In addition, Section 6001 of the Code and Section 1.6001-1(a) of the~~

Treasury Regulations, impose record retention requirements on the City with respect to its tax-exempt governmental bonds. This Post-Issuance Compliance Procedure and Policy for Tax-Exempt Governmental Bonds (the "Policy") has been approved and adopted by the City to ensure that the City complies with its post-issuance compliance obligations under applicable provisions of the Code and Treasury Regulations.

K. Effective Date and Term. The effective date of this Policy is the date of approval by the City Council of the City (June 16, 2011) and shall remain in effect until superseded or terminated by action of the City Council.

L. Responsible Parties. The Finance Manager of the City shall be the party primarily responsible for ensuring that the City successfully carries out its post-issuance compliance requirements under applicable provisions of the Code and Treasury Regulations. The Finance Manager will be assisted by the staff of the Finance Department of the City and by other City staff and officials when appropriate. The Finance Manager of the City will also be assisted in carrying out post-issuance compliance requirements by the following organizations:

(1) Bond Counsel (the law firm primarily responsible for providing bond counsel services for the City);

(2) Financial Advisor (the organization primarily responsible for providing financial advisor services to the City);

(3) Paying Agent (the person, organization, or City officer primarily responsible for providing paying agent services for the City); and

(4) Rebate Analyst (the organization primarily responsible for providing rebate analyst services for the City).

The Finance Manager shall be responsible for assigning post-issuance compliance responsibilities to members of the Finance Department, other staff of the City, Bond Counsel, Paying Agent, and Rebate Analyst. The Finance Manager shall utilize such other professional service organizations as are necessary to ensure compliance with the post-issuance compliance requirements of the City. The Finance Manager shall provide training and educational resources to City staff that are responsible for ensuring compliance with any portion of the post-issuance compliance requirements of this Policy.

M. Post-Issuance Compliance Actions. The Finance Manager shall take the following post-issuance compliance actions or shall verify that the following post-issuance compliance actions have been taken on behalf of the City with respect to each issue of tax-exempt governmental bonds issued by the City:

(1) The Finance Manager shall prepare a transcript of principal documents (this action will be the primary responsibility of Bond Counsel).

(2) The Finance Manager shall file with the Internal Revenue Service (the "IRS"), within the time limit imposed by Section 149(e) of the Code and applicable Treasury Regulations, an Information Return for Tax-Exempt Governmental Obligations, Form 8038-G (this action will be the primary responsibility of Bond Counsel).

(3) The Finance Manager, in consultation with Bond Counsel, shall identify proceeds of tax-exempt governmental bonds that must be yield-restricted and shall monitor the investments of any yield-restricted funds to ensure that the yield on such investments does not exceed the yield to which such investments are restricted.

(4) In consultation with Bond Counsel, the Finance Manager shall determine whether the City is subject to the rebate requirements of Section 148(f) of the Code with respect to each issue of tax-exempt governmental bonds. In consultation with Bond Counsel, the Finance Manager shall determine, with respect to each issue of tax-exempt governmental bonds of the City, whether the City is eligible for any of the temporary periods for unrestricted investments and is eligible for any of the spending exceptions to the rebate requirements. The Finance Manager shall contact the Rebate Analyst (and, if appropriate, Bond Counsel) prior to the fifth anniversary of the date of issuance of each issue of tax-exempt governmental bonds of the City and each fifth anniversary thereafter to arrange for calculations of the rebate requirements with respect to such tax-exempt governmental bonds. If a rebate payment is required to be paid by the City, the Finance Manager shall prepare or cause to be prepared the Arbitrage Rebate, Yield Reduction and Penalty in Lieu of Arbitrage Rebate, Form 8038-T, and submit such Form 8038-T to the IRS with the required rebate payment. If the City is authorized to recover a rebate payment previously paid, the Finance Manager shall prepare or cause to be prepared the Request for Recovery of Overpayments Under Arbitrage Rebate Provisions, Form 8038-R, with respect to such rebate recovery, and submit such Form 8038-R to the IRS.

(5) The City has issued direct pay Build America Bonds. In consultation with the Paying Agent, the Finance Manager shall prepare or cause to be prepared the Return for Credit Payments to Issuers of Qualified Bonds, Form 8038-CP, to request subsidy payments with respect to interest payable on the bonds and submit such Form 8038-CP to the IRS.

N. Procedures for Monitoring, Verification, and Inspections. The Finance Manager shall institute such procedures as the Finance Manager shall deem necessary and appropriate to monitor the use of the proceeds of tax-exempt governmental bonds issued by the City, to verify that certain post-issuance compliance actions have been taken by the City, and to provide for the inspection of the facilities financed with the proceeds of such bonds. At a minimum, the Finance Manager shall establish the following procedures:

(1) The Finance Manager shall monitor the use of the proceeds of tax-exempt

governmental bonds to: (i) ensure compliance with the expenditure and investment requirements under the temporary period provisions set forth in Treasury Regulations, Section 1.148-2(e); (ii) ensure compliance with the safe harbor restrictions on the acquisition of investments set forth in Treasury Regulations, Section 1.148-5(d); (iii) ensure that the investments of any yield-restricted funds do not exceed the yield to which such investments are restricted; and (iv) determine whether there has been compliance with the spend-down requirements under the spending exceptions to the rebate requirements set forth in Treasury Regulations, Section 1.148-7.

(2) The Finance Manager shall monitor the use of all bond-financed facilities in order to:
(i) determine whether private business uses of bond-financed facilities have exceeded the *de minimus* limits set forth in Section 141(b) of the Code as a result of leases and subleases, licenses, management contracts, research contracts, naming rights agreements, or other arrangements that provide special legal entitlements to nongovernmental persons; and (ii) determine whether private security or payments that exceed the *de minimus* limits set forth in Section 141(b) of the Code have been provided by nongovernmental persons with respect to such bond-financed facilities.

(3) The Finance Manager shall undertake with respect to each outstanding issue of tax-exempt governmental bonds of the City an annual review of the books and records maintained by the City with respect to such bonds.

O. Record Retention Requirements. The Finance Manager shall collect and retain the following records with respect to each issue of tax-exempt governmental bonds of the City and with respect to the facilities financed with the proceeds of such bonds: (i) audited financial statements of the City; (ii) appraisals, demand surveys, or feasibility studies with respect to the facilities to be financed with the proceeds of such bonds; (iii) publications, brochures, and newspaper articles related to the bond financing; (iv) trustee or paying agent statements; (v) records of all investments and the gains (or losses) from such investments; (vi) paying agent or trustee statements regarding investments and investment earnings; (vii) reimbursement resolutions and expenditures reimbursed with the proceeds of such bonds; (viii) allocations of proceeds to expenditures (including costs of issuance) and the dates and amounts of such expenditures (including requisitions, draw schedules, draw requests, invoices, bills, and cancelled checks with respect to such expenditures); (ix) contracts entered into for the construction, renovation, or purchase of bond-financed facilities; (x) an asset list or schedule of all bond-financed depreciable property and any depreciation schedules with respect to such assets or property; (xi) records of the purchases and sales of bond-financed assets; (xii) private business uses of bond-financed facilities that arise subsequent to the date of issue through leases and subleases, licenses, management contracts, research contracts, naming rights agreements, or other arrangements that provide special legal entitlements to nongovernmental persons and copies of any such agreements or instruments; (xiii) arbitrage rebate reports and records of rebate and yield reduction payments; (xiv) resolutions or other actions taken by the governing body subsequent to the date of issue with respect to such bonds; (xv) formal elections authorized by the Code or Treasury Regulations that are taken with respect to such bonds; (xvi) relevant correspondence relating to such bonds; (xvii) documents related to guaranteed

investment contracts or certificates of deposit entered into subsequent to the date of issue; (xviii) copies of all Form 8038-Ts, 8038-CPs and Form 8038-Rs filed with the IRS; and (xix) the transcript prepared with respect to such tax-exempt governmental bonds.

The records collected by the Finance Manager shall be stored in any format deemed appropriate by the Finance Manager and shall be retained for a period equal to the life of the tax-exempt governmental bonds with respect to which the records are collected (which shall include the life of any bonds issued to refund any portion of such tax-exempt governmental bonds or to refund any refunding bonds) plus three (3) years.

P. Remedies. In consultation with Bond Counsel, the Finance Manager shall become acquainted with the remedial actions under Treasury Regulations, Section 1.141-12, to be utilized in the event that private business use of bond-financed facilities exceeds the *de minimus* limits under Section 141(b)(1) of the Code. In consultation with Bond Counsel, the Finance Manager shall become acquainted with the Tax-Exempt Bonds Voluntary Closing Agreement Program described in Notice 2008-31, 2008-11 I.R.B. 592, to be utilized as a means for an issuer to correct any post issuance infractions of the Code and Treasury Regulations with respect to outstanding tax-exempt bonds.

Q. Continuing Disclosure Obligations. In addition to its post-issuance compliance requirements under applicable provisions of the Code and Treasury Regulations, the City has agreed to provide continuing disclosure, such as annual financial information and material event notices, pursuant to a continuing disclosure certificate or similar document (the "Continuing Disclosure Document") prepared by Bond Counsel and made a part of the transcript with respect to each issue of bonds of the City that is subject to such continuing disclosure requirements. The Continuing Disclosure Documents are executed by the City to assist the underwriters of the City's bonds in meeting their obligations under Securities and Exchange Commission Regulation, 17 C.F.R. Section 240.15c2-12, as in effect and interpreted form time to time ("Rule 15c2-12"). The continuing disclosure obligations of the City are governed by the Continuing Disclosure Documents and by the terms of Rule 15c2-12. The Finance Manager is primarily responsible for undertaking such continuing disclosure obligations and to monitor compliance with such obligations.

R. Other Post-Issuance Actions. If, in consultation with Bond Counsel, Financial Advisor, Paying Agent, Rebate Analyst, the City Manager, the City Attorney, or the City Council, the Finance Manager determines that any additional action not identified in this Policy must be taken by the Finance Manager to ensure the continuing tax-exempt status of any issue of governmental bonds of the City, the Finance Manager shall take such action if the Finance Manager has the authority to do so. If, after consultation with Bond Counsel, Financial Advisor, Paying Agent, Rebate Analyst, the City Manager, the City Attorney, or the City Council, the Finance Manager and the City Manager determine that this Policy

must be amended or supplemented to ensure the continuing tax-exempt status of any issue of governmental bonds of the City, the City Manager shall recommend to the City Council that this Policy be so amended or supplemented.

S. Taxable Governmental Bonds. Most of the provisions of this Policy, other than the provisions of Section 7 and Section 3(e), are not applicable to governmental bonds the interest on which is includable in gross income for federal income tax purposes. On the other hand, if an issue of taxable governmental bonds is later refunded with the proceeds of an issue of tax-exempt governmental refunding bonds, then the uses of the proceeds of the taxable governmental bonds and the uses of the facilities financed with the proceeds of the taxable governmental bonds will be relevant to the tax-exempt status of the governmental refunding bonds. Therefore, if there is any reasonable possibility that an issue of taxable governmental bonds may be refunded, in whole or in part, with the proceeds of an issue of tax-exempt governmental bonds then, for purposes of this Policy, the Finance Manager shall treat the issue of taxable governmental bonds as if such issue were an issue of tax-exempt governmental bonds and shall carry out and comply with the requirements of this Policy with respect to such taxable governmental bonds. The Finance Manager shall seek the advice of Bond Counsel as to whether there is any reasonable possibility of issuing tax-exempt governmental bonds to refund an issue of taxable governmental bonds.

T. IRS Examination. In the event the Internal Revenue Service ("IRS") commences an examination of an obligation, the Finance Manager shall inform the City Manager, City Attorney and City Council of such event and is authorized to respond to inquiries of the IRS and, if necessary, to hire outside, independent professional counsel to assist in the response to the examination.

PART III – TRAFFIC CALMING POLICY (ADOPTED JULY 15,2002)

The Traffic Calming Policy and adopted traffic calming programs will provide residents an opportunity to evaluate the requirements, benefits, and tradeoffs of using various traffic calming measures and techniques within their own neighborhood. The policy outlines the many ways residents, businesses and the City can work together to help keep neighborhood streets safe.

A. Goals

1. Improve the quality of life in neighborhoods
2. Improve conditions for pedestrians and all non-motorized movements
3. Create safe and attractive streets
4. Reduce accidents
5. Reduce the impact of motorized vehicles within a neighborhood
6. Balance the transportation needs of the various land uses in and around a neighborhood

7. Promote partnerships with Summit County, UDOT, and all other agencies involved with traffic calming programs

B. Objectives

1. Encourage citizen involvement in traffic calming programs
2. Slow the speeds of motor vehicles
3. Improve the real and perceived safety for non-motorized users of the street
4. Incorporate the preference and requirements of the people using the area
5. Promote pedestrian, cycle, and transit use
6. Prioritize traffic calming requests

C. Fundamental Principals

1. Reasonable automobile access should be maintained. Traffic calming projects should encourage and enhance the appropriate behavior of drivers, pedestrian, cyclists, transit, and other users of the public right-of-way without unduly restricting appropriate access to neighborhood destinations.
2. Reasonable emergency vehicle access must be preserved.
3. The City shall employ the appropriate use of traffic calming measures and speed enforcement to achieve the Policy objectives. Traffic calming devices (speed humps, medians, curb extensions, and others) shall be planned and designed in keeping with sound engineering and planning practices. The Public Works departments shall direct the installation and maintenance of traffic control devices (signs, signals, and markings) as needed to accomplish the project, in compliance with the municipal code and pertinent state and federal regulations.
4. To implement traffic calming programs, certain procedures shall be followed by the City in processing requests according to applicable codes and related policies within the limits of available resources. At a minimum, the procedures shall provide for:
    a. A simple process to propose traffic calming measures
    b. A system for staff to evaluate proposals
    c. Citizen participation in program development and evaluation
    d. Communication of any test results and specific findings to area residents and affected neighborhood organizations
    e. Strong neighborhood support before installation of permanent traffic management devices
    f. Using passive traffic controls as a first effort to solve most neighborhood speed problems
5. Time frames - All neighborhood requests will be acknowledged within 72 hours from the initial notification of the area of traffic concern. Following that, the time required by all parties involved will be dependent on the issue brought forward. It is expected that both City Staff and the requesting parties will act in a responsive and professional manner.

C. Communication Protocols

Park City Municipal Corporation will identify a Traffic Calming Project Manager to

facilitate the communications and program steps deemed appropriate. The Project Manager will be the point person for all communications with the requesting neighborhood and internally with a Traffic Calming Program Review Committee. The Traffic Calming Program Review Committee will evaluate and recommend the action steps to be taken. The Review Committee will be comprised of the following people:

1. Public Works Director
2. City Engineer
3. Police Department Representative - appointed by the Police Chief
4. Traffic Calming Project Manager - appointed by the Public Works Director

All coordination efforts, enforcement measures, and follow through responsibilities will be under the supervision of the Traffic Calming Project Manager.

D. Eligibility

All city streets are eligible to participate in a Traffic Calming Program. Any traffic management techniques desired to be used on Utah Department of Transportation (UDOT) owned streets must be approved by UDOT.

E. Funding Alternatives

1. 100% Neighborhood Funding
2. Capital Improvement Program
3. Neighborhood Matching Grants
4. City Traffic Calming Program Funds

F. Procedures

Phase I: Phase I consists of implementing passive traffic controls.

1. **Initiation:** Neighborhood complaint must include petition signed by at least 5 residents or businesses in the area to initiate Phase I of a traffic calming program.

2. **Phase I First Meeting:** Neighborhood meeting is held to determine goals of a traffic calming program, initiate community education, initiate staff investigation of non-intrusive traffic calming measures, discuss options, estimate of cost, timing, and process.

3. **Phase I Implementation:**
   a. The Traffic Calming Program Review Committee reviews signing, striping, and general traffic control measures. Minimum actions include Residential Area signs, speed limit signs, review of striping, review of stop sign placement, review of turn

restrictions, and review of appropriate traffic control devices.

b. Community watch program initiated. This program includes neighbors calling police to request increased speed limit enforcement, neighbors disseminating flyers printed by the City reminding the community to slow down, community watch for commercial or construction vehicles, etc.

c. Targeted police enforcement will begin to include real time speed control.

4. **Phase I Evaluation:** Evaluation of Phase I actions will occur over a 3 to 9 month period. Evaluation will include visual observations by residents and staff.

5. **Phase I Neighborhood Evaluation Meeting:** Phase I evaluation meeting will be held to discuss results of Phase I. It will be important that the City staff and the current residents also contact the relevant property owners to obtain their opinions and thoughts prior to taking any next steps.

Phase II:

1. **Phase II Initiation:** Twenty-five percent (25%) of the residents within the proposed neighborhood area can request the initiation of Phase II.

2. **Define Neighborhood Boundary:** A neighborhood will include all residents or businesses with direct access on streets to be evaluated by Phase II implementation. Residents or businesses with indirect access on streets affected by Phase II implementation will be included in neighborhood boundary only at the discretion of staff.

3. **Phase II Data Collection and Ranking:** Staff performs data collection to evaluate and rank neighborhood problems and the ability to solve problems. Data collection will include the following and will result in a quantitative ranking.

Criteria	**Points**	**Basis Point Assignment**
Speed data (48 hour)	30	Extent by which the 85th percentile traffic speed exceeds the posted speed limit (2 points per 1 mph)
Volume data (48 hour)	25	Average daily traffic volumes (1 point per 100 vehicles, minimum of 500 vpd)
Accident data (12 month)	20	Accidents caused by speeding (8 points per accident)

Proximity to schools or other active public venues	5	Points assigned if within 300 feet of a school or other active public venue
Pedestrian crossing, bicycle routes, & proximity of pedestrian generators	5	Points assigned based on retail, commercial, and other pedestrian generators.
Driveway spacing	5	For the study area, if large spaces occur between driveways, 5 points will be awarded. If more than three driveways fall within a 100 foot section of the study area, no points will be provided.
No sidewalks	10	Total points assigned if there is no continuous sidewalk on either side of the road.
Funding Availability	50	50 points assigned if the project is in the CIP or 100% funding by the neighborhood. Partial funding of 50% or more by the neighborhood 25 points, partial funding of 10 to 50% by the neighborhood 10 points.
Years on the list	25	5 points for each year
Total Points Possible	**175**	maximum points available

4. **Phase II Implementation Recommendation:** The Traffic Calming Project Review Committee proposes Phase II traffic calming implementation actions and defines a project budget.
5. **Phase II Consensus Meeting:** A neighborhood meeting is held to present a Phase II implementation proposal including project budget, possible time frame, discuss temporary installation, etc. The estimated time frame is one to three years depending on funding availability.
6. **Phase II Petition:** Residents and businesses in neighborhood boundary are mailed/or hand delivered a petition by the City identifying Phase II actions, cost, and explanation of implications of vote. Petition provides ability to vote yes, no, or not return petition. Unreturned petitions count as no votes. Resident support for

   traffic calming is defined as 67 percent positive response. No more than four weeks is allowed for the return of a petition.
7. **Phase II Implementation:** Permanent installation will be implemented afterthe approval of funding by the City Council. Implemented actions will be continually monitored based on visual observation and accident data.
8. **Post Project Evaluation:** City staff will review impacts on traffic to determine if goals were met. Neighborhoods will have an opportunity to review data and provide comment.

9. **Removal (if required):** The Traffic Calming Program Review Committee will authorize removal of improvements upon receiving a petition showing 75 percent support by the neighborhood. Removal costs in all or part may be assessed to the defined neighborhood boundaries.

G. Traffic Management Devices (Definitions)

1. **Passive Controls** consist of traffic control mechanisms that are not self-regulating. To be effective it is necessary for drivers to abide by traffic control devices.
   - **a.** Stop Signs - used to assign right-of-ways at intersections and where irremovable visibility restrictions exist.
   - **b.** Speed Limit Signs - sometimes installed as traffic calming mechanism. Numerous speed limit signs reinforce the posted speed.
   - **c.** Turn Prohibition Signs - used to prevent traffic from entering a street, thereby reducing traffic volumes.
   - **d.** Neighborhood Announcement Signs - used to advise the entering vehicles that they are moving through a particular type of neighborhood. Specific supplementary messages can also be placed here.

2. **Positive Physical Controls:**
   - **a.** Medians Islands - used to constrict travel lane width and provide an area for additional landscaping and signage.
   - **b.** Bulb-Outs (Chokers/Curb Extensions) - physical constrictions constructed adjacent to the curb at both intersections and mid-block locations making pedestrian crossings easier and space for additional landscaping and signage.
   - **c.** Speed Humps - are vertical changes in the pavement surface that force traffic to slow down in order to comfortably negotiate that portion of the street.
   - **d.** Chicanes - are a set of two or three landscaped curb undulations that extend out into the street. Chicanes narrow the street encouraging drivers to drive more slowly.
   - **e.** Traffic Circles and Roundabouts - circular islands located in the middle of street intersections that force traffic to deflect to the right, around a traffic island, in order to perform any movement through the intersection tending to slow the traffic speeds.
   - **f.** Rumble Strips - changes in the elevation of the pavement surface and/or changes in pavement texturing which are much less pronounced thanspeed humps.
   - **g.** Diverters - physical obstructions in intersections which force motorists to turn from the traveled way onto an adjacent intersecting street thereby reducing volume.

3. Driver Perception/Psychology:

a. Landscaping - the most effective way to change the perception of a given street environment.

b. Crosswalks - can be used to alter the perception of a street corridor and at the same time enhance the pedestrian environment.

Flashing Warning Beacons - can be used to alter driver psychology.

Real-time Speed Display - used to inform drivers of actual speed they are traveling.

c. Increased Enforcement - additional enforcement of regulations either by law enforcement personnel or citizen volunteer groups.

d. Pavement Markings - used to guide motorists, delineate on-street parking areas or create the impression of a narrowed roadway, all in an effort to slow traffic speeds.

PART IV – SPECIAL EVENTS SERVICES

The City's role in supporting special events encompasses a wide range of services. Depending on the size and impact of a given special event the City may be required to provide:

- Police Services (Crowd, Traffic and Access control).
- Transit Services (Enhanced frequency or capacity).
- Parks Services (Field maintenance, Grounds maintenance, Trash).
- Streets Services (Street Sweeping, Electronic signage, Barricades).
- Parking Services (Special use of parking, Parking enforcement).
- Building Services (Inspections and Code enforcement).
- Special Events and Facilities Services (Facility leases).

Some of these services can be provided without incremental cost or loss of revenues. However, most special events services do have an impact on departmental budgets in the form of overtime labor, equipment, materials, or foregone revenue. The purpose of this policy is to ensure departments are properly funded to provide the special event support they are tasked with providing.

A. Procedures for Amending Departmental Budgets

For budgeting purposes special events can be categorized into two groups:

1. Those events that are managed under multi-year contracts with the City
2. Those year to year or one-time events whose size and scope do not justify long term contracts.

B. Events Managed Under Multi-Year Contracts

For these events, Departments shall request budget adjustments during the first budget process after these agreements are signed. These budget adjustments will be based upon
the level of services outlined in the special event contract and will remain in the budget only for the term of the contract.

C. Year to Year or One Time Events

For those events for which long term agreements do not exist the costs for providing services shall be estimated and included within Council's or the City Manager's review of the application. If through the approval process fees are waived these calculations will then serve as the justification for a one-time budget adjustment during the next budget process.

D. Funding Mechanisms for Special Event Budget Increases

The City uses a three tiered approach to fund special event services. Those three tiers are:

1. Special Event Fees
2. Economic Benefit Offset
3. Other General Fund Resources

E. Special Event Fees

Pre-approved fees will be set to recoup the incremental cost of providing the City services detailed in an event Master Festival or Special Event application. If an event requests and receives approval for a waiver of any or all fees, the City will first look to an Economic Benefit Offset to provide funding in lieu of the waived fees.

F. Economic Benefit Offset (EBO):

The economic benefit offset (EBO) of a given event can only be calculated for those events which are known to have a significant impact on sales tax collections and have at least one year of history to analyze. The EBO of an event is calculated using historic sales tax collection data to measure incremental sales tax growth attributable to that event. In the past Council has indicated a willingness to waive fees for up to half the incremental sales tax gained from major special events. The SEBC recommends that Council formally adopt this 50 percent waiver limit. If the Economic Benefit Offset is inadequate (on a fund specific basis) to offset waived fees, the City will then look to other General Fund sources to provide funding in lieu of waived fees.

G. Other General Fund Resources

When the economic benefit of a special event (on a fund specific basis) cannot be calculated or is inadequate to offset the amount of waived fees, the SEBC recommends the City identify other general fund sources to offset any waived

fees. Staff will communicate available sources to Council or the City Manager when presenting Master Festival or Special Event applications that contain a fee waiver request.

PART V – GASB 54 FUND BALANCE

PURPOSE

This Fund Balance Policy establishes procedures for reporting fund balance classifications and establishes a hierarchy of fund balance expenditures for governmental type funds. The policy also authorizes and directs the Finance Manager to prepare financial reports, which accurately categorize fund balance per Governmental Accounting Standards Board Statement No. 54: *Fund Balance Reporting and Governmental Fund Type Definitions* (GASB 54).

I. FUND BALANCE COMPONENTS

Fund balance is essentially the difference between the assets and liabilities reported in a governmental fund. GASB 54 establishes the following five components of fund balance, each of which identifies the extent to which the City is bound to honor constraints on the specific purposes for which amounts can be spent.

F. Non-spendable Fund Balance

The non-spendable fund balance classification includes amounts that cannot be spent because they are either (a) not in a spendable form or (b) legally or contractually required to be maintained intact. The "not spendable form" criterion includes items that are not expected to be converted to cash, for example, inventories and prepaid amounts. It also includes the long-term amount of loans and notes receivable.

G. Restricted Fund Balance

The restricted fund balance classification includes amounts that reflect constraints placed on the use of resources (other than non-spendable items) that are either (a) externally imposed by creditors (such as through bonded debt reserve funds required pursuant to debt covenants), grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions or enabling legislation.

H. Committed Fund Balance

The committed fund balance classification includes amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority. Those committed amounts cannot be used for any other purpose unless the government removes or changes the specific use by taking the same type of action (for example ordinance) it employed to previously commit those amounts. Committed fund balance also should incorporate contractual obligations to the extent that existing resources in the fund have been specifically committed for use in satisfying those contractual requirements. City Council action of passing an ordinance to commit fund balance needs to occur within the fiscal reporting period; however, the

amount can be determined subsequently.

I. Assigned Fund Balance

The assigned fund balance classification includes amounts that are constrained by the government's intent to be used for specific purposes, but that are neither restricted nor committed. Such intent needs to be established by (a) the governing body itself or (b) a body or official to which the governing body has delegated the authority to assign amounts to be used for specific purposes.

J. Unassigned Fund Balance

The unassigned fund balance classification includes amounts that do not fall into one of the above four categories. This classification represents fund balance that has not been assigned to other funds and that has not been restricted, committed or assigned to specific purposes within the general fund. The general fund is the only fund that should report this category of fund balance.

II. HEIRARCHY OF SPENDING FUND BALANCE

The City's current fund balance practice provides that restricted fund balance be spent first when expenditure is incurred for which both restricted and unrestricted fund balance is available. Similarly, when expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance can be used; committed amounts are to be spent first, followed by assigned amounts and then unassigned amounts. GASB 54 mandates that this hierarchy of expending fund balance be reported in new categories, using new terminology, and be formally adopted by the City Council. It should be noted that the new categories only emphasize the extent which the City is bound to honor expenditure constraints and the purposes for which amounts can be spent. The total reported fund balance would remain unchanged.

III. COMPARISON OF PAST PRACTICE AND GASB 54 FUND BALANCE TYPES

E. General Fund

Past Practice Definition – The general fund is used to account for all financial resources not accounted for in another fund.

GASB 54 Definition – The general fund is used to account for all financial resources not accounted for in another fund.

F. Special Revenue Funds

Past Practice Definition – Special revenue funds account for proceeds of specific revenue sources that are legally restricted to expenditure for specific purposes.

GASB 54 Definition – Special revenue funds are used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditure for

specified purposes other than debt service or capital projects. The term "proceeds of specific revenue sources" establishes that one or more specific restricted or committed revenues should be the foundation for a special revenue fund.

G. Capital Projects

Past Practice Definition – Capital project funds account for financial resources to be used for the acquisition or construction of major capital facilities.

GASB 54 Definition – Capital project funds are used to account for and report financial resources that are restricted, committed, or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets. Capital project funds exclude those types of capital related outflows financed by proprietary funds, or for assets that will be held in trust for individuals, private organizations, or other governments.

H. Debt Service

Past Practice Definition – Debt service funds account for the accumulation of resources for, and the payment of, general long-term debt principal and interest.

GASB 54 Definition – Debt service funds are used to account for and report financial resources that are restricted, committed, or assigned to expenditure for principal and interest.

PART VI – Live Park City – Lite Deed Restriction Program

The City Council may appropriate funds dedicated to the purchase of deed restrictions for housing vitality and preservation within the City limits of Park City. The Live Park City housing program purchases deed restrictions that require owner occupancy or long-term rental of the property. The disbursement of funds will be administered by the City Manager and based on the recommendation of an Advisory Board created by City Council and following program criteria established by the Housing Department and adopted by City Council. The Advisory Board has the authority to award recommendations and to enter and negotiate individual deed restrictions, subject to approval by the City Manager provided the funds being provided is less than $200,000. If the home funds in an application exceeds $200,000, the authority to approve a deed restriction and delegate funds is subject to City Council approval.

PART VII – Landscaping Incentive

Each year, the City Council may appropriate a specific dollar amount to be used to offer a cash incentive per square foot of turf grass removed and replaced with non-turf Water Wise Landscaping as defined in the Land Management Code. The City Council will appropriate the funding for these expenditures during the annual budget process. The funding source for this category is the Water Fund. The City Council hereby authorizes the Landscaping Incentive

~~Program. The disbursement of the funds shall be administered according to the Landscaping Incentive Program under applications and criteria established by the Public Utilities Department and awarded by the Public Utilities. Disbursements under this program shall not exceed $50,000.~~

PART ~~H~~ I – SETTLEMENT AUTHORITY

~~From time to time claims are made against the City based on contract, tort, or other state and federal laws. It is in the best interest of the City to efficiently investigate, evaluate, negotiate, and process such claims. It is not efficient or prudent to involve the Council in every decision to settle small, routine, claims made against the City.~~

~~Therefore, to effect the efficient evaluation, negotiation, and processing of such claims, it is in the best interest of the City to authorize the City Manager to process and settle certain claims as he/she deems prudent. The City Manager is authorized to settle crop loss claims made against the City in an amount not to exceed $25,000, and all other claims in an amount not to exceed $50,000.~~

When claims are made against the City, it is in the best interest of the City to efficiently evaluate, negotiate and process such claims. It is not efficient or prudent to involve City Council in decisions to settle small, routine claims made against the City.

Therefore, to effect the efficient evaluation, negotiation and processing of such claims, it is in the best interest of the City to authorize the City Manager to settle certain claims as they deem prudent. The City Manager may approve all settlements up to and including $100,000.

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Sustainability
Item Type: Work Session
Agenda Section: WORK SESSION

Subject:
4:15 p.m. - Bonanza Flat Conservation Easement and Adaptive Management Plan Update

Suggested Action:

Attachments:
Bonanza Flat Adaptive Management Plan Staff Report

City Council Staff Report

Subject: Bonanza Flat Conservation Easement Update
Author: Heinrich Deters
Department: Trails & Open Space
Date: June 15, 2023
Type of Item: Work Session

Recommendation

Review and discuss an update from the Trails & Open Space Team and Utah Open Lands (UOL) on the Bonanza Flat Conservation Easement and the Bonanza Flat Adaptive Management Plan (BFAMS). Specifically, the conservation easement calls for a review and update of BFAMS (if needed) every five years, as it is a 'living document' which provides direction informed by data collection and monitoring. We are currently three years into the review period.

Accordingly, UOL will provide an update on management actions implemented on the property, areas of specific review or concern, and future discussions or site visits associated with the following:

- Upcoming data collection this summer specific to the previous year's restoration efforts and trail implementation;
- A site visit for those interested in seeing specific management challenges; and
- A listening session to receive council input on any changes to the Management plan goals/objectives/action plan items.

Background

In June 2017, Park City acquired the 1,350-acre Bonanza Flat Open Space. Over the next few years, the City secured an additional 200 acres of open space, bringing the total acreage to 1,550. As a result, City Council adopted the Bonanza Flat Conservation Easement and Bonanza Flat Adaptive Management Plan (BFAMS) to protect and manage the property.

For example, in 2019, Park City entered into a Development Agreement with Wasatch County to construct two new view areas and trailheads to relocate the Bloods Lake and Lackawaxen Lake trails and reduce unmanaged environmental impacts. Another example is in 2022, Park City and Wasatch County entered into a Law Enforcement Interlocal Agreement to enable PC Trails & Open Space Rangers to provide civil parking enforcement within the Bonanza Flat Conservation Area.

More recently, on November 10, 2022, UOL provided City Council with a history of the property purchase and planning efforts associated with the Conservation Easement and the Adaptive Management Plan**.**

This work session will outline the status of projects and management efforts outlined in the adopted BFAMS and provide Council the opportunity to discuss and provide initial direction on transitioning into subsequent management phases for the property.

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Executive
Item Type: Staff Report
Agenda Section: WORK SESSION

Subject:
4:45 p.m. - Discuss a Relaunch of the Microtransit Pilot Program

Suggested Action:

Attachments:
Relaunching the Microtransit Pilot Staff Report
Exhibit A: Park City Relaunch Proposal

City Council Staff Report

Subject: Relaunching the Microtransit Pilot
Author: Sarah Pearce, Kim Fjeldsted, Alex Roy, Scott Burningham
Departments: Transportation
Date: June 15, 2023
Type of Item: Work Session

Summary Recommendation

Continue a City Council discussion on goals and options to potentially continue the next phase of Park City's microtransit program. The discussion will include operational dates, the cost and potential benefits of relaunching the pilot with High Valley Transit (HVT), and the timing if directed to advertise a Request for Proposals (RFP) for permanent service.

If Council desires to reinstate microtransit service by July 1st, the decision must be made on June 15th to give HVT time to prepare.

Background

On May 25, 2023, City Council received a presentation of the 2022/23 microtransit pilot analysis. The work session evaluation included statistical analysis, lessons learned, goals and outcomes discussion, and a list of potential options to consider for the future of microtransit in Park City. Based on the analysis presented, Council felt additional data, such as summer ridership, would be helpful to evaluate the program and make decisions about a permanent service.

Council directed staff to return as soon as possible with costs and recommendations for relaunching the HVT pilot this summer.

Analysis

Relaunching the Pilot

Based on Council direction, we requested a quote from HVT to relaunch the pilot as soon as July 1, 2023. Via, HVT's vendor generally does not run services for less than six months because there are many upfront costs to turn the service on, such as technical implementation, drivers, vehicle acquisition, etc. At a minimum, a six-month time commitment is required to justify start-up efforts. Six months after July is the middle of peak season; therefore, the quote below is for service through the end of winter.

The cost to relaunch and operate through next winter is an amount not-to-exceed $1,297,010. (See **Exhibit A** - Park City Relaunch Proposal). HVT would run the service from July 1, 2023 – April 13, 2024, and PCMC could issue an RFP this summer for permanent services effective April 14, 2024.

Considerations:

- One of the drawbacks to being a part of the Summit County system has been the inability to make changes for Park City limits only. When certain parameters are changed, they affect the entire County system. Via is working to create different microtransit vs. public transit filtering rules by zone. This means we could set different

filtering logic for Park City than for Summit County. This would not be ready immediately upon the relaunch but is something Via thinks could happen in August or September.
- Last winter, we only ran the citywide service from March 1 – April 15. Some staff are concerned that the service may not be sufficient to meet peak demands in January and February. Running the pilot through the winter will show us what resources are needed during the high peak demand.
- Continuing HVT's County-wide service offers consistency for the community with platform and marketing for a cohesive ridership/consumer experience.

Alternative

A considerable amount of data from the previous pilot program has been collected. Instead of relaunching the pilot service with HVT, we could immediately focus on issuing an RFP to launch the permanent service next winter. Moving forward with the RFP would give us the flexibility to use federal operating grant funding to pay for some of the service costs.

This option could save money in the FY24 budget because we would operate less than a full year's worth of service. Additionally, if Council's goal is to provide transit coverage for neighborhoods with limited or no fixed route services, it is always possible we find a more economical solution through the RFP process. However, as noted, from a customer/rider perspective, operating two distinctly different app-based systems for microtransit may cause confusion.

Goals for Microtransit

How can we ensure that microtransit contributes to Council's transportation goals of prioritizing transit, mitigating traffic congestion, and protecting residential neighborhoods?

Last winter's pilot service provided a snapshot of two different microtransit systems—the first provided transit coverage for neighborhoods with limited or unavailable fixed route services. The second provided a citywide microtransit service and integration with regional transit.

Possible Goal Options and Considerations:

- Increase transit ridership by connecting riders to fixed routes;
- Provide users with the fastest trip regardless of mode;
- Provide 100% access to free public transit in Park City;
- Provide transit service in underserved neighborhoods;
- Reduce parking demand;
- Cost;
- Service may be unreliable during peak demand when traffic congestion is at its worst; and,
- Number of transfers and walking distance tolerance needs to be considered.

Discussion

Does Council want to relaunch the microtransit pilot with HVT or release an RFP for winter microtransit service? We will return to Council on June 22nd for contract approval if Council desires to contract with HVT for immediate services from July 1, 2023 – April 13, 2024.

What are Council's goals for microtransit?

Funding

If Council chooses to move forward with relaunching the microtransit pilot, the cost would be

covered by the FY24 Transportation Budget. $1.5M is proposed in the FY24 Transportation budget to conduct microtransit service through June 30, 2024.

Exhibit

Exhibit A – Park City Relaunch Proposal

High Valley TRANSIT

Transportation for the Future in Park City



HVT On-Demand in Park City

- Via and HVT are thrilled with the success we've seen with the Park City on-demand zone towards the end of the peak season

- Demand started slow, due to the small size and limited destinations of the initial zone, but quickly increased after the on-demand zone went city-wide on March 1, **averaging over 270 micro rides a day**

- Via and HVT would love to continue providing this service to Park City residents, employees, and visitors; the following slides contain detailed information on renewal

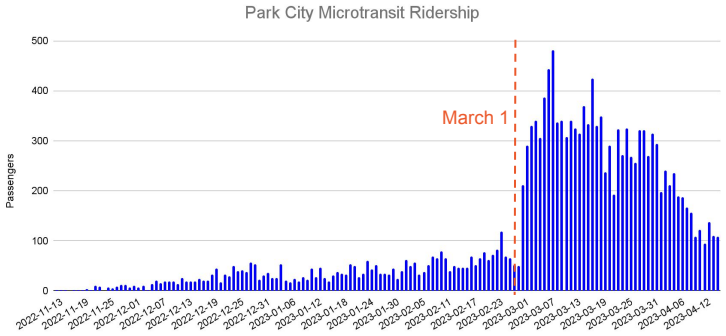


Service Performance

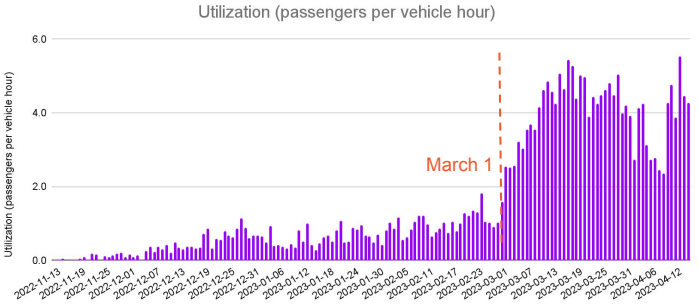
Following the zone expansion on March 1, ridership and service efficiency quickly increased



Daily Ridership Avg Post Mar 2023: *272*



Utilization Avg Post March 2023: *3.8*



Service Renewal Context

- The following proposal shows pricing for a proposal to relaunch the service in early July through the end of the ski season; Via and HVT do not recommend a shorter term because:
  - Launching the service for another short pilot would not give Park City enough time to analyze the service before needing to make a decision on whether to renew the service; this could result in needing to turn the service on & off again, which would confuse riders
  - Ridership will take time to rebound after relaunching the service in July

- The proposal includes different amount for weekly vehicle hours, based on the time of the year
  - Off-peak: The weekly hours for the off-peak time frame match those in our current contract (394 hr/wk), but if demand decreases significantly, we can pull back hours and reduce spend
  - Peak: Via anticipates a slight increase in hours needed next winter (500 hr/wk), as the service will likely become more popular and in order to handle demand during peak events, like Sundance, which will impact service more this year given the larger zone

Service Renewal Pricing

5 Vehicles

Park City: Via On-Demand Not-to-Exceed Contract Value

	Price per Vehicle Hour	Off-Peak 7/1/2023 - 11/15/2023	Peak 11/16/2023 - 4/15/2024	Total Price (9.5 Months)
Fixed (Upfront) Costs - Redeployment Efforts	n/a	$15,000	$0	$15,000
Total Upfront Cost	***n/a***	***$15,000***	***$0***	***$15,000***
Project Management & Other Operations*	$31.62	$243,158	$340,110	$583,268
Driver Pay (Incl. WAV)	$33.65	$258,769	$361,945	$620,714
Customer Service	$4.23	$32,529	$45,499	$78,027
Total Cost per Vehicle Hour	***$69.50***	***$534,456***	***$747,553***	***$1,282,010***
Total Not-to-Exceed Cost (On-Demand Service, 9.5 Months)				**$1,297,010**

Note: Pricing excludes all taxes and pass-throughs. Inflationary adjustment may apply in period starting 11/16/2023.

* Includes IT hosting, technology access, operations support, and other miscellaneous costs.

Vehicle Hours Summary:			
Total Maximum Vehicle Hours	7,690	10,756	18,446
Total Maximum Vehicle Hours (Weekly)	394	500	450

Service Hours Summary:			
Total Service Hours	2,049	2,259	4,308
Total Service Hours (Weekly)	105	105	105

Via. Proprietary & Confidential

Service Customization

- If Park City were to relaunch a microtransit service through HVT, Via has the ability to adjust the microtransit service parameters for Park City to differ from those in Summit County
    - This includes parameters such as the maximum wait time, quality of service targets, and aggregation goals

- Additionally, by late summer, Via will have the ability to adjust the mode preference logic to be different in Park City than Summit County
    - This is the logic that determines when a fixed route trip is offered vs. a microtransit trip

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Executive
Item Type: Information
Agenda Section: WORK SESSION

Subject:
5:15 p.m. - Break

Suggested Action:

Attachments:

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Sustainability
Item Type: Staff Report
Agenda Section: APPOINTMENTS

Subject:
Appointment of Terri Smith and Kara Beal and Reappointment of Sam Osselaer, Pam Bingham, and Lara Carlton to the Park City Public Art Advisory Board with Terms Expiring June, 30, 2026

Suggested Action:

Attachments:
2023 PAAB Appointments Staff Report
Exhibit A: PAAB Interview Questions

City Council Staff Report

Subject: Public Art Advisory Board Appointments
Author: Jenny Diersen
Department: Special Events
Date: June 15, 2023
Type of Item: Administrative

Recommendation

After conducting in-person interviews and reviewing applications, we recommend City Council consider appointing the following Park City residents to serve on the Park City Public Art Advisory Board (PAAB) for the terms as outlined below:

Public Art Advisory Board Appointments		
Name	**Term**	**Expiration**
Sam Osselear	Reappoint, Second Term	Tuesday, June 30, 2026
Pam Bingham	Reappoint, Second Term	Tuesday, June 30, 2026
Lara Carlton	Reappoint, Second Term	Tuesday, June 30, 2026
Terri Smith	Appoint, First Term	Tuesday, June 30, 2026
Kara Beal	Appoint, First Term	Tuesday, June 30, 2026

The PAAB shall have eight members appointed by the Mayor and City Council. Accordingly, due to expiring terms, the Mayor reviewed the interview committee's recommendation and desires to seat the PAAB.

Background

Public Art is important to creating connectivity and a sense of place and community in Park City. In 1984, the Park City Art Foundation dedicated Park City's first artwork, *Park City Scape* by James McBeth. Today the artwork is displayed at the Miners Hospital Garden. Park City's Public Art Collection is a defining characteristic of the City, and due to the City's investment, more than 100 artworks now reinforce our community's unique history and culture.

In 1999, the Park City Summit County Arts Council (Arts Council) created the first framework for an Art in Public Places plan. In 2003, the City Council created the PAAB, a board comprised of Park City residents appointed by the Mayor and City Council. PAAB's policies were most recently amended and adopted by Council through resolution 18-2020, which included bringing the then seven-member board to an eight-member board. Board members can now serve up to two consecutive, three-year terms. PAAB vacancies are due to terms ending each June. In addition, the Park City Summit County Arts Council (Arts Council) provides non-voting support and expertise to the PAAB through guidance on various projects and initiatives.

The PAAB's mission, vision, and goals were created in 2016/17 and aligned with Community critical priorities - Housing, Transportation, Energy, and Social Equity. The PAAB will update its goals and plans as City Council refines new community priorities

and lenses. Most recently, in April, City Council updated the 2023 PAAB Strategic Plan.

Analysis

The PAAB makes recommendations to the City Manager and City Council regarding Public Art installations and collections. All decisions regarding Public Art are made final by the City Council after consultation and review by PAAB.

This year, the PAAB recruitment was posted on the City's website and sent to various stakeholders such as Kimball Art Center and Arts Council to assist with local promotion. We received 13 applications. However, 3 were not eligible as they did not live within Park City limits, and one applicant withdrew due to time commitments.

The interview committee comprised Councilor Tana Toly, PAAB representatives Joann Stack, Elsa Gary, and Jenny Diersen. The Committee interviewed all 9 applicants on May 10 and provided a slate of recommendations for the Mayor's consideration.

All applicants were well qualified, which led to a robust discussion before recommending a group of individuals who could commit the time and focus on "high-level" policy, long-term strategy, and project implementation. We recommend reappointing Sam Osselaer, Pam Bingham, and Lara Carlton to a second term and appointing Terri Smith and Kara Beal to their first term. All terms expire on June 30, 2026, or when vacancies are reappointed.

Funding

PAAB members are not compensated. Public Art has been financed primarily through two funding sources in the capital improvement plan (CIP). The first is a direct allocation to the Public Art capital project (CP0089) from the General Fund transfer and the Lower Park Avenue RDA. The second is through a 1% contribution from qualifying capital improvement projects.

Exhibits

A PAAB Interview Questions

Public Art Board

Sample Interview Questions

Kickoff question by Tana:

1. Upon what would you base decisions for public art in Park City? What is the role of the Public Art Board and how they base their decisions?

2. How should public art interact with the viewer?

3. Should public art speak to the community? How?

4. What has been your role in public art in the past?

5. What experience in your background influences how you make decisions about public art?

6. What is your favorite piece of public art in Park City? Or in another community?

7. Have you reviewed the Public Art Policy, and if so, is there anything in that policy that would restrict you from serving on this board?

Please note - Candidates were all advised that the Public Art Advisory Board page on the website included links to the Strategic Plan, Public Art Master Plan, and Policies documents.

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Finance & Accounting
Item Type: Information
Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Subject:
FY 2023 Fraud Risk Assessment

Suggested Action:

Attachments:
Exhibit A: Fraud Risk Assessment Questionnaire
FY2023 Fraud Risk Assessment Staff Report

OFFICE OF THE
STATE AUDITOR

Questionnaire

Revised December 2020

Fraud Risk Assessment

INSTRUCTIONS:

- Reference the *Fraud Risk Assessment Implementation Guide* to determine which of the following recommended measures have been implemented.
- Indicate successful implementation by marking “Yes” on each of the questions in the table. Partial points may not be earned on any individual question.
- Total the points of the questions marked “Yes” and enter the total on the “Total Points Earned” line.
- Based on the points earned, circle/highlight the risk level on the “Risk Level” line.
- Enter on the lines indicated the entity name, fiscal year for which the Fraud Risk Assessment was completed, and date the Fraud Risk Assessment was completed.
- Print CAO and CFO names on the lines indicated, then have the CAO and CFO provide required signatures on the lines indicated.

Fraud Risk Assessment

Continued

*Total Points Earned: ____/395 *Risk Level:

Very Low	Low	Moderate	High	Very High
> 355	316-355	276-315	200-275	< 200

	Yes	Pts
1. Does the entity have adequate basic separation of duties or mitigating controls as outlined in the attached Basic Separation of Duties Questionnaire?	X	200
2. Does the entity have governing body adopted written policies in the following areas:		
a. Conflict of interest?	X	5
b. Procurement?	X	5
c. Ethical behavior?	X	5
d. Reporting fraud and abuse?	X	5
e. Travel?	X	5
f. Credit/Purchasing cards (where applicable)?	X	5
g. Personal use of entity assets?	X	5
h. IT and computer security?	X	5
i. Cash receipting and deposits?	X	5
3. Does the entity have a licensed or certified (CPA, CGFM, CMA, CIA, CFE, CGAP, CPFO) expert as part of its management team?	X	20
a. Do any members of the management team have at least a bachelor's degree in accounting?	X	10
4. Are employees and elected officials required to annually commit in writing to abide by a statement of ethical behavior?	X	20
5. Have all governing body members completed entity specific (District Board Member Training for local/special service districts & interlocal entities, Introductory Training for Municipal Officials for cities & towns, etc.) online training (training.auditor.utah.gov) within four years of term appointment/election date?	X	20
6. Regardless of license or formal education, does at least one member of the management team receive at least 40 hours of formal training related to accounting, budgeting, or other financial areas each year?	X	20
7. Does the entity have or promote a fraud hotline?	X	20
8. Does the entity have a formal internal audit function?		20
9. Does the entity have a formal audit committee?		20

*Entity Name: Park City Municipal Corporation

*Completed for Fiscal Year Ending: 2023 *Completion Date: June 15, 2023

*CAO Name: Matt Dias *CFO Name: Mindy Finlinson`

*CAO Signature: _____ *CFO Signature: _____

*Required

Basic Separation of Duties

See the following page for instructions and definitions.

	Yes	No	MC*	N/A
1. Does the entity have a board chair, clerk, and treasurer who are three separate people?				
2. Are all the people who are able to receive cash or check payments different from all of the people who are able to make general ledger entries?				
3. Are all the people who are able to collect cash or check payments different from all the people who are able to adjust customer accounts? If no customer accounts, check “N/A”.				
4. Are all the people who have access to blank checks different from those who are authorized signers?				
5. Does someone other than the clerk and treasurer reconcile all bank accounts OR are original bank statements reviewed by a person other than the clerk to detect unauthorized disbursements?				
6. Does someone other than the clerk review periodic reports of all general ledger accounts to identify unauthorized payments recorded in those accounts?				
7. Are original credit/purchase card statements received directly from the card company by someone other than the card holder? If no credit/purchase cards, check “N/A”.				
8. Does someone other than the credit/purchase card holder ensure that all card purchases are supported with receipts or other supporting documentation? If no credit/purchase cards, check “N/A”.				
9. Does someone who is not a subordinate of the credit/purchase card holder review all card purchases for appropriateness (including the chief administrative officer and board members if they have a card)? If no credit/purchase cards, check “N/A”.				
10. Does the person who authorizes payment for goods or services, who is not the clerk, verify the receipt of goods or services?				
11. Does someone authorize payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check “N/A”.				
12. Does someone review all payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check “N/A”.				

* MC = Mitigating Control

Basic Separation of Duties

Continued

Instructions: Answer questions 1-12 on the Basic Separation of Duties Questionnaire using the definitions provided below.

☺ If all of the questions were answered "Yes" or "No" with mitigating controls ("MC") in place, or "N/A," the entity has achieved adequate basic separation of duties. Question 1 of the Fraud Risk Assessment Questionnaire will be answered "Yes." 200 points will be awarded for question 1 of the Fraud Risk Assessment Questionnaire.

☹ If any of the questions were answered "No," and mitigating controls are not in place, the entity has not achieved adequate basic separation of duties. Question 1 of the Fraud Risk Assessment Questionnaire will remain blank. 0 points will be awarded for question 1 of the Fraud Risk Assessment Questionnaire.

Definitions:

Board Chair is the elected or appointed chairperson of an entity's governing body, e.g. Mayor, Commissioner, Councilmember or Trustee. The official title will vary depending on the entity type and form of government.

Clerk is the bookkeeper for the entity, e.g. Controller, Accountant, Auditor or Finance Director. Though the title for this position may vary, they validate payment requests, ensure compliance with policy and budgetary restrictions, prepare checks, and record all financial transactions.

Chief Administrative Officer (CAO) is the person who directs the day-to-day operations of the entity. The CAO of most cities and towns is the mayor, except where the city has a city manager. The CAO of most local and special districts is the board chair, except where the district has an appointed director. In school districts, the CAO is the superintendent. In counties, the CAO is the commission or council chair, except where there is an elected or appointed manager or executive.

General Ledger is a general term for accounting books. A general ledger contains all financial transactions of an organization and may include sub-ledgers that are more detailed. A general ledger may be electronic or paper based. Financial records such as invoices, purchase orders, or depreciation schedules are not part of the general ledger, but rather support the transaction in the general ledger.

Mitigating Controls are systems or procedures that effectively mitigate a risk in lieu of separation of duties.

Original Bank Statement means a document that has been received directly from the bank. Direct receipt of the document could mean having the statement 1) mailed to an address or PO Box separate from the entity's place of business, 2) remain in an unopened envelope at the entity offices, or 3) electronically downloaded from the bank website by the intended recipient. The key risk is that a treasurer or clerk who is intending to conceal an unauthorized transaction may be able to physically or electronically alter the statement before the independent reviewer sees it.

Treasurer is the custodian of all cash accounts and is responsible for overseeing the receipt of all payments made to the entity. A treasurer is always an authorized signer of all entity checks and is responsible for ensuring cash balances are adequate to cover all payments issued by the entity.

City Council
Staff Communications Report

Subject: FY 2023 Fraud Risk Assessment
Author: Mindy Finlinson, Finance Manager
Department: Finance
Date: June 15, 2023

In 2020, the Office of the State Auditor (Auditor's Office) implemented a fraud risk guide and assessment for municipalities designed to help measure and reduce the risk of undetected fraud, abuse, and noncompliance in local governments of all types and sizes.

As required by the Auditor's Office, the Finance Department annually submits to City Council the risk assessment for Park City Municipal. The assessment allows the Council to better understand the City's risk of undetected fraud, abuse, and noncompliance.

The City is rated "low risk level" with a total risk assessment score in FY23 of 355, or 20 points higher than the previous fiscal year. The additional points are attributable to the City implementing an Ethics Pledge for all employees and officers in FY23. This written statement on ethical behavior provides clarity and serves as a physical reminder of the goals of the organization. The pledge will be an annual requirement.

Besides the requirements to present the assessment to City Council and submit the assessment to the State within 180 days after the fiscal year-end, the Auditor's Office requires no further action regardless of the score.

Exhibits

A FY23 Fraud Risk Assessment

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Budget, Debt & Grants
Item Type: Staff Report
Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Subject:
April 2023 Budget Monitoring Report

Suggested Action:

Attachments:
April 2023 Budget Monitoring Report
Exhibit A: April Revenue
Exhibit B: April Expenses
Exhibit C: March Sales Tax

Staff Communication

Subject:	**Budget Monitoring and Operating Insights**
Author:	**Budget Team**
Department:	**Budget, Debt, & Grants**
Date:	**June 15, 2023**
Type of Item:	**Informational**

April State Compliance Monthly Budget Reporting

The attachments to this report show monthly revenue and expenditure reports detailed by fund and major object type. There may be discrepancies in YTD actuals vs. estimated budget in some cases due to program seasonality, the timing of payments, capital projects, and bond transactions.

Adjusted Budget

An adjusted budget has been uploaded to our software to reflect the current Capital Budget. This adjustment reflects the current amount available for this fiscal year and previous years ("carry forward"), resulting in a large variance between YTD actual and budget. The carry forward budget reflects the true capital budget for every project; however, it's not calculated until later in the fiscal year.

Notable Observations:

Revenues

- Overall, YTD revenue is tracking $1.6M higher than FY22 and on track with FY23 projections
- Sales Taxes excluding TRT and Transit Sales Tax +4.6% vs. March FY22
- Planning, Building, and Engineering fees are tracking above FY22 actuals and the FY23 estimated budget due to a higher volume of plan checks and permits issued for two multi-use residential buildings in September
- BPE fees in the Water Fund are down year-over-year due to a significant commercial project in FY22 that had a large water impact fee associated
- Decrease in County/Special Improvement District revenue in the Capital Improvement fund due to the timing of payment from the RAP Tax Grant
- A decrease in Federal revenue in Transportation due to the timing of the bus procurement reimbursement grant. This project is currently underway, and reimbursement will be completed by the end of FY23
- Parking revenues are up over $600k vs. FY22 and surpassed the FY23 budget due to increased enforcement, extended paid parking hours, event parking fees, and permit fees

Expenditures

- Personnel is tracking above FY22 levels due to filling long-term vacancies and implementing the FY23 pay plan, yet tracking as expected within the FY23

budget projection

- Utility expenses will correlate more accurately to the FY23 budget when end-of-year entries are made in June
- Significant variances in Capital expenditures in the Water, Transportation, and Capital Improvement Funds due to project timelines, invoicing, completion dates and carry forward amounts

Exhibit A: Revenue Summary by Object and Type
Exhibit B: Expense Summary by Object and Type
Exhibit C: March Sales Tax Update

YTD Revenue April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
- 011 GENERAL FUND							
Property Taxes	12,536,001	12,624,100	12,050,867	12,471,648	-420,781	-3%	12,938,775
Sales Tax	10,996,150	15,220,644	16,287,745	16,154,457	133,288	1%	16,433,542
Franchise Tax	2,472,633	2,461,345	3,043,542	2,480,467	563,074	19%	3,297,706
Licenses	292,049	318,600	411,879	481,866	-69,987	-17%	500,088
Planning Building & Engineering Fees	2,426,495	3,418,074	4,171,769	3,199,443	972,327	23%	3,914,520
Special Event Fees	8,081	216,949	148,140	89,264	58,876	40%	101,319
Federal Revenue	19,005	37,143	55,145	16,155	38,990	71%	48,362
State Revenue	56,079	70,614	74,633	61,136	13,497	18%	68,086
County/SP District Revenue	24,635		15,000	21,827	-6,827	-46%	21,827
Cemetery Charges for Services	17,232	21,596	17,847	56,957	-39,110	-219%	70,098
Recreation	1,838,364	2,278,415	1,980,605	1,917,218	63,387	3%	2,359,858
Other Service Revenue	40,533	39,000	46,588	44,539	2,049	4%	56,768
Library Fees	10,593	14,502	10,733	11,780	-1,047	-10%	13,691
Misc. Revenues	232,332	181,050	290,163	80,478	209,684	72%	205,733
Interfund Transactions (Admin)	1,674,870	1,862,750	2,216,670	2,216,671	-1	0%	3,375,002
Special Revenues & Resources	3,217,255	568,279	584,557	743,863	-159,306	-27%	790,529
Total 011 GENERAL FUND	35,862,307	39,328,579	41,405,883	40,047,769	1,358,114	3%	44,195,904
- 012 QUINNS RECREATION COMPLEX							
Recreation	533	1,817	7,240	4,554	2,686	37%	5,218
Ice	523,602	708,302	715,532	788,962	-73,430	-10%	955,233
Misc. Revenues	114	361	-27	1,316	-1,343	4938%	1,316
Total 012 QUINNS RECREATION COMPLEX	534,550	710,481	722,745	794,833	-72,087	-10%	961,767
- 022 DRUG CONFISCATIONS							
State Revenue		3,021	750		750	100%	
Total 022 DRUG CONFISCATIONS		3,021	750		750	100%	
- 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND							
Property Taxes	3,722,307	3,875,398	4,359,154	4,345,700	13,454	0%	4,252,000

YTD Revenue April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	3,722,307	3,875,398	4,359,154	4,345,700	13,454	0%	4,252,000
- 024 MAIN STREET RDA SPECIAL REVENUE FUND							
Property Taxes	1,294,971	1,298,033	4,593	20,596	-16,002	-348%	21,319
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND	1,294,971	1,298,033	4,593	20,596	-16,002	-348%	21,319
- 031 CAPITAL IMPROVEMENT FUND							
Property Taxes	794,793						
Sales Tax	5,625,679	8,536,050	9,051,590	6,561,217	2,490,373	28%	12,812,034
Planning Building & Engineering Fees	292,184	245,966	557,421	335,730	221,691	40%	419,695
Federal Revenue				29,478	-29,478		29,478
State Revenue	316,667	498,445	315,913	264,033	51,880	16%	375,029
County/SP District Revenue	801,027	1,785,652	139,126	447,877	-308,751	-222%	463,116
Misc. Revenues	1,659,803	90,043	778,185	196,594	581,591	75%	893,355
Special Revenues & Resources	460,526	504,920	445,406	191,648	253,759	57%	396,901
Bond Proceeds				9,500,000	-9,500,000		11,400,000
Total 031 CAPITAL IMPROVEMENT FUND	9,950,679	11,661,076	11,287,640	17,526,577	-6,238,936	-55%	26,789,608
- 033 REDEVELOPMENT AGENCY-LOWER PRK							
Misc. Revenues	268,166						
Interfund Transactions (CIP/Debt)	2,577,110	2,577,110	2,577,110	2,292,055	285,055	11%	3,092,532
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	2,845,276	2,577,110	2,577,110	2,292,055	285,055	11%	3,092,532
- 034 REDEVELOPMENT AGENCY-MAIN ST							
Interfund Transactions (CIP/Debt)	583,330	583,330	583,330	512,092	71,238	12%	700,000
Total 034 REDEVELOPMENT AGENCY-MAIN ST	583,330	583,330	583,330	512,092	71,238	12%	700,000
- 038 EQUIPMENT REPLACEMENT CIP							
Misc. Revenues	10,165		8,360		8,360	100%	
Interfund Transactions (CIP/Debt)	1,096,330	1,321,330	1,321,330	1,291,852	29,478	2%	1,585,600
Total 038 EQUIPMENT REPLACEMENT CIP	1,106,495	1,321,330	1,329,690	1,291,852	37,838	3%	1,585,600
- 051 WATER FUND							
Planning Building & Engineering Fees	1,269,318	1,056,585	701,684	977,505	-275,821	-39%	1,219,456

YTD Revenue April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
Federal Revenue				391,635	-391,635		469,962
Water Charges for Services	16,218,525	15,306,385	15,922,036	15,684,647	237,389	1%	20,392,268
Misc. Revenues	197,224	124,246	675,051	136,866	538,185	80%	209,092
Bond Proceeds				72,991,247	-72,991,247		87,589,496
Total 051 WATER FUND	17,685,068	16,487,216	17,298,771	90,181,899	-72,883,128	-421%	109,880,274
- 052 STORM WATER FUND							
Water Charges for Services	1,051,796	1,312,467	1,342,002	1,517,850	-175,848	-13%	2,000,000
Total 052 STORM WATER FUND	1,051,796	1,312,467	1,342,002	1,517,850	-175,848	-13%	2,000,000
- 055 GOLF COURSE FUND							
County/SP District Revenue			168,363		168,363	100%	
Recreation	1,322,593	1,342,688	1,350,980	966,855	384,125	28%	1,365,189
Misc. Revenues	28,228	22,589	18,117	38,295	-20,178	-111%	38,959
Interfund Transactions (CIP/Debt)	20,830	20,830	20,830	20,830	0	0%	25,000
Total 055 GOLF COURSE FUND	1,371,650	1,386,107	1,558,290	1,025,979	532,310	34%	1,429,148
- 057 TRANSPORTATION & PARKING FUND							
Sales Tax	5,584,674	13,902,859	10,386,816	11,327,827	-941,012	-9%	12,096,227
Licenses	902,684	906,930	961,850	975,163	-13,313	-1%	981,896
Federal Revenue	5,431,341	5,716,275	6,737,140	9,377,395	-2,640,255	-39%	21,713,819
State Revenue	70,000				0		
County/SP District Revenue		129,427	59,671		59,671	100%	
Transit Charges for Services	786,483	6,183	22,900	74,462	-51,562	-225%	83,243
Misc. Revenues	148,005	40,266	594,790	78,998	515,792	87%	287,265
Special Revenues & Resources	440,295	415,697	307,060	129,881	177,180	58%	289,087
Total 057 TRANSPORTATION & PARKING FUND	13,363,482	21,117,636	19,070,227	21,963,725	-2,893,498	-15%	35,451,537
- 058 PARKING FUND							
Special Event Fees		7,195	55,101		55,101	100%	
Fines & Forfeitures	783,303	2,074,774	2,628,058	495,599	2,132,459	81%	2,603,364
Misc. Revenues		-40	-3		-3	100%	

YTD Revenue April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
Total 058 PARKING FUND	783,303	2,081,929	2,683,156	495,599	2,187,557	82%	2,603,364
- 062 FLEET SERVICES FUND							
Interfund Transactions (Admin)	1,770,000	1,962,600	2,287,850	2,159,618	128,232	6%	2,745,400
Total 062 FLEET SERVICES FUND	1,770,000	1,962,600	2,287,850	2,159,618	128,232	6%	2,745,400
- 064 SELF INSURANCE FUND							
Misc. Revenues	229,170	229,170	292,729	276,584	16,145	6%	350,000
Interfund Transactions (Admin)	1,165,870	1,319,550	1,411,650	1,410,594	1,056	0%	1,693,993
Total 064 SELF INSURANCE FUND	1,395,040	1,548,720	1,704,379	1,687,178	17,201	1%	2,043,993
- 070 SALES TAX REV BOND - DEBT SVS FUND							
Misc. Revenues	127,962	86,458	725,746		725,746	100%	
Interfund Transactions (Admin)	18,750				0		
Interfund Transactions (CIP/Debt)	6,174,940	5,801,850	5,807,330	5,050,996	756,334	13%	6,968,791
Total 070 SALES TAX REV BOND - DEBT SVS FUND	6,321,652	5,888,308	6,533,076	5,050,996	1,482,081	23%	6,968,791
- 071 DEBT SERVICE FUND							
Property Taxes	9,506,281	9,509,688	9,509,688	9,496,688	13,000	0%	9,496,688
Misc. Revenues	768	1,215	15,062		15,062	100%	
Total 071 DEBT SERVICE FUND	9,507,049	9,510,903	9,524,750	9,496,688	28,062	0%	9,496,688
- Grand Total							
TOTAL	109,148,955	122,654,244	124,273,397	200,411,005	-76,137,607	-61%	254,217,925
Total without Bond Transactions and Debt Service	**93,320,254**	**107,255,032**	**108,215,571**	**103,372,074**	4,843,496	**4%**	**138,762,950**

YTD - April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
- 011 GENERAL FUND							
PERSONNEL SERVICES	18,297,142	20,633,020	24,351,463	25,973,588	-1,622,124	-7%	31,177,035
MATERIALS, SUPPLIES AND SERVICES	634,505	890,713	1,217,141	1,147,535	69,606	6%	1,377,041
UTILITIES	562,345	569,226	697,240	1,351,545	-654,306	-94%	1,621,854
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	2,643,519	3,028,703	3,512,996	4,547,167	-1,034,170	-29%	5,456,600
PARTS/MAINTENANCE SUPPLIES	573,081	932,719	1,538,815	1,357,461	181,354	12%	1,628,953
SPECIAL SERV CONTRACT/MISC CHARGES	2,618,613	600,204	586,184	1,322,190	-736,006	-126%	1,586,629
CAPITAL OUTLAY	213,236	223,010	482,603	605,574	-122,971	-25%	726,689
INTERFUND TRANSFER	2,216,840	2,570,650	2,866,490	2,866,484	6	0%	3,439,780
Total 011 GENERAL FUND	27,759,281	29,448,244	35,252,932	39,171,543	-3,918,611	-11%	47,014,582
- 012 QUINNS RECREATION COMPLEX							
PERSONNEL SERVICES	663,781	799,936	864,431	922,895	-58,464	-7%	1,107,784
MATERIALS, SUPPLIES AND SERVICES	35,302	37,987	48,764	59,517	-10,752	-22%	71,420
UTILITIES	96,346	101,064	115,393	130,983	-15,589	-14%	157,179
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	34,767	56,776	69,096	87,008	-17,912	-26%	104,410
PARTS/MAINTENANCE SUPPLIES	36,344	39,667	35,887	43,350	-7,463	-21%	52,020
SPECIAL SERV CONTRACT/MISC CHARGES	17,711	18,942	19,867	17,500	2,367	12%	21,000
CAPITAL OUTLAY				833	-833		1,000
Total 012 QUINNS RECREATION COMPLEX	884,251	1,054,372	1,153,438	1,262,086	-108,648	-9%	1,514,813
- 022 DRUG CONFISCATIONS							
CAPITAL OUTLAY		3,021	750		750	100%	
Total 022 DRUG CONFISCATIONS		3,021	750		750	100%	
- 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND							
PERSONNEL SERVICES	4,230				0		
MATERIALS, SUPPLIES AND SERVICES	19,604			8,333	-8,333		10,000
UTILITIES	1,364	1,673	2,526	28,853	-26,327	-1042%	34,623
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	13,269	4,830	11,400	58,333	-46,933	-412%	70,000
SPECIAL SERV CONTRACT/MISC CHARGES				473,333	-473,333		568,000

YTD - April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
INTERFUND TRANSFER	2,577,110	2,577,110	2,577,110	2,577,110	0	0%	3,092,532
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	2,615,577	2,583,613	2,591,036	3,145,963	-554,927	-21%	3,775,155
- 024 MAIN STREET RDA SPECIAL REVENUE FUND							
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	10,903		6,830	41,667	-34,837	-510%	50,000
SPECIAL SERV CONTRACT/MISC CHARGES				337,500	-337,500		405,000
INTERFUND TRANSFER	583,330	583,330	583,330	583,333	-3	0%	700,000
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND	594,233	583,330	590,160	962,500	-372,340	-63%	1,155,000
- 031 CAPITAL IMPROVEMENT FUND							
PERSONNEL SERVICES	28,169	16,309	16,849		16,849	100%	
CAPITAL OUTLAY	5,158,883	3,448,521	6,928,043	73,161,345	-66,233,302	-956%	87,793,614
INTERFUND TRANSFER	2,983,600	3,478,860	3,480,900	3,480,897	3	0%	4,177,076
Total 031 CAPITAL IMPROVEMENT FUND	8,170,652	6,943,689	10,425,791	76,642,241	-66,216,450	-635%	91,970,690
- 033 REDEVELOPMENT AGENCY-LOWER PRK							
PERSONNEL SERVICES	187				0		
CAPITAL OUTLAY	199,006	34,419	25,015	2,345,896	-2,320,881	-9278%	2,815,075
INTERFUND TRANSFER	2,319,030	2,322,990	2,326,430	2,326,429	1	0%	2,791,715
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	2,518,223	2,357,409	2,351,445	4,672,325	-2,320,880	-99%	5,606,790
- 034 REDEVELOPMENT AGENCY-MAIN ST							
CAPITAL OUTLAY			19,940	354,143	-334,203	-1676%	424,971
INTERFUND TRANSFER	872,310				0		
Total 034 REDEVELOPMENT AGENCY-MAIN ST	872,310		19,940	354,143	-334,203	-1676%	424,971
- 038 EQUIPMENT REPLACEMENT CIP							
CAPITAL OUTLAY	246,048	1,601,377	1,635,089	3,264,352	-1,629,263	-100%	3,917,222
Total 038 EQUIPMENT REPLACEMENT CIP	246,048	1,601,377	1,635,089	3,264,352	-1,629,263	-100%	3,917,222
- 051 WATER FUND							
PERSONNEL SERVICES	2,500,390	2,873,867	3,524,199	3,738,154	-213,955	-6%	4,487,041
MATERIALS, SUPPLIES AND SERVICES	321,044	470,386	546,642	407,509	139,133	25%	489,011
UTILITIES	632,644	517,834	563,593	1,148,072	-584,479	-104%	1,377,686

YTD - April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	1,129,772	1,876,956	1,335,447	1,535,117	-199,669	-15%	1,842,140
PARTS/MAINTENANCE SUPPLIES	949,661	1,052,014	1,132,196	1,167,542	-35,345	-3%	1,401,050
SPECIAL SERV CONTRACT/MISC CHARGES	102,831	141,428	162,874	101,667	61,207	38%	122,000
CAPITAL OUTLAY	32,004,306	29,494,535	17,561,025	72,702,567	-55,141,542	-314%	87,243,081
DEBT SERVICE	3,762,235	3,813,401	7,133,544	8,020,365	-886,821	-12%	9,624,438
INTERFUND TRANSFER	876,570	910,360	1,118,540	1,714,368	-595,828	-53%	2,057,241
Total 051 WATER FUND	42,279,452	41,150,781	33,078,060	90,535,359	-57,457,300	-174%	108,643,688
- 052 STORM WATER FUND							
PERSONNEL SERVICES	538,141	599,818	596,125	594,869	1,256	0%	714,043
MATERIALS, SUPPLIES AND SERVICES	16,305	15,878	27,315	52,500	-25,185	-92%	63,000
UTILITIES	26,354	43,444	21,791	46,954	-25,163	-115%	56,345
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	76,069	23,463	27,062	124,688	-97,625	-361%	149,625
PARTS/MAINTENANCE SUPPLIES	26,189	9,912	8,304	34,505	-26,201	-315%	41,406
CAPITAL OUTLAY	145,146	30,440		1,013,895	-1,013,895		1,216,675
INTERFUND TRANSFER	99,730	112,880	131,150	131,148	3	0%	157,377
Total 052 STORM WATER FUND	927,934	835,835	811,749	1,998,559	-1,186,810	-146%	2,398,471
- 055 GOLF COURSE FUND							
PERSONNEL SERVICES	579,205	615,532	634,409	844,457	-210,048	-33%	1,013,633
MATERIALS, SUPPLIES AND SERVICES	48,633	36,829	37,720	57,667	-19,947	-53%	69,200
UTILITIES	45,955	34,028	61,164	121,528	-60,364	-99%	145,834
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	51,351	52,735	60,861	78,813	-17,951	-29%	94,575
PARTS/MAINTENANCE SUPPLIES	202,812	387,990	271,576	249,833	21,742	8%	299,800
SPECIAL SERV CONTRACT/MISC CHARGES	31,450	33,291	34,246	36,250	-2,004	-6%	43,500
CAPITAL OUTLAY	51,315	18,609	3,155	397,459	-394,304	-12497%	476,950
INTERFUND TRANSFER	126,260	118,650	140,080	140,085	-5	0%	168,102
Total 055 GOLF COURSE FUND	1,136,982	1,297,664	1,243,211	1,926,092	-682,881	-55%	2,311,594
- 057 TRANSPORTATION & PARKING FUND							
PERSONNEL SERVICES	6,591,496	5,822,226	8,082,828	7,875,539	207,289	3%	9,453,294

YTD - April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
MATERIALS, SUPPLIES AND SERVICES	243,411	122,401	206,815	258,268	-51,453	-25%	309,922
UTILITIES	262,244	233,352	252,857	358,197	-105,340	-42%	429,836
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	721,975	416,918	1,104,186	1,461,513	-357,327	-32%	1,753,816
PARTS/MAINTENANCE SUPPLIES	50,625	29,174	48,575	29,167	19,408	40%	35,000
SPECIAL SERV CONTRACT/MISC CHARGES	16,734	25,388	37,111	13,750	23,361	63%	16,500
CAPITAL OUTLAY	1,740,847	799,142	1,642,999	39,205,370	-37,562,372	-2286%	47,046,445
INTERFUND TRANSFER	2,408,750	2,755,420	2,993,950	2,993,953	-3	0%	3,592,743
Total 057 TRANSPORTATION & PARKING FUND	12,036,081	10,204,020	14,369,320	52,195,758	-37,826,438	-263%	62,637,556
- 058 PARKING FUND							
PERSONNEL SERVICES	627,347	646,685	869,674	953,139	-83,466	-10%	1,144,087
MATERIALS, SUPPLIES AND SERVICES	139,565	218,332	265,074	393,750	-128,676	-49%	472,500
UTILITIES	5,046	7,078	5,730	8,333	-2,604	-45%	10,000
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	64,587	101,959	32,192	123,333	-91,142	-283%	148,000
PARTS/MAINTENANCE SUPPLIES	11,761	6,866	11,314	47,500	-36,186	-320%	57,000
SPECIAL SERV CONTRACT/MISC CHARGES	34,040	109,096	77,092	54,167	22,925	30%	65,000
CAPITAL OUTLAY		26,961	107,940	280,633	-172,693	-160%	336,760
INTERFUND TRANSFER	18,500	13,750	8,120	8,125	-5	0%	9,750
Total 058 PARKING FUND	900,846	1,130,727	1,377,135	1,868,981	-491,846	-36%	2,243,097
- 062 FLEET SERVICES FUND							
PERSONNEL SERVICES	770,840	786,667	974,379	961,957	12,422	1%	1,154,672
MATERIALS, SUPPLIES AND SERVICES	51,231	52,295	65,461	53,292	12,170	19%	63,950
UTILITIES	488,871	806,001	992,439	835,750	156,689	16%	1,002,900
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	5,409	5,047	7,783	6,667	1,117	14%	8,000
PARTS/MAINTENANCE SUPPLIES	570,358	583,671	712,698	641,833	70,864	10%	770,200
CAPITAL OUTLAY			4,695	5,171	-476	-10%	6,205
Total 062 FLEET SERVICES FUND	1,886,710	2,233,681	2,757,456	2,504,670	252,786	9%	3,005,927
- 064 SELF INSURANCE FUND							
MATERIALS, SUPPLIES AND SERVICES	25,789	26,613	27,819	42,083	-14,265	-51%	50,500

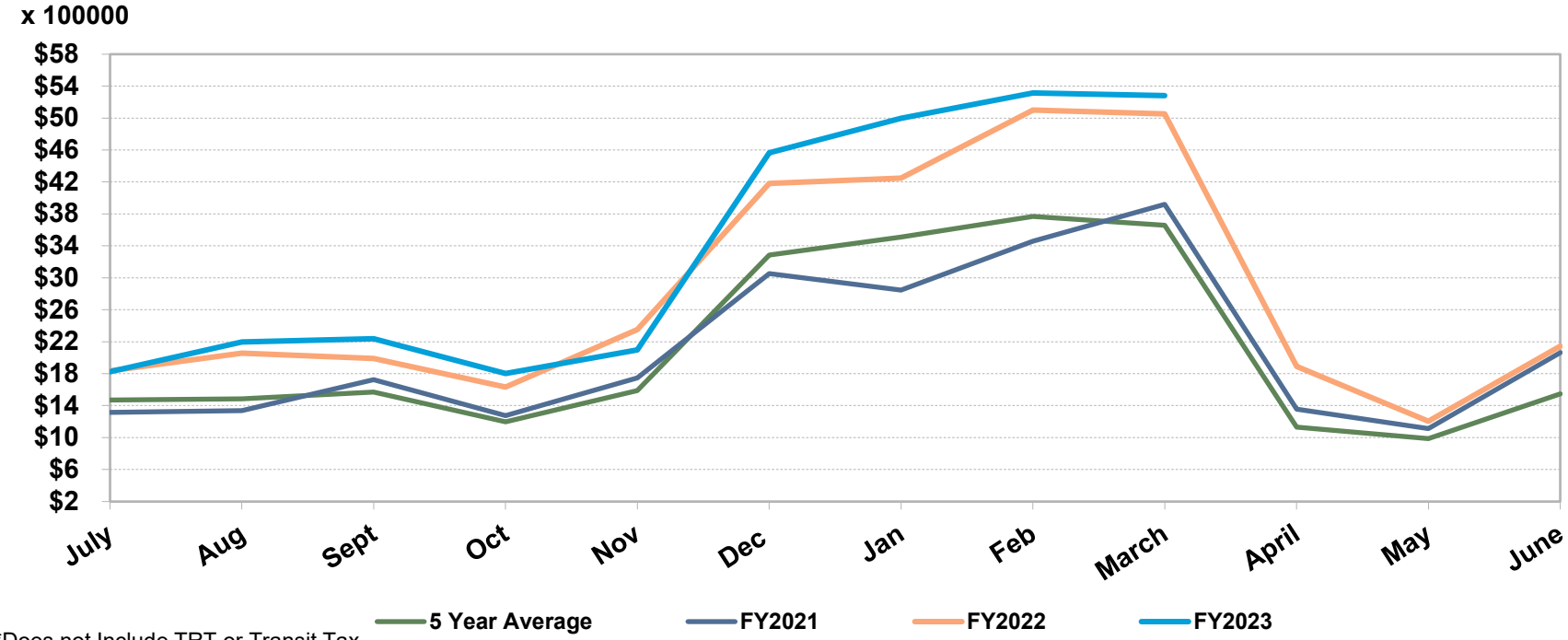
YTD - April 2023	FY 2021	FY 2022	YTD Actuals FY 2023	YTD Monthly Budget Estimate	Variance YTD Actual vs YTD Monthly Estm $	Variance YTD Actual vs YTD Monthly Estm %	FY23 Adjusted Budget
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	489,802	448,566	798,076	451,627	346,450	43%	541,952
SPECIAL SERV CONTRACT/MISC CHARGES	741,077	880,091	1,056,434	808,333	248,101	23%	970,000
Total 064 SELF INSURANCE FUND	1,256,669	1,355,270	1,882,329	1,302,043	580,286	31%	1,562,452
- 070 SALES TAX REV BOND - DEBT SVS FUND							
DEBT SERVICE	2,638,452	2,642,208	2,615,918	5,865,076	-3,249,158	-124%	7,038,091
Total 070 SALES TAX REV BOND - DEBT SVS FUND	2,638,452	2,642,208	2,615,918	5,865,076	-3,249,158	-124%	7,038,091
- 071 DEBT SERVICE FUND							
DEBT SERVICE	7,381,616	7,344,844	7,288,508	7,913,907	-625,399	-9%	9,496,688
Total 071 DEBT SERVICE FUND	7,381,616	7,344,844	7,288,508	7,913,907	-625,399	-9%	9,496,688
- Grand Total							
TOTAL	114,105,317	112,770,084	119,444,266	295,585,597	-176,141,331	-147%	354,716,787
Total Without Capital, Bond or Debt Transactions	**60,564,228**	**63,289,598**	**73,995,043**	**80,449,010**	**-6,453,967**	**-9%**	**96,552,883**

March Sales Tax Update



Citywide

Sales Tax Revenues through March



*Does not Include TRT or Transit Tax

- Sales Taxes excluding TRT and Transit Sales Tax +4.6% vs. March FY22
- Transit Sales Tax +4.6% vs. March FY22
- TRT +5.8% vs. March FY22

Source: Park City Municipal Corporation. As of May 2023. Note: Transit Sales Taxes exclude sales tax revenues received from Summit County.

General Fund

Sales Tax Summary – General Fund

General Fund - Sales Tax Summary - Monthly					
Month	**FY20 Actual**	**FY21 Actual**	**FY22 Actual**	**FY23 Original Budget**	**FY23 Actual**
July	$890,546	$767,523	$1,047,907	$1,074,186	$1,046,685
August	$839,320	$777,490	$1,171,593	$979,767	$1,252,313
September	$912,173	$991,597	$1,132,767	$802,432	$1,274,432
October	$715,887	$735,086	$934,102	$997,539	$1,034,396
November	$820,365	$995,487	$1,328,051	$1,104,877	$1,195,669
December	$1,877,541	$1,709,314	$2,326,666	$2,123,076	$2,535,657
January	$2,167,578	$1,587,251	$2,346,656	$2,476,324	$2,748,907
February	$1,936,051	$1,915,684	$2,798,863	$2,303,499	$2,919,371
March	$1,318,256	$2,175,133	$2,790,344	$2,004,792	$2,915,972
April	$374,250	$792,166	$1,086,870	$859,084	
May	$439,622	$742,106	$708,047	$734,302	
June	$603,136	$1,186,465	$1,228,941	$973,664	
Total	**$12,894,725**	**$14,375,301**	**$18,900,806**	**$16,433,542**	

Source: Park City Municipal Corporation. As of May 2023.

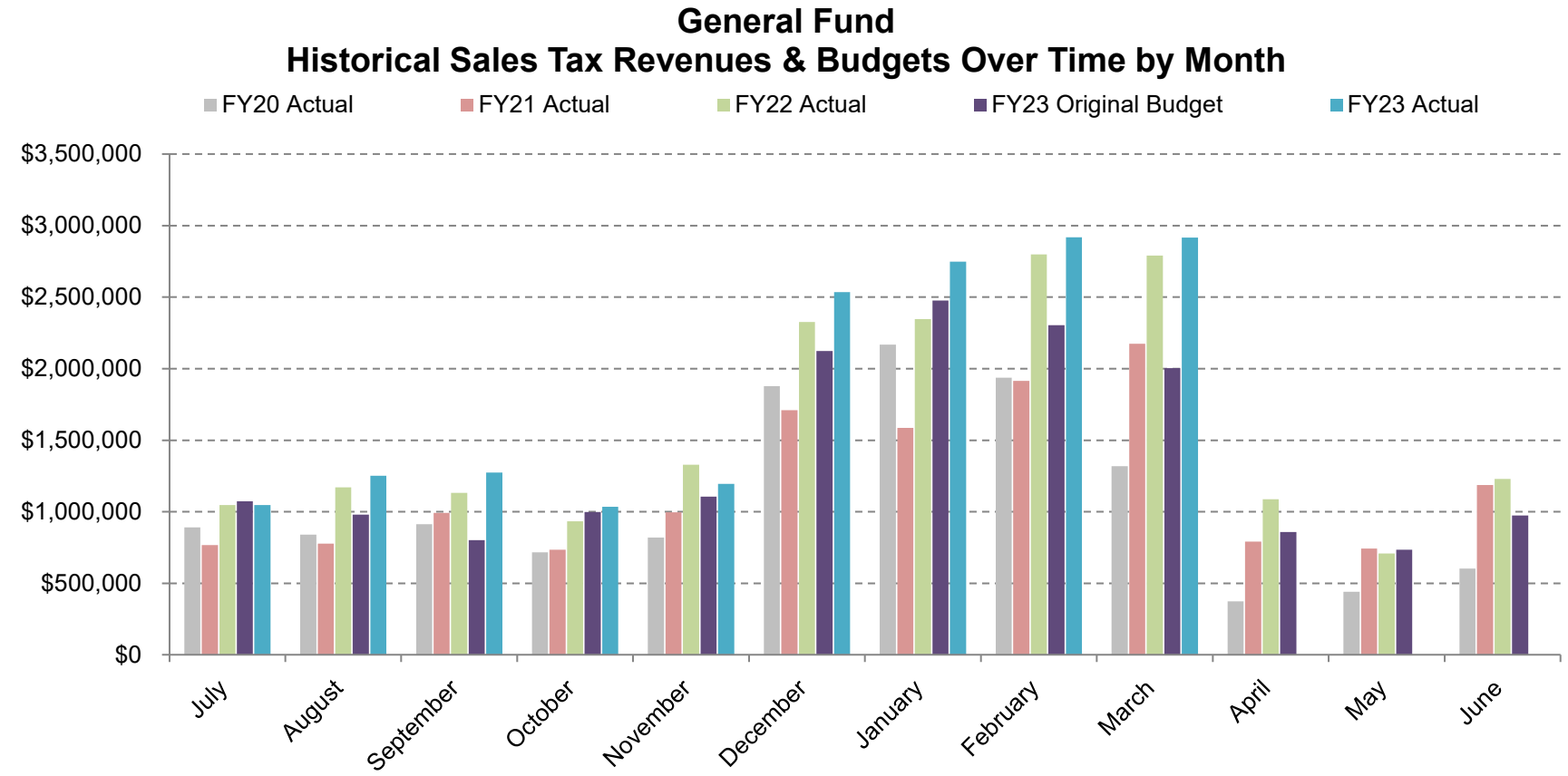
Sales Tax Summary – General Fund

General Fund - Sales Tax Summary - $ Change					
Month	FY21 Actual vs. FY20 Actual	FY22 Actual vs. FY20 Actual	FY23 Actual vs. FY21 Actual	FY23 Actual vs. FY22 Actual	FY23 Actual vs. FY23 Budget
July	($123,023)	$157,361	$279,162	($1,222)	($27,501)
August	($61,829)	$394,102	$474,822	$80,720	$272,545
September	$79,424	$141,170	$282,835	$141,665	$472,000
October	$19,198	$199,016	$299,310	$100,294	$36,857
November	$175,122	$332,565	$200,183	($132,382)	$90,792
December	($168,227)	$617,352	$826,343	$208,991	$412,582
January	($580,327)	$759,405	$1,161,656	$402,251	$272,584
February	($20,367)	$883,179	$1,003,687	$120,508	$615,872
March	$856,876	$615,211	$740,840	$125,629	$911,181
April	$417,916	$294,704			
May	$302,484	($34,059)			
June	$583,329	$42,476			
Total	**$1,480,576**	**$4,402,482**	**$5,268,838**	**$1,046,454**	**$3,056,911**

General Fund - Sales Tax Summary - % Change					
Month	FY21 Actual vs. FY20 Actual	FY22 Actual vs. FY20 Actual	FY23 Actual vs. FY21 Actual	FY23 Actual vs. FY22 Actual	FY23 Actual vs. FY23 Budget
July	-14%	37%	36%	0%	-3%
August	-7%	51%	61%	7%	28%
September	9%	14%	29%	13%	59%
October	3%	27%	41%	11%	4%
November	21%	33%	20%	-10%	8%
December	-9%	36%	48%	9%	19%
January	-27%	48%	73%	17%	11%
February	-1%	46%	52%	4%	27%
March	65%	28%	34%	5%	45%
April	112%	37%			
May	69%	-5%			
June	97%	4%			
Total	**11%**	**31%**			

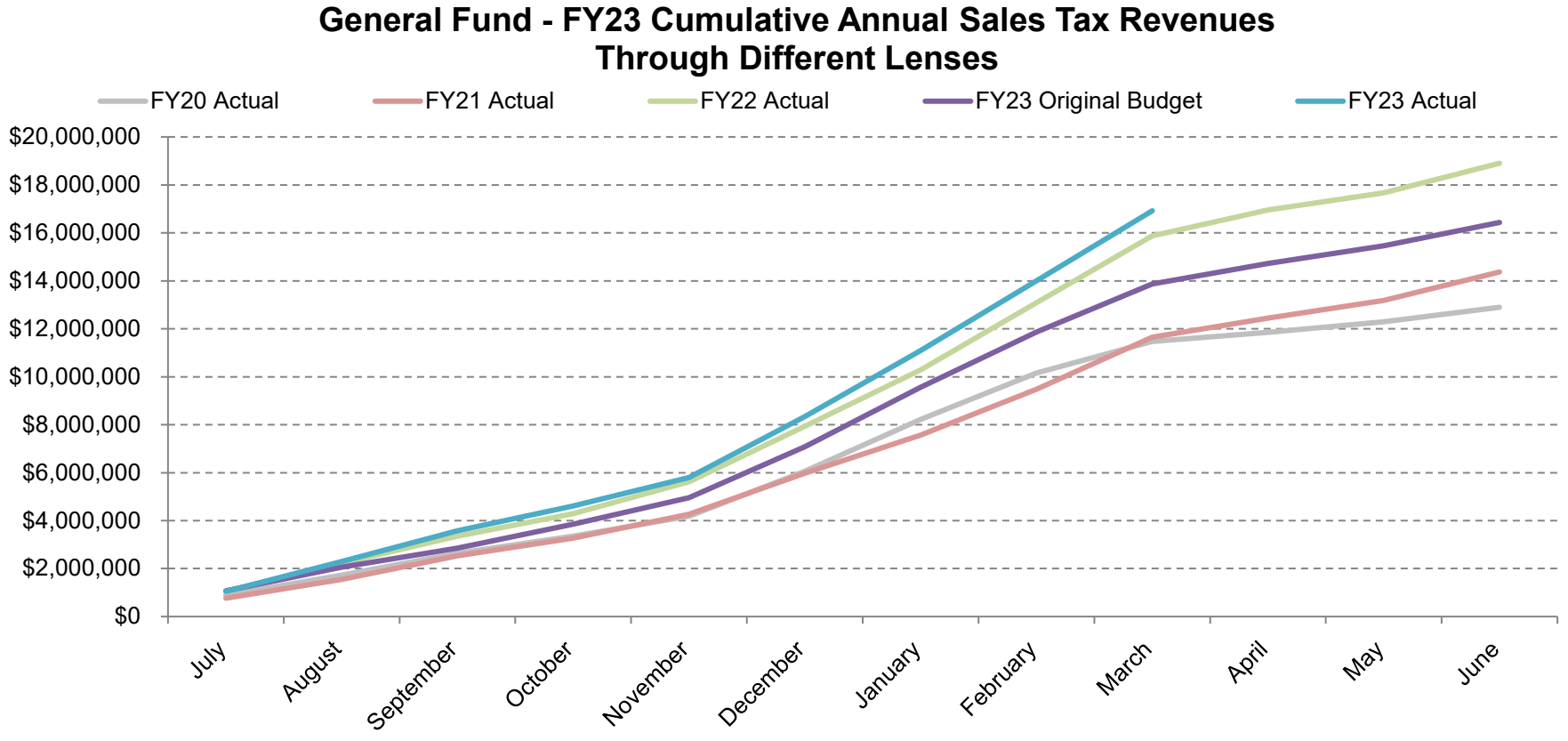
Source: Park City Municipal Corporation. As of May 2023.

Sales Tax Summary – General Fund



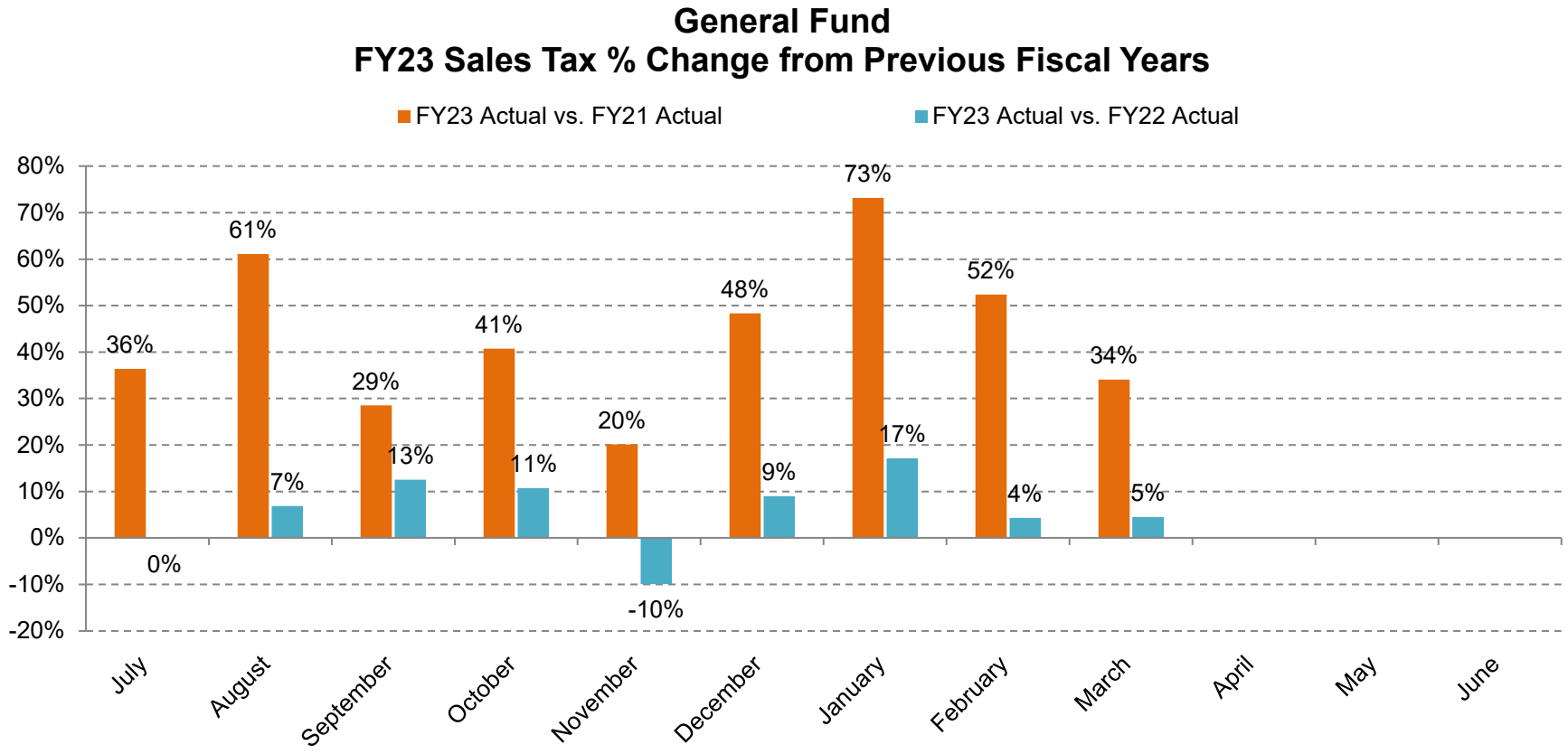
Source: Park City Municipal Corporation. As of May 2023.

Sales Tax Summary – General Fund



Source: Park City Municipal Corporation. As of May 2023.

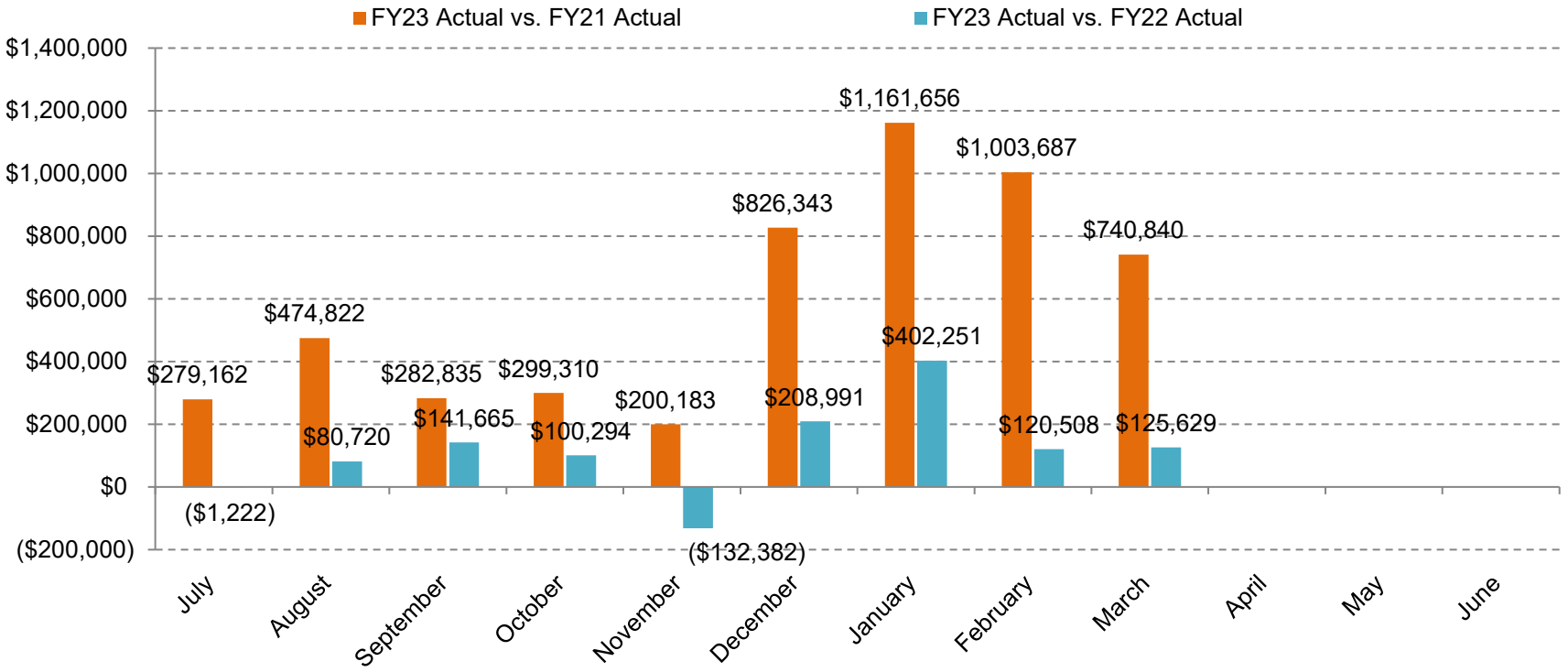
Sales Tax Summary – General Fund



Source: Park City Municipal Corporation. As of May 2023.

Sales Tax Summary – General Fund

General Fund
FY23 $ Change from Previous Fiscal Years



Source: Park City Municipal Corporation. As of May 2023.

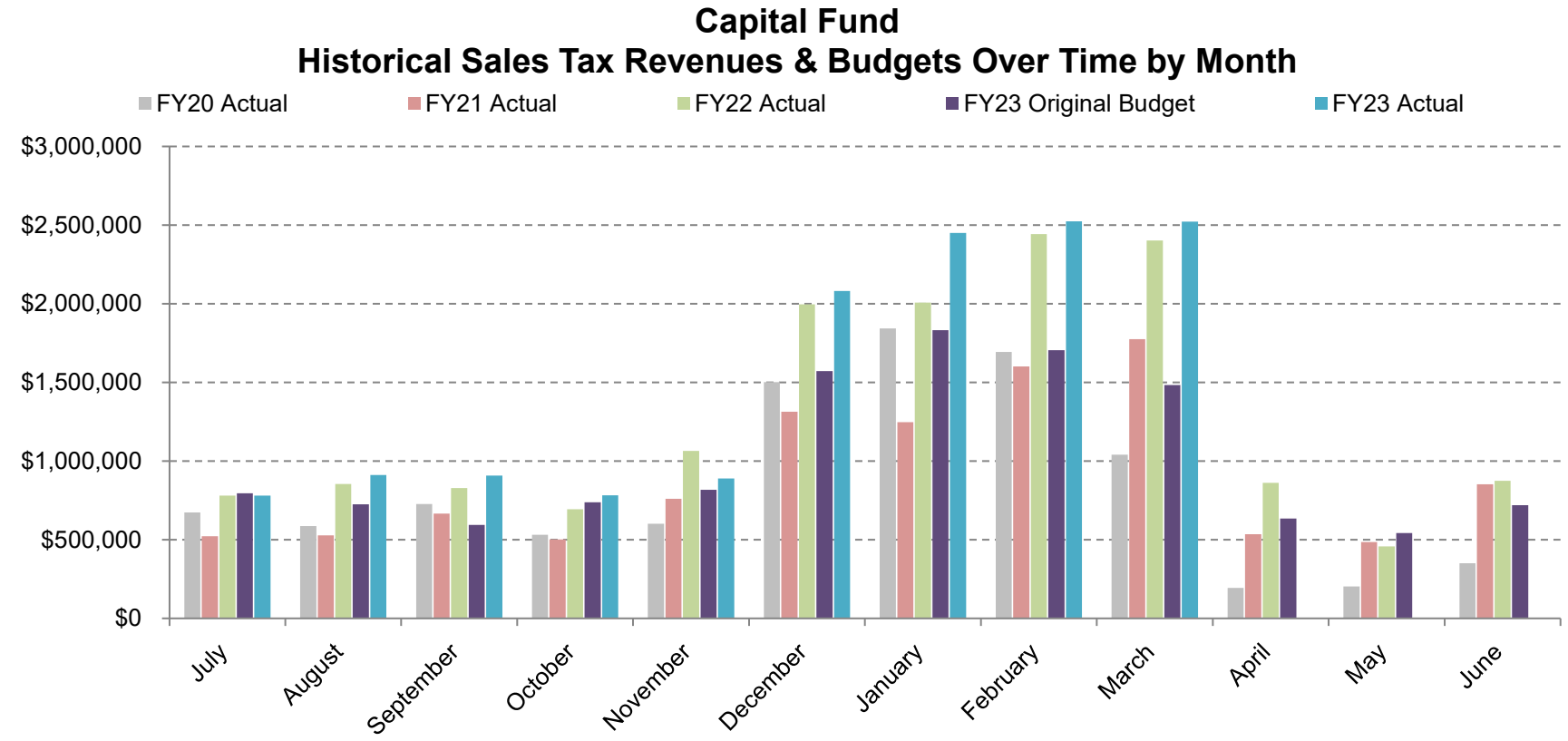
Capital Fund

Sales Tax Summary – Capital Fund

Capital Fund - Sales Tax Summary - Monthly					
Month	**FY20 Actual**	**FY21 Actual**	**FY22 Actual**	**FY23 Original Budget**	**FY23 Actual**
July	$673,802	$522,650	$780,132	$795,020	$780,699
August	$587,509	$529,137	$854,877	$725,140	$912,107
September	$727,801	$666,174	$828,758	$593,892	$908,236
October	$531,195	$502,670	$693,809	$738,293	$783,041
November	$601,730	$760,386	$1,064,856	$817,735	$889,591
December	$1,502,704	$1,313,631	$1,995,653	$1,571,318	$2,081,595
January	$1,843,593	$1,246,723	$2,008,220	$1,832,762	$2,450,667
February	$1,693,746	$1,601,025	$2,442,328	$1,704,852	$2,523,954
March	$1,041,321	$1,775,065	$2,402,513	$1,483,774	$2,522,172
April	$195,138	$535,486	$861,517	$635,820	
May	$204,162	$485,197	$458,703	$543,467	
June	$352,198	$852,122	$874,417	$720,622	
Total	**$9,954,898**	**$10,790,265**	**$15,265,782**	**$12,162,696**	

Source: Park City Municipal Corporation. As of May 2023.

Sales Tax Summary – Capital Fund



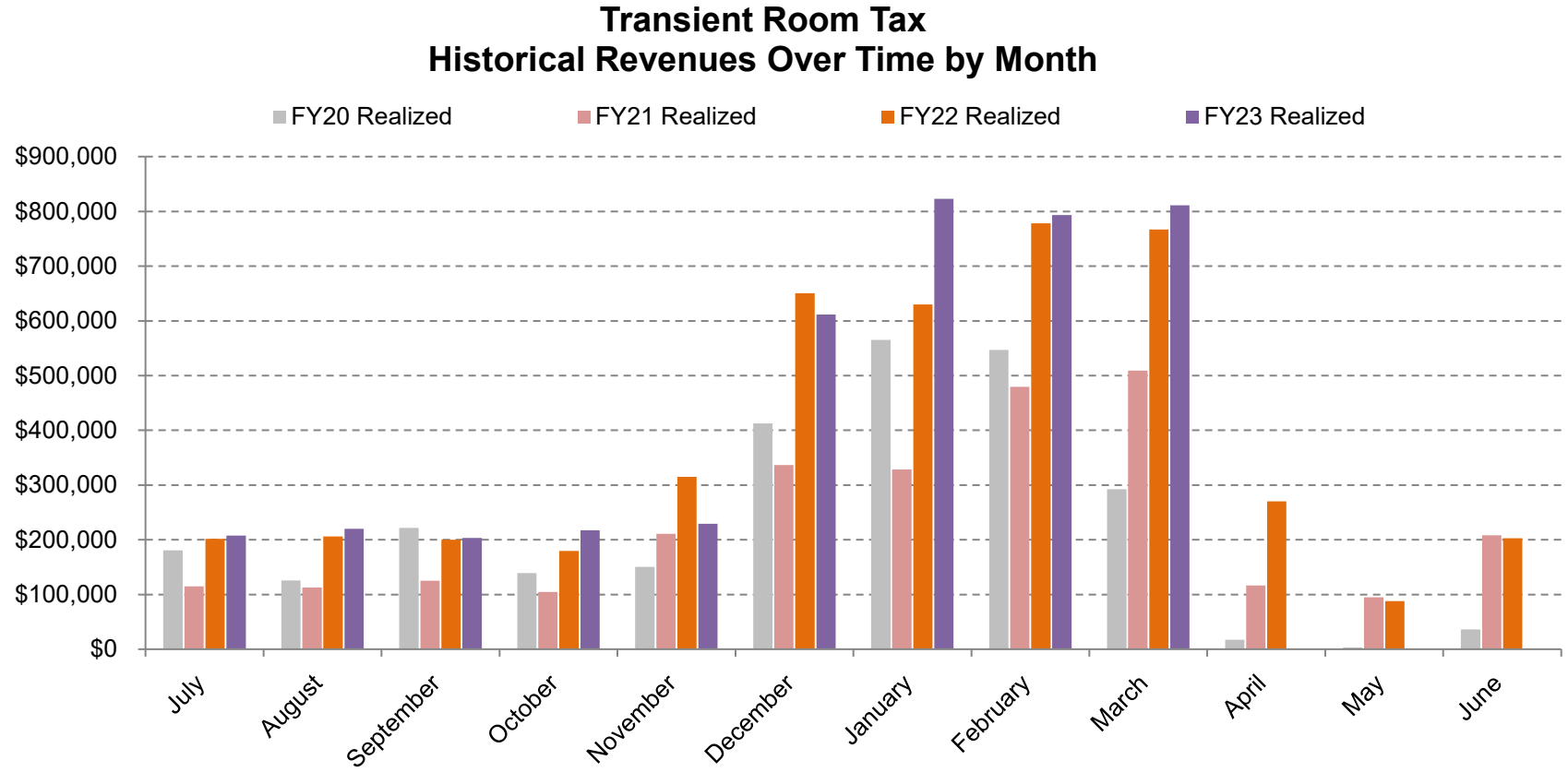
Source: Park City Municipal Corporation. As of May 2023.

Sales Tax Summary – Transient Room Tax

Transient Room Tax						
Monthly	**FY20 Realized**	**FY21 Realized**	**FY22 Realized**	**FY23 Realized**	**FY23 vs. FY22, $ Variance**	**FY23 vs. FY22, % Variance**
July	$180,669	$114,918	$201,780	$207,936	$6,156	3%
August	$125,677	$112,872	$206,192	$219,874	$13,681	7%
September	$221,639	$125,348	$200,321	$203,178	$2,857	1%
October	$139,424	$104,921	$179,897	$217,406	$37,508	21%
November	$150,563	$210,795	$315,172	$229,493	($85,679)	-27%
December	$412,832	$336,374	$650,240	$611,583	($38,657)	-6%
January	$565,442	$328,467	$630,062	$823,076	$193,014	31%
February	$546,738	$479,315	$778,153	$793,379	$15,227	2%
March	$292,669	$509,063	$767,199	$811,367	$44,168	6%
April	$17,479	$116,391	$270,230			
May	$3,114	$94,854	$87,896			
June	$36,423	$208,432	$203,021			
Total	**$2,692,669**	**$2,741,751**	**$4,490,163**			

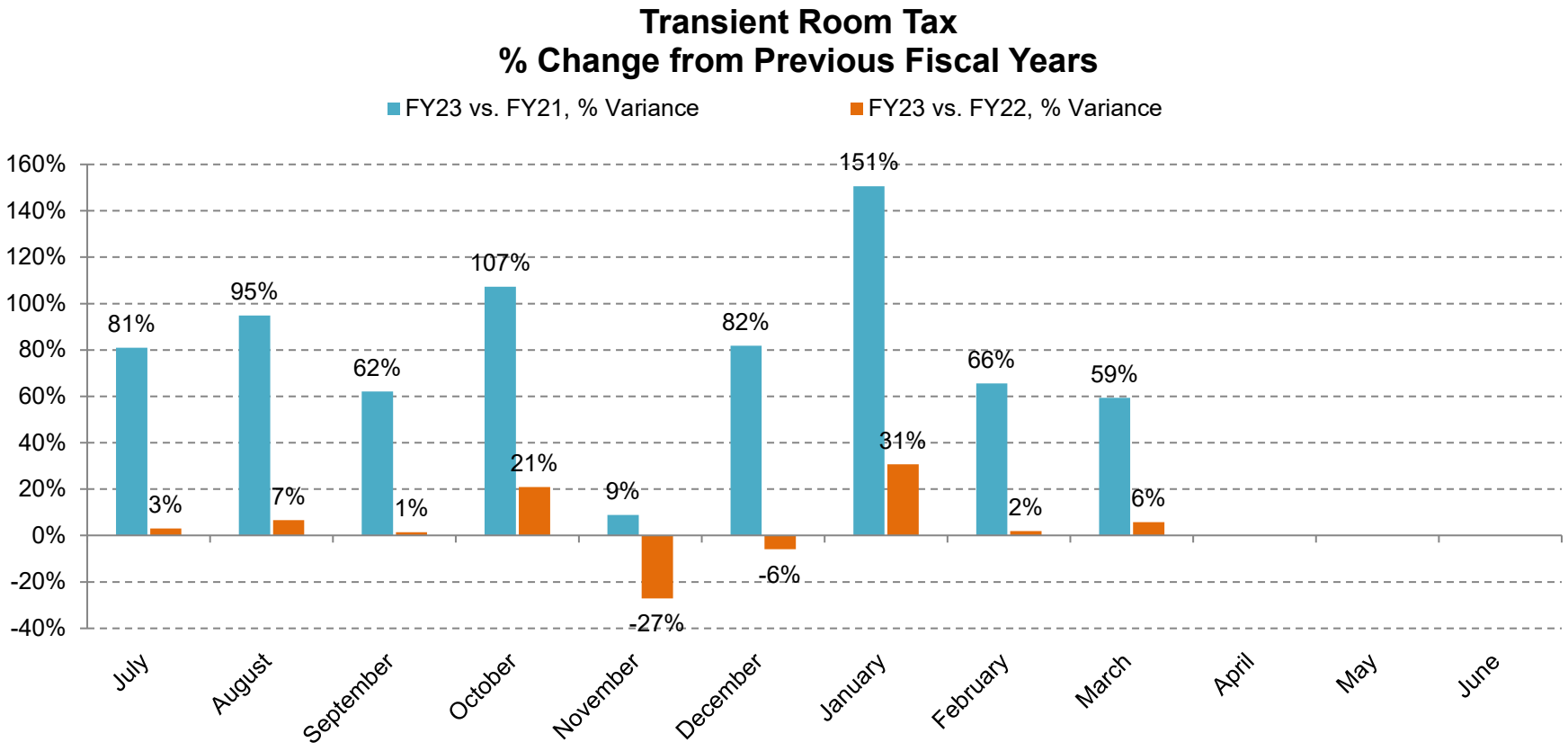
Source: Park City Municipal Corporation. As of May 2023.

Sales Tax Summary – Transient Room Tax



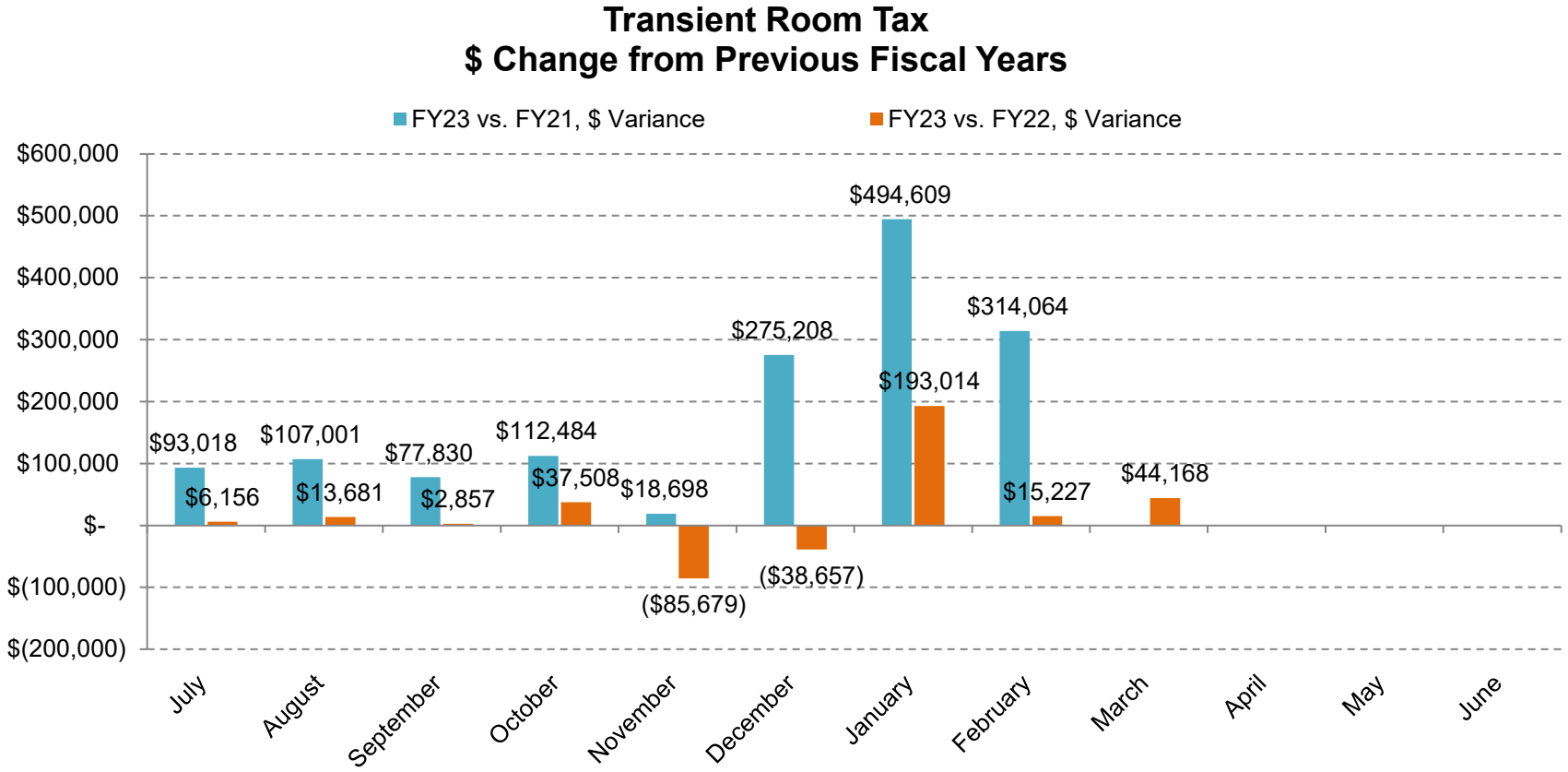
Source: Park City Municipal Corporation. As of May 2023.

Sales Tax Summary – Transient Room Tax



Source: Park City Municipal Corporation. As of May 2023.

Sales Tax Summary – Transient Room Tax



Source: Park City Municipal Corporation. As of May 2023.

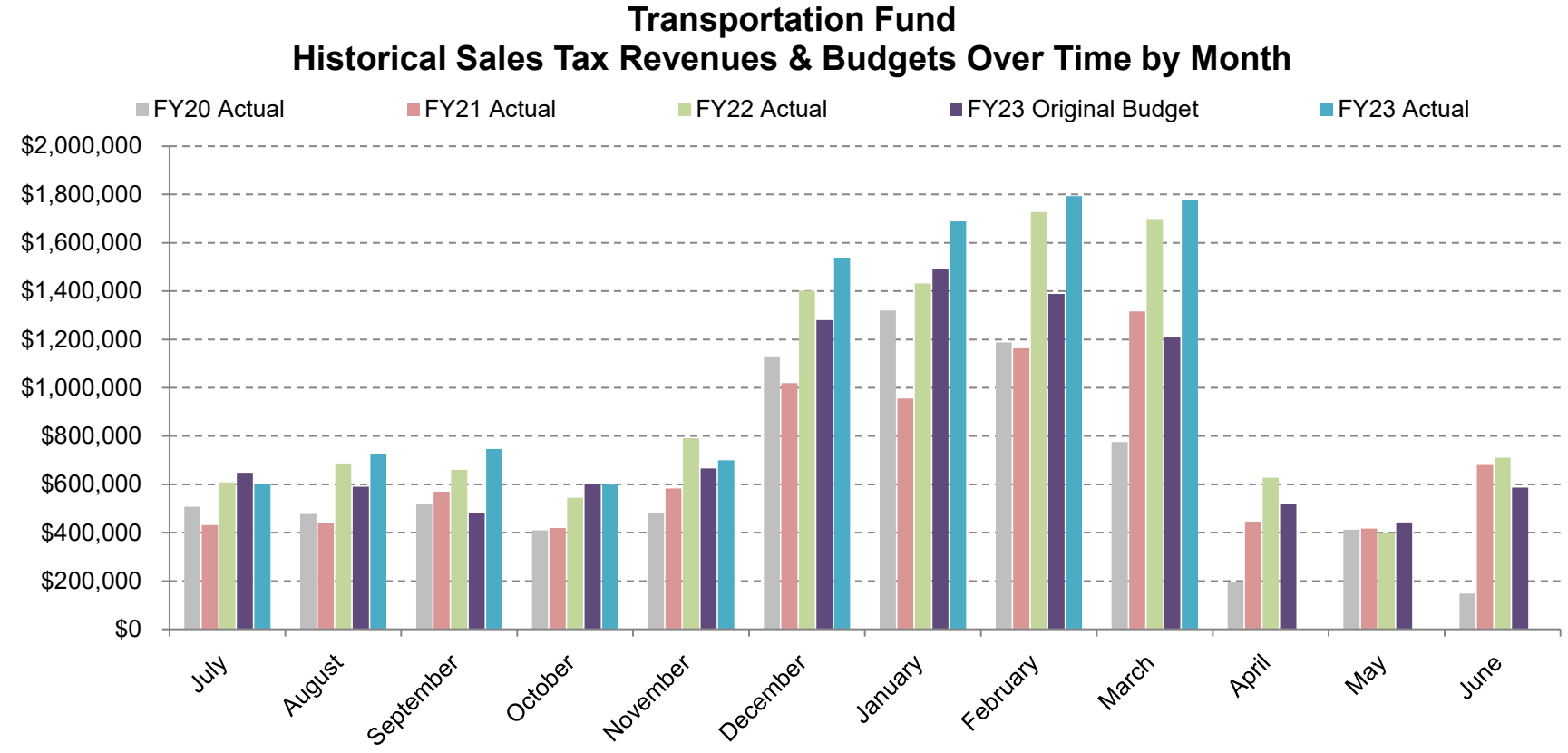
Transportation Fund

Sales Tax Summary – Transportation Fund

Transportation Fund - Sales Tax Summary - Monthly					
Month	**FY20 Actual**	**FY21 Actual**	**FY22 Actual**	**FY23 Original Budget**	**FY23 Actual**
July	$507,735	$431,048	$608,068	$647,455	$603,893
August	$476,867	$441,580	$686,058	$590,545	$727,289
September	$517,995	$570,321	$659,950	$483,658	$746,659
October	$409,895	$419,670	$544,337	$601,257	$599,108
November	$480,163	$583,067	$790,856	$665,954	$699,150
December	$1,129,662	$1,019,746	$1,401,122	$1,279,662	$1,538,157
January	$1,319,546	$955,215	$1,431,732	$1,492,579	$1,688,798
February	$1,187,380	$1,164,026	$1,726,996	$1,388,410	$1,793,757
March	$775,863	$1,316,569	$1,698,476	$1,208,368	$1,777,654
April	$194,288	$446,180	$627,698	$517,804	
May	$412,635	$416,661	$398,841	$442,593	
June	$148,275	$684,361	$710,502	$586,866	
Total	**$7,560,305**	**$8,448,444**	**$11,284,636**	**$9,905,150**	

Source: Park City Municipal Corporation. As of May 2023. Note: Transit Sales Taxes exclude sales tax revenues received from Summit County.

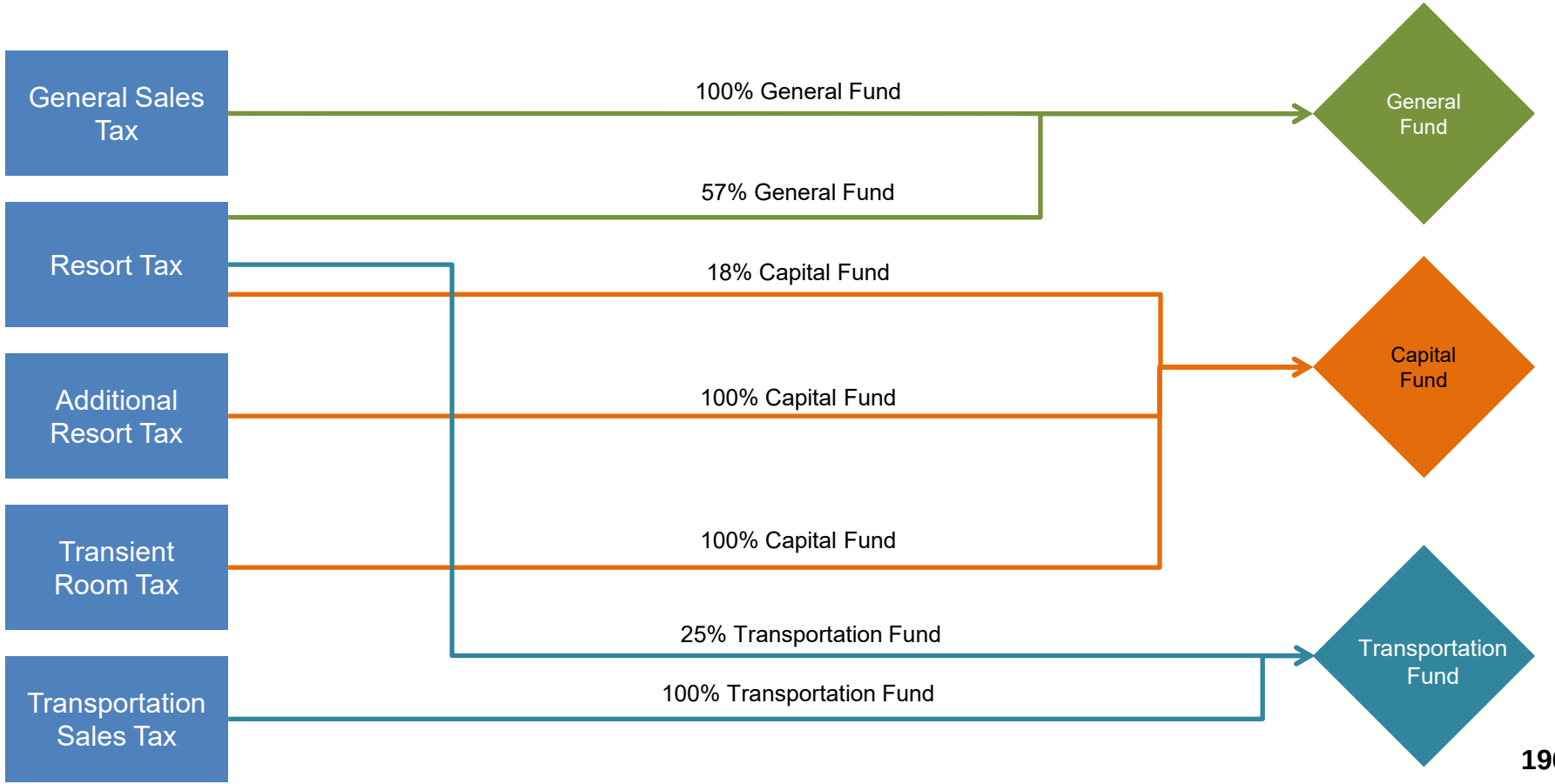
Sales Tax Summary – Transportation Fund



Source: Park City Municipal Corporation. As of May 2023. Note: Transit Sales Taxes exclude sales tax revenues received from Summit County.

Appendix

Where Do Our Sales Taxes Go?



Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Executive
Item Type: Staff Report
Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Subject:
Bonanza Park Temporary Parking

Suggested Action:

Attachments:
Bonanza Area Temporary Parking Staff Report

City Council
Staff Communications Report

Subject: **Bonanza Area Temporary Parking**
Author: **Jason Glidden**
Department: **Affordable Housing**
Date: **June 15, 2023**

A significant amount of work is underway to support, plan, and propel the future of the Bonanza Park area. These include new public roads and sidewalks, wet and dry utilities, area planning and feasibility studies, a potential affordable housing development, and numerous RMP equipment upgrades.

Given that multiple infrastructure projects are taking place at the same time, an internal team developed a temporary construction and parking mitigation plan to help reduce impacts on local residents and businesses. Though difficult, we believe our flexible plan can accommodate the sometimes competing interests of various stakeholders in the immediate area provided improvements can be made to the City land known as the Arts and Culture District. With some modest surface area improvements (asphalt and hardpack), we can hopefully shift parking needs (resident, employee, customer, construction, lease obligations, etc.) to accommodate as many users as possible, as often as possible.

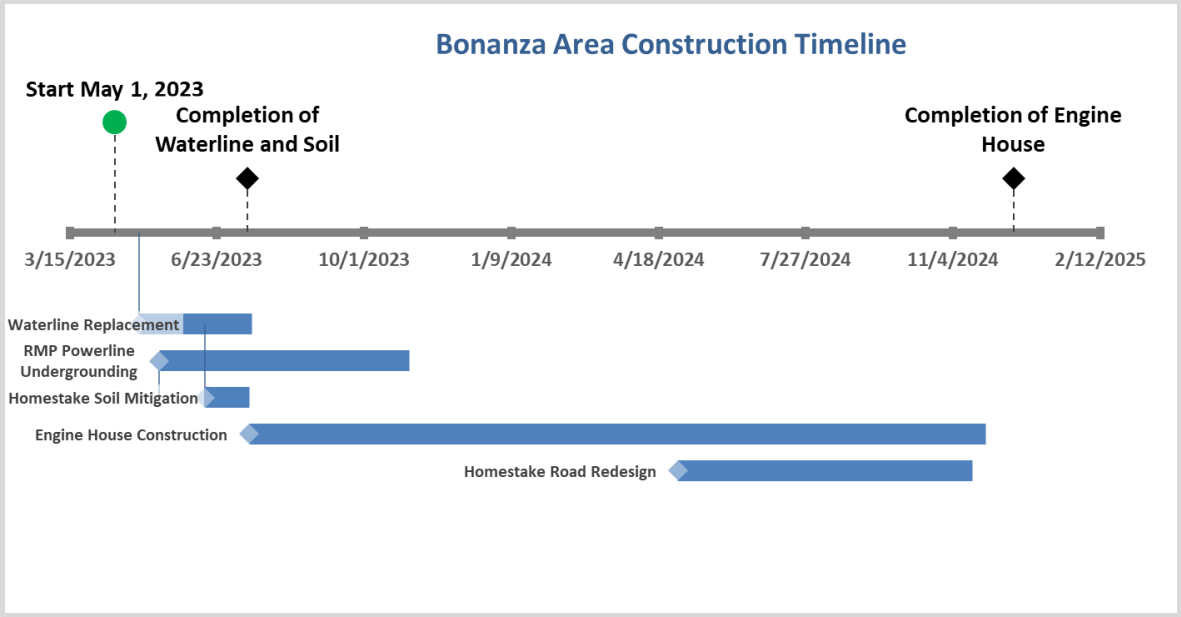
Below is a summary of each project, its status, and how it can be incorporated and accommodated moving forward.

Infrastructure Projects

- **Rocky Mountain Power Undergrounding Power Lines:** RMP will be undergrounding some of the power lines running through the Bonanza Park area. RMP requires an area large enough to store several large vehicles and drilling equipment. The project is scheduled to begin in a couple of weeks and is expected to end around October 31st. The project may temporarily affect the existing parking on the north and south sides of the former Kimball Arts Center. You have likely seen the work around town, as RMP works to harden its infrastructure to meet wildfire-hardening requirements.
- **Homestake Waterline Upgrade:** Public Utilities is replacing the waterline from Park Avenue to Kearns Boulevard along Homestake Road. The existing waterline is aging and undersized to provide adequate pressure for fire flows and future development. The project began May 1st and is estimated to run until June 30th. It requires temporarily removing street parking on Homestake Road in two phases.
- **Homestake Park Lot Soil Mitigation:** The City will execute a plan, to be considered by Council on June 22, 2023, to remove contaminated soil from the Homestake parking lot and berms along Homestake Road. The project does not require off-site parking but will eliminate all previously allowed parking in the Homestake Lot. The project is expected to start June 23rd and be completed by late summer.
- **Engine House Construction:** If approved by Council, construction of the 123-unit Engine Housing project is scheduled to begin in August 2023. The project will eliminate all existing parking from the Homestake Lot. We anticipate the project will also require proximate space for material and equipment laydown. We plan to require subcontractor parking off-site. The project is scheduled to be completed in December 2024.

- **Homestake Road Reconstruction:** The City plans a full redesign of Homestake Road to improve the area's walkability, add 12-foot sidewalks from Park Avenue to Kearns Boulevard, and more. While still in the design stage, the project is scheduled to start spring 2024 and be completed fall 2024. Street parking along Homestake Road will likely be affected during construction.

Project Timelines



Specific Bonanza Area Parking Needs

- **Current Parking Leases**: The City has an existing parking lease with the Kimball Art Center (KAC), requiring the City to provide 40 parking spots for the KAC in the Homestake parking lot. According to the lease, the City has the right to move the 40 spots to another location near KAC. The lease expires in April 2024 and can be extended for another 18 months by mutual agreement of both parties. The City also has a lease with Mark Fisher to utilize parking located adjacent to the Emporium building. This lease expires at the end of June 2023 and does not affect the projects scheduled in the area.
- **City Programs:** Park City runs the Transit to Trails (T2T) program using a subcontractor during the summer, from July to October, and occasionally during the first few months of the winter season. The program eases trailhead congestion, provides public transportation and trail access to Empire Pass from Bonanza Park, and is grant-funded. T2T is popular, drawing between 30-50 cars each day. The program is currently operated using the parking located behind the old Kimball Art Center as a parking depot.
- **Residential & Local Business Parking:** Under both prior ownership and since the City acquired the property, informal use of the property for parking has been allowed on and off in different areas of the property. The residents of the Homestake and Claimjumper condos use Homestake Road and Lot for parking (short-term, long-term, overnight, guest parking, etc.). Homestake Road is currently unregulated street parking. Area

PARKING NEEDS	
ENTITY	**SPACES NEEDED**
Kimball Art Center	40
RMP	30
Transit to Trails	50
Special Event	30
Local	25
Engine House	50
TOTAL	**225**

businesses, employees, and patrons, and the public have taken advantage of the unregulated nature of the property on and off also under prior and City ownership. The property has also been used by various contractors as both an unregulated and owner-approved event/seasonal park-and-ride and large vehicle storage.

To maximize our ability to balance these formal (leases, construction laydown/mitigation plan, and T2T) and informal public/neighborhood uses, we recommend using the Arts and Culture area to create 225 temporary off-street, mixed-use parking spaces. This plan will require a modest capital investment, which is under the City Manager's procurement authority.

Temporary Parking Plan

The majority of the site below is covered by dirt and concrete. The dirt, or hardpack area, requires a better road base to accommodate heavy equipment, and large deliveries, and to meet all the construction mitigation requirements of the Building Department. Public Works recommends paving over concrete areas and parking striping to maximize mixed-use space efficiency. We will obtain the necessary building permit and follow applicable parking code standards for the parking area.

We anticipated the road base areas can accommodate laydown and mixed-use parking needs, while paved areas will be reserved for public parking to accommodate resident, patron, T2T, and employee parking demand.

A detailed description of the temporary parking mitigation plan is provided below.



The estimated cost to prepare the temporary parking area is roughly $85,000 and would be added to the current paving contracts already authorized for the Public Works and Streets Department. The work can be completed by August.

Management of Temporary Parking

To efficiently utilize the temporary parking, lots should be separated using temporary fencing and signed for specific uses.

- The north lot will be temporarily designated for contractors, and the south will be for public use.
- Areas A, D, and E will be temporarily designated for construction mitigation and be managed by Park City Project Manager, Dave Gustafson.
- The 26 parking spaces located south of the old KAC (labeled Area B above) will be signed for KAC use to meet our lease obligations.
- All public parking in Lot C will be managed by the City's Parking Services Department. The lot will be signed for no overnight parking except for registered residents. Residents registered for the Homestake Road parking program will also be registered in the temporary parking lot during times when access is unavailable
- These temporary designations are subject to change by the City at any time and shall not create any permanent right to use the property or the future development of the property.

Project-Specific Parking Plans

Rocky Mountain Power – RMP will utilize parking on the north side of the old KAC Building for construction storage and parking.

Homestake Water Line Replacement - The first phase will remove street parking from Park Avenue to Claimjumper Condos, roughly half the length of Homestake Road. Once complete, parking will be available and the contractor will start work on the second half of the road removing parking from Claimjumper Condos to Kearns Boulevard. During the first six weeks of construction, area residents and employees will have access to the Homestake Parking Lot for overnight parking. Once work begins on the Homestake Parking lot in June, temporary parking will be moved to the area near Bonanza Drive.

City Programs, Residential & Local Businesses – The T2T program will utilize the newly created temporary parking off Munchin Drive. This lot will also be used as an additional temporary parking option for local residents and overflow parking for local businesses and employees. Such parking may not be used to satisfy any LMC requirements to substitute on-site parking for third-party developments.

Kimball Art Center – The City will satisfy its parking lease requirements by providing parking to the south of the old KAC building as well as additional space in the newly paved area located off of Munchin Drive.

Homestake Road Reconstruction – Homestake Road reconstruction is scheduled to start in spring 2024. It is anticipated that by that time, RMP will complete its project and allow additional space for construction laydown or parking needs.

Engine House Construction – If approved by Council, the project will utilize the north end of the Bonanza Park temporary parking area for construction laydown. They will utilize the entrance located off Kearns Boulevard and the project will provide fencing and gate systems around their designated area.

Future Residential Parking Plan for Homestake Drive

Once Public Utilities completes the new waterline, Parking Services will implement a new residential permit parking program on Homestake Road, resembling Old Town programs (e.g.

Park Avenue). Anyone not registered is limited to three hours to ensure turnover and discourage long-term vehicle storage. Permit parking programs better ensure more efficient and balanced opportunities for residents and businesses. Parking Services will begin the program in early July 2023.

Funding

The costs to pave and stripe the temporary construction mitigation areas and parking accommodations can be covered by the Housing and Parking Funds, assuming the proposed FY24 budget is approved by Council.

Communications Plan

The City is working to contract with a third-party communication firm to take the lead on communication and public outreach and mitigation efforts. The firm will create and distribute project information, host a website, and respond to questions/concerns from residents and businesses using the list of tools below.

Outreach tools/platforms:

- Email(s) before/during project(s) to affected businesses/homeowners;
- Informational open house hosted at a local business in the area;
- Weekly update emails provide progress reports and any changes to parking availability;
- Create a project-based website with maps of the proposed parking areas, requirements, and intended uses;
- Door-to-door outreach with flyers to directly impacted properties;
- Include more broad/pertinent information in City newsletter; and
- If necessary, social media (broader audience).

The following stakeholders have been identified for purposes of notification of parking impacts. They will be visited in person by members of our team the week of June 19th. The stakeholder list includes:

- Fresh Market Park City
- Summit Sotheby's International Reality
- Walgreens
- Ironhorse Park Commercial Subdivision residents and businesses
- Claimjumper Condominium HOA/residents
- Homestake Condominium HOA/residents
- The Yard businesses
- Businesses located in the Emporium building
- Park City Fire Department
- Park City School Bus System
- Park City Transit
- Kimball Art Center
- Transportation companies
- City staff with adjoining/potentially overlapping projects.
- General public
- Recycle Utah

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Executive
Item Type: Staff Report
Agenda Section: CONSIDERATION OF MINUTES

Subject:
Consideration to Approve the City Council Meeting Minutes from May 25, 2023

Suggested Action:

Attachments:
May 25, 2023 Minutes

PARK CITY COUNCIL MEETING MINUTES - DRAFT
445 MARSAC AVENUE
PARK CITY, SUMMIT COUNTY, UTAH 84060

May 25, 2023

The Council of Park City, Summit County, Utah, met in open meeting on May 25, 2023, at 2:45 p.m. in the City Council Chambers.

Council Member Toly moved to close the meeting to discuss property, litigation, and advice of counsel at 2:48 p.m. Council Member Doilney seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 4:15 p.m. Council Member Rubell seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

WORK SESSION

Microtransit Pilot Analysis:
Sarah Pearce, Deputy City Manager, presented this item and indicated the successful pilot couldn't have been done without High Valley Transit (HVT). She stated Jason Miller, Fehr and Peers, did a third-party analysis of the program and would inform Council of his findings. Miller related he helped out with the Short-Term Transit Plan, of which microtransit was one of the recommendations. He reviewed the findings from his analysis. Finding One: microtransit improved after March 1st, when the program boundaries were expanded. There were a lot of trips to the Montage and Snow Park. He did not analyze the time of service and couldn't identify if the trips were during fixed-route service times or after hours. Finding Two: microtransit added to the traffic congestion. This was not unexpected as a pilot program, and performance would improve over time. Finding Three: microtransit added to overall options and access. Miller stated the A-Fresh Market was the top drop off/pick up location. Finding Four:

microtransit performance was lower than fixed-route service, but similar to paratransit. The cost per passenger was 4.5 times higher than the fixed route option. Finding Five: there was a positive customer experience. Finding Six: microtransit and the fixed-route service had synergy.

Miller stated efficiency could improve with tweaks to the system. He noted the cost would increase as the program became more successful. If Park City operated microtransit, the cost would decrease. He noted many passengers would have walked if microtransit was not available.

Alex Roy reviewed the goals for microtransit. They wanted coverage and access for all, including the underserved areas. They also wanted a targeted first/last mile tool to support the fixed-route. Mayor Pro Tem Gerber asked if the goals were developed by staff. Roy stated they wanted to provide microtransit to neighborhoods that didn't have fixed-route service as well as underserved neighborhoods. They also wanted microtransit to be a connector to a fixed-route and not a door-to-door service. Mayor Pro Tem Gerber thought there should be a discussion on who the City should be servicing. She didn't want the program to be a luxury taxi service. The discussion should include what the City needed versus something that was nice to have. She noted Aspen had microtransit as a parking solution. It was only operated in a narrow area. Park City tried microtransit in a small area, but it seemed too small. Then the area was expanded and many people used it, but she didn't know if it was used correctly. She suggested refocusing the goals and trying the pilot again.

Council Member Toly thought the pilot parameters were too small and she requested that they be reevaluated. She asked what the parameters were for HVT. Caroline Rodriguez, HVT Executive Director, stated their initial parameters were 500 meters, but they lowered that to align with Park City. Council Member Rubell noted the City asked to shorten the parameters because many of the streets were on steep hills where there was demand. People didn't want to walk in snow where there were no sidewalks.

Council Member Doilney asked if the City had enough information to make informed decisions. Roy displayed four options that staff made for moving forward, including discontinuing the program, Park City Transit operating microtransit, contracting with HVT or procuring a turn-key microtransit provider. Council Member Doilney didn't think the program had been active long enough to have sufficient information to make a long-term decision. He preferred continuing to use HVT for more time.

Council Member Toly asked what the contract time period would be. Pearce stated contracting with HVT would be the quickest, and the Council could determine the contract period. Council Member Doilney suggested contracting for a year to have a full sample size.

Council Member Rubell thought there was enough information to make decisions moving forward, especially with the fixed routes. He didn't think the City was clear on what microtransit was trying to achieve. It didn't take cars off the road, but it did help with parking. He proposed going to RFP for two of the options and asking the experts what should be done next. The RFP could be issued for operating in-house or third party. He thought the area parameters were unclear and that needed to be determined. Council Member Doilney thought having microtranist in the summer would help the residents try it.

Mayor Pro Tem Gerber felt microtransit goals should be reviewed. The County was more spread out, but Park City had a dense core. She thought it was not efficient driving to the remote areas of town to bring those people downtown, especially along fixed routes. She stated she would feel more comfortable thinking about how the fixed routes should be used and who should use microtransit. She thought there was a role for microtransit but not to the homes high in the hills.

Council Member Toly asked what the cost would be to continue the microtransit pilot in the summer. Council Member Rubell stated it would be a few hundred thousand a month. Rodriguez stated she needed to know if the City wanted to continue service in the summer as soon as possible. Council Member Doilney wanted a conversation on what the goal was. He thought the RFP would come in without the information it needed to provide the service the City needed. He didn't want to build more parking.

Council Member Rubell suggested running the program in the summer while the RFP was issued. Pearce stated they could do more work and come back next week. She thought HVT could start again in July. She could also issue an RFP where parameters could be tweaked. Council Member Rubell wanted an RFP to see if it made sense to have a regional transit solution or to have the service come from only the City. Mayor Pro Tem Gerber was comfortable with that. She asked if the Purple Route could be changed to go to Fresh Market and explore some micro-bus service to Park Meadows, but not necessarily immediately. She asked if people were tracked by residents, visitors, employees, etc. Rodriguez stated that was not tracked but they issued a post trip survey. She asked if that mattered or if the trip itself was important. Mayor Pro Tem Gerber thought it was critical to know who the City wanted to serve. Council Member Rubell stated the trip destination and origination mattered because the City wanted to target folks who didn't have another option. Council Member Toly wanted to know goals of the fixed-route buses as well. She favored moving forward with microtransit in the summer.

Pearce reviewed Council wanted to continue the pilot with HVT. She noted there was a $1.5 million placeholder in the budget for this. At the same time, they would issue an RFP. Matt Dias, City Manager, stated this issue could come back as a staff communication report to be transparent. If there were no red flags, they could move forward.

REGULAR MEETING.

I. ROLL CALL

Attendee Name	Status
Mayor Pro Tem Becca Gerber Council Member Max Doilney Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Cate Brabson, Deputy City Attorney Michelle Kellogg, City Recorder	**Present**
Mayor Nann Worel Council Member Ryan Dickey	**Excused**

II. APPOINTMENTS

1. Appointment of Jody Whitesides, Kraig Moyes, and Holland Lincoln to Serve on the Recreation Advisory Board (RAB) for a Three-Year Term Expiring July 2026:

Ken Fisher, Recreation Manager, indicated Ed Parigian served on the board for seven years and had termed out. Fisher expressed appreciation for his efforts. Parigian thanked the Recreation staff for their commitment. Fisher indicated there were 10 applications for the open seats. Two board members were seeking reappointment and Lincoln was a new member. Council Member Doilney stated he was the Council liaison for RAB and there were good conversations at the meetings. He thanked Parigian for his service.

Council Member Doilney moved to appoint Jody Whitesides, Kraig Moyes, and Holland Lincoln to the Recreation Advisory Board for three-year terms expiring July, 2026. Council Member Toly seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

III. PRESENTATIONS

1. Park City Mountain and Deer Valley Resort Season Recaps

Diedre Walsh and Mike Willis, Park City Mountain (PCM) were present for this item. Walsh thanked the PCM employees for their work and indicated it was an incredible winter. They had an early opening day and all lifts were open by Christmas Day. The season was extended by 22 days. It was the longest season in 30 years with 636 inches of snow. They had a $20 minimum wage and it made a difference in staffing the resort and that helped deliver a great guest experience. Another thing that helped fill staffing

needs was housing. They had a partnership for housing with Slopesides at the Canyons and had 353 beds for employees. Next year they would have 441 beds available for staff.

Walsh noted all the programs at the resort and stated they hosted Park City High School Homecoming. She knew that housing and childcare were important. PCM made a $250,000 donation to Mountainlands Community Housing for a housing development. Childcare was an urgent priority and she indicated the resort donated 30 cabin rentals to raise funds for early childcare. They would also continue to support PC Tots with annual donations.

Willis reviewed the resort's efforts to mitigate traffic. They implemented reserved parking and paid parking. They saw an average of 64% of people carpooling to avoid a parking fee and 15% of skiers arrived by transit. The vehicle count showed an increase in parking at the high school parking lot and a reduction in parking at the Mountain Village lots. He also discussed travel patterns and Transit reliability.

Mayor Pro Tem Gerber thanked PCM and the City staff for collaborating to mitigate traffic. Council Member Toly asked if there would be paid parking in the summer months. Willis stated there would not be paid parking in general, but there could be for the July 4th weekend. Council Member Toly asked about implementing paid parking at the Canyons. Willis stated that would be reevaluated, but the load-in was switched and he thought it worked well. Council Member Toly asked if the parking realignment at PCM added spaces. Willis stated the realignment was to improve pedestrian flow and they might have actually lost some spaces.

Council Member Doilney asked if there was a marked difference in terms of volume of people with the implementation of paid parking. Willis stated there was no decline in skiers at the base areas. Council Member Rubell asked if there were programs for international workers. Walsh stated international employees might have different needs than other employees. They would be using the international program to help meet those needs and give those employees a great experience.

Victoria Schaepfer and Todd Bennett, Deer Valley Resort (DV), were present for this item. Bennett reported the resort had a total of 606 inches of snow this winter. It was the 25th year of hosting the Free Style World Cup. He thanked the City for their collaboration on street parking. They used Richardson Flat Park and Ride and looked forward to continuing the use of transit with direct route service to the resort. He was grateful for the team. They had 404 beds of employee housing and arranged transportation to get their employees to work. They also had plans to develop employee housing on Iron Horse in conjunction with the Snow Park development. They were committed to building additional housing for employees. A great guest experience started with employees. Twenty five percent of employes were over 60 years old. They would continue to be a ski-only resort and would limit daily visitation.

Council Member Rubell asked what the resort was doing for international workers. Bennett stated housing was very important for them and that was a priority. Council Member Rubell indicated DV was proactive in securing housing for employees by offering ski passes for people willing to rent a space to an employee. He asked Bennett if that program was successful. Bennett stated they were planning on doing it again next year. They got a late start this year, and he thought more people would participate next year. Mayor Pro Tem Gerber thanked them for their efforts during this record-breaking season.

IV. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Council Member Doilney indicated he attended the Olympic Games Committee for Mayor Worel and noted things were progressing and there should be news within the next six to eight months. Council Member Toly announced Bike to School Day tomorrow. She attended CityTour to Fort Collins and Estes Park, Colorado. She also announced other upcoming events. Council Member Rubell indicated the golf course had opened.

Staff Communications Reports

1. 2022-2023 Winter Parking Program Summary:

Council Member Rubell asked if Council wanted a conversation on charging for parking during the shoulder season. Council Member Toly wanted Main Street to still charge for parking, but she could discuss it in other areas. Council Member Doilney supported having a conversation on it.

2. 2023 Winter Transit Performance Statistics:

3. 2022/23 Winter Peak Day Operations Update:

V. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Pro Tem Gerber opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Bobbie Greenfield 84060, Kimball Art Center (KAC) board member, wanted to get a new home for KAC. She had a passion for art. She discussed the programs KAC offered for children and youth.

Ellen Frank 84060 KAC board member, thought art changed lives. She learned to love art as she grew up in Pittsburgh and began to draw and paint. Her children and grandchildren now loved art. She requested an art center in Park City.

Justin Wismer, 84060 stated he and his neighbors had concerns with powerline poles that were scheduled to be raised on Boot Hill. He noted Boot Hill was designated as a sensitive lands overlay zone because of wildlife. Rocky Mountain Power (RMP) was going to put lines through a densely vegetated area. When he brought this to their attention, RMP postponed the project. He suggested rerouting the lines to the south side of the hill. He and his neighbors asked to work with the City to reroute the lines. He also submitted a written comment attached to the minutes.

Lara Carlton, Central Park Condos representative, reviewed her three requests she made at the last meeting. She met with the HOA and they were concerned that the City had not looked into their concerns. She asked if the City was sending a message of not being concerned or not having accountability to the community for affordable housing.

Scott Von Hortesvelt 84098 advocated for the Park City Cares About Kids Act. He had an employee who had children at PC Tots who might have to quit if tuition increased.

Bari Nan Cohen Rothchild stated she had two children who attended Park City Cooperative Preschool and she was the president. She was sad it was closing. She reviewed the efforts made by the parents to make the school work. She stated the parents and children were leaders in the community. She knew there was a childcare crisis. Some said the Park City Cares About Kids proposal was a bandaid, but she asserted bandaids gave additional time to find a permanent solution.

Ann Harper asked the City to call her to hear another perspective on the high school parking lot skier parking situation. She also discussed her frustration with her affordable housing and indicated she lived in Snow Creek Cottages. It was a great area of town, but there were big structural issues, such as a leaking roof since her first month in the unit. The wiring was bad and the water heater didn't work. She had mold in the house and other issues. She came to the City many times with no response. She wanted the City to be proud of what they built.

Mayor Pro Tem Gerber closed the public input portion of the meeting.

VI. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from April 25 and 27, 2023:

Council Member Doilney moved to approve the City Council meeting minutes from April 25 and 27, 2023. Council Member Toly seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

VII. OLD BUSINESS

1. Consideration to Approve the 2023 Empire Pass Master Owner Association (EPMOA) Mining Structure Preservation Plan with an Advanced Payment in the Amount of $120,000 as the City's Portion of Rehabilitation and Preservation Costs:

Caitlyn Tubbs, Historic Preservation Planner, and Doug Ogilvie, EPMOA, presented this item. Tubbs reviewed that in 2020, PCMC and EPMOA updated the MOA and each committed to, and was obligated to provide $40,000 per year to preserve mining structures for 10 years.

Tubbs stated the Daley West headframe was being restored but the project went over budget. Proposed projects for 2023 were interpretive signage and a water tank study. She requested a funding advance of $120,000 for FY 2025, FY2026 and FY2027. This money would come from the Open Space and Transit Management funds which were owed to the City after each transaction the EPMOA made. The EPMOA would also contribute $120,000 from their funds for their portion of the cost of the projects.

Council Member Rubell asked how much the City received annually in the Open Space and Transit Management fund. Tubbs stated last year the City received $200,000-$300,000. Council Member Rubell asked if the City was waiving the EPMOA's obligation to give the City its share of the funds, to which Tubbs affirmed. She explained the City received one percent of the property sales from the EPMOA and that amount was split 50/50 with the EPMOA. Council Member Rubell wanted to ensure the City would still receive any funds over and above the $120,000, to which Tubbs affirmed.

Mayor Pro Tem Gerber opened the public input.

Donald Rohl, co-chair of Ski Mountain Mining History, thanked the EPMOA and the City for ensuring the mining structures were saved. He hoped the stabilization work could be accelerated because the longer the wait, the more expensive the repairs.

Sally Elliott, Ski Mountain Mining History, thanked the EPMOA and the City for their support.

Mayor Pro Tem Gerber closed the public input.

Council Member Rubell moved to approve the 2023 Empire Pass Master Owner Association Mining Structure Preservation Plan with an advanced payment in the

amount of $120,000 as the City's portion of rehabilitation and preservation costs. Council Member Doilney seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

2. Consideration to Approve a Five-Year Lease with Lucky Ones Coffee in a Form Approved by the City Attorney:

Jenny Diersen, Special Events Manager, and Katie Manhart and Taylor Matkins, Lucky Ones Coffee, were present for this item. Diersen reviewed the history of the café space. During the remodel in 2015, it was important to have a welcoming space. The first coffee company could not make it. Lucky Ones came in and made it work. This year, an RFP was issued and Lucky Ones was the only submission. They requested a five-year lease, no rent, wholesale sale of coffee to the City, and $15,000 was requested for facility improvements. Manhart stated they just hired their 27th employee and they were grateful for the space. Matkins thanked Council for their support.

Council Member Rubell asked if the $15,000 in improvements were for common space. Manhart stated the counters needed to be replaced, as well as new furniture for indoors and outdoors. Council Member Rubell clarified it was a one-time request. He asked if the exclusive use of the shop noted in the lease was the space behind the counters, to which Diersen affirmed.

Mayor Pro Tem Gerber opened the public input. No comments were given. Mayor Pro Tem Gerber closed the public input and thanked Manhart and Matkins for operating Lucky Ones. She stated it was a celebrated space and was very successful. Council Member Rubell indicated this business was in line with what the City was trying to accomplish.

Council Member Doilney moved to approve a five-year lease with Lucky Ones Coffee in a form approved by the City Attorney. Council Member Toly seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

3. Consideration to Approve a Five-Year Special Event License/City Service Agreement with the Kimball Art Center (KAC) for the Park City Kimball Art Festival, in a Form Approved by the City Attorney:

Jenny Diersen, Special Events Manager, and Hillary Gilson, KAC, presented this item. Gilson reviewed the purpose of the KAC. She displayed the terms of the contract and indicated they requested a $180,000 City services fee waiver.

Council Member Rubell asked about the dining deck situation during Arts Fest. Diersen stated there needed to be coordination between the festival and the decks. She noted there was a clause in the lease that required the dining deck to be removed for Arts Fest at the request of KAC. Some decks could stay on Main Street for a small fee. She noted only one deck had been removed in the past and the restaurant had to pay the dismantling and storage of the deck during the festival. Council Member Rubell asked what the fee was for a dining deck on Main Street. Diersen stated it was $2,160 per parking space used and averaged $3,000-$4,000 depending on the size of the deck. That amount was prorated on the dates the deck was installed and dismantled. Council Member Rubell asked what fee the KAC charged for decks to remain on Main Street during the festival. Gilson stated they charged $1,500 for the decks to remain on Main Street and noted it would cost $3,000 to remove and reinstall a deck. They asked that one deck be removed. She noted the booths were reserved last fall and she didn't have advanced notice of the deck for this business. Gilson stated even with the dining deck fee to stay on Main Street, KAC would lose at least $1,900 in potential income per deck.

Council Member Rubell asked if KAC set the deck fee. Gilson stated the fee was increased from $1,200 to $1,500 this year, but the fee did not increase annually. Council Member Rubell asked if Gilson could write in a cap to the dining deck retention fee in the five-year agreement, to which Gilson affirmed.

Council Member Toly stated Council discussed there was money to do a small area plan in Old Town, which would include parking lots. She wanted to add something in the language to address the possibility that the City could change the use for parking lots. Cate Brabson, Deputy City Attorney, stated that would be an amendment to the contract. Gilson indicated KAC was partners with the City and they would support initiatives in the City, but asked for flexibility.

Mayor Pro Tem Gerber opened the public input.

Betsy Wallace commended the Council for thinking through this contract. She supported KAC and thought this was a great way for them to raise funds.

Angela Moschetta struggled with some aspects of the festival. She sent Council an email on the need for policy change. She stated the City would give July 4 and Miners Day a three-year contract, but Arts Fest would get a five-year contract. She didn't think the economic impact data had been proven. She felt the Main Street business owners were given a choice between Park Silly Sunday Market and Arts Fest and Arts Fest was less objectionable. She thought Main Street businesses were struggling. The City was failing the Main Street businesses because of leadership issues with the Historic Park City Alliance. The City was failing the commercial district by not stepping in. There was a food truck garden planned for Arts Fest, but dining decks were made to pay to stay on Main Street. She thought a three-year contract would give KAC time to study what

would make an event successful without help from the City. She asked to revisit the event program and the event code.

Mayor Pro Tem Gerber closed the public input and asked if the dining deck policy had been the same during Arts Fest, to which Diersen stated it had not changed in the 13 years of the dining deck program. Council Member Toly noted this was a very different town than 13 years ago, and stated just because it was the policy, didn't mean it was right. She did not think restaurants should be charged for leaving their dining deck up during the festival.

Council Member Doilney moved to approve a five-year special event license/City service agreement with the Kimball Art Center for the Park City Kimball Art Festival, in a form approved by the City Attorney as amended by adding a cap to the dining deck retention fee of $1,500 and a clause clarifying potential community benefit projects and shifting programming that might come forward for a parking lot or property within the Old Town District, in the five-year agreement.

Council Member Rubell indicated he didn't want to put out KAC and Main Street business owners, and asked if the money could come from the leases the businesses paid to the City for the dining decks. Diersen stated she would do an analysis of that and bring back a recommendation. She summarized Arts Fest had been in Park City for 50 years. Council might want to reinvent how Arts Fest worked with the dining deck program. Mayor Pro Tem Gerber asked if it could be done for next year's dining deck lease. Diersen stated she could report back during the dining deck debrief in the fall. For this contract, the dining deck fee would be capped at $1,500 and a clause clarifying potential community benefit projects and shifting programming that might come forward for a parking lot or property within the Old Town District.

Council Member Rubell seconded the motion.

RESULT: APPROVED AS AMENDED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

4. Discuss Park City Cooperative Preschool Closure and Procurement for a Childcare Space:

Jenny Diersen, Special Events Manager, stated the preschool requested to terminate their lease and they committed to donate their extra funds to local childcare scholarships. She asked if Council supported the early termination of June 2, 2023. She also reviewed possible RFP terms for the vacant space.

Council Member Rubell asked if a year-round program was prioritized, to which Diersen stated it was not discussed, but she would add it. Council Member Toly asked what the furnishings in the co-op included. Diersen stated there were desks, cubbies, circle rugs,

etc. The preschool would donate those items to the City to make it easier for another childcare to move into the facility. Council Member Toly asked for a value on the items before deciding whether to make it a one-time donation or continuous upkeep.

Council Member Doilney stated a year-round childcare was fine, but he didn't want to make it a requirement in the RFP. As far as equipment he favored purchasing the existing furnishings as a one-time investment. Mayor Pro Tem Gerber preferred giving more scoring points for RFP submissions for year-round childcare. She also thought there should be a living wage incentive, benefits, or paid time off.

Council Member Rubell noted respondents should submit a proposal that would make it easy for the City to waive the lease. All Council members who were present stated they would waive the $70 lease differential.

VIII. NEW BUSINESS

1. Consideration to Continue an Ordinance to Approve the 958 Woodside Avenue Plat Amendment, Located at 958 Woodside Avenue, Park City, Utah:

Mayor Pro Tem Gerber opened the public hearing. No comments were given. Mayor Pro Tem Gerber closed the public hearing.

Council Member Rubell moved to continue an ordinance to approve the 958 Woodside Avenue Plat Amendment, located at 958 Woodside Avenue, Park City, Utah to a date uncertain. Council Member Doilney seconded the motion.

RESULT: CONTINUED TO A DATE UNCERTAIN
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

2. Consideration to Approve Ordinance No. 2023-26, an Ordinance Approving an Extension of City Council's April 28, 2021 Approval of Ordinance No. 2022-10, An Ordinance Approving 1304 Park Avenue Plat Amendment, Located at 1304 Park Avenue, Park City, Utah:

Spencer Cawley, Planner II, presented this item and stated the structure had severe damage from the snow this winter and the owner asked for a continuation of this item to June 15 to shore up the roof. Council Member Doilney asked if the roof could be shored up with the extension. Rebecca Ward, Interim Planning Director, explained the stabilization needed to be completed by tomorrow, per the condition of approval (COA). She noted COA Seven could be amended to extend the stabilization requirement to June 9, then the stabilization could happen immediately. Over the next year, they could work with the Historic Preservation Board to make sure the historic materials would be preserved.

Mayor Pro Tem Gerber opened the public hearing. No comments were given. Mayor Pro Tem Gerber closed the public hearing.

Council Member Doilney moved to approve Ordinance No. 2023-26, an ordinance approving an extension of City Council's April 28, 2021 approval of Ordinance No. 2022-10, an ordinance approving 1304 Park Avenue Plat Amendment, located at 1304 Park Avenue, Park City, Utah, with the amendment that Condition of Approval Seven (7) is changed to June 9th from May 26th. Council Member Rubell seconded the motion.

RESULT: APPROVED AS AMENDED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

3. Consideration to Authorize the City Manager to Enter into a Design Professional Services Agreement with VCBO, for Design Services for PC MARC and PC Sports Complex Schematic Design, Not to Exceed $87,000, in a Form Approved by the City Attorney:

Ken Fisher, Recreation Manager, reviewed the Recreation Master Plan was presented previously and the Council approved moving forward with the design process. An RFQ was issued and submissions were scored. VCBO was selected and Fisher noted the City had worked with them on previous projects.

Council Member Rubell asked what would be designed. Fisher stated all the facilities would be designed so the City would have a better cost estimate on the projects. Council Member Rubell stated all the projects might not be done. Fisher indicated they might not be done now, but they could be done in the future. Council Member Rubell asked if this could be voted on after the bond discussion.

Mayor Pro Tem Gerber opened the public input. No comments were given. Mayor Pro Tem Gerber closed the public input.

Council Member Toly supported the contract and wanted to expedite the projects. Council Member Doilney thought the value was there and the demand for the facilities would continue. Council Member Rubell wanted to only design the parts that would be included in the bond. Matt Dias, City Manager, stated the contract was for services rendered, so designs would not be requested for projects that were eliminated.

Mayor Pro Tem Gerber stated the City Park renderings would now be redone and she asked if it would require new schematics. Fisher indicated the sizing and massing of the previous drawings would be helpful as the final drawings were created. Mayor Pro Tem Gerber was comfortable with the aquatics but hesitated on the MARC expansion. Fisher stated when the two pools were combined, a big hole would be left. It would be beneficial to have a design for a future project there.

Council Member Rubell supported moving forward with this contract if there was a future discussion about this after the bond discussion. Then the Council could decide if they wanted to proceed with schematics for projects not going on the bond.

Council Member Doilney moved to authorize the City Manager to enter into a design professional services agreement with VCBO, for design services for PC MARC and PC Sports Complex Schematic Design, not to exceed $87,000, in a form approved by the City Attorney. Mayor Pro Tem Gerber seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

4. Consideration to Authorize the City Manager to Execute a Contract Addendum in a Form Approved by the City Attorney's Office with Stanley Consultants, Inc, for the Upper Main Street Improvements Project Not to Exceed $489,200:

Gabe Shields and John Robertson, Engineering Department, presented this item. Shields reviewed the history of the project. There was extensive community outreach for this project to hear what the residents wanted to see in the area. This amendment was to add scope to the original agreement, which included design, consulting, public outreach, and geotechnical work. He noted utility work on Lower Main Street would also be included in the project. He indicated there was a contingency fund for the project and the funds could be used from that fund. Any leftover funds could go for planters and beautification efforts.

Council Member Rubell thought the $2.2 million was for Upper Main Street improvements and we were taking one part of that and moving forward. Now the $2.2 million was for Phase One and there was a little leftover money for a different project. Shields confirmed that understanding and explained originally, the $2.2.million was for both projects. Then Upper Main Street was added to the scope. There was no consensus from the community on the Main and Swede Alley intersection and the improvements for that area would eventually be a much larger scale. Council Member Toly asked if Phase Two would cost additional money, to which Shields affirmed.

Mayor Pro Tem Gerber opened the public input.

Keith Aaron indicated the numbers were confusing and there would be continuing confusion during the project. There was not a consensus from the neighbors. He thought there would be a significant noise increase. He had presented an alternative plan that would solve the issues, but Council had voted anyway and deferred to the experts. He referred to comments made by Council Member Rubell.

Mayor Pro Tem Gerber closed the public input.

Mayor Pro Tem Gerber asked if the public outreach would target the neighbors. Robertson stated the original contract was for Lower Park Avenue and minor work for Upper Main. After discussion on Upper Main, it was divided into two phases. Phase One was proposed tonight and Phase Two was the Main and Swede Alley project. The public outreach was for the construction process. Matt Dias stated delaying Phase Two was a strategic decision given the lack of consensus and Council's potential desire for an area plan for Old Town and Main Street, and the potential for a development project on the Brew Pub parking lot.

Council Member Rubell clarified the public comment that summarized his comments were not part of the minutes and he didn't recall making such comments. He stated the City prioritized safety and community outreach. At the last meeting, it was noted the project would be around $1 million, which led the Council to believe the $2.2 million was for both phases. There were concerns in the neighborhood and he thought the concerns should be taken into consideration. Robertson clarified the construction money was around $1 million, but this request was for the design and public outreach work. Council Member Rubell thought it would be helpful to see the total project costs instead of the costs in pieces. Council Member Doilney stated the scope had shrunk from the original project. Matt Dias indicated there was a reduction to the two phases, but the project was around the Brew Pub Plaza. He stated it was a 20% reduction and they were doing the bulk of the work that was discussed with the neighbors. Mayor Pro Tem Gerber asked for a spreadsheet breaking down the projects and showing if the projects were on budget. Shields explained he would give a six month update on the capital transportation projects on June 22nd. He would also begin including a line-item cost on his staff reports.

Council Member Doilney moved to authorize the City Manager to execute a contract addendum in a form approved by the City Attorney's Office with Stanley Consultants, Inc, for the Upper Main Street Improvements Project not to exceed $489,200. Council Member Toly seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, and Toly
EXCUSED: Council Member Dickey
ABSTAINED: Council Member Rubell

5. Consideration to Approve a Three-Year Professional Service Agreement with Park Silly Sunday Market (PSSM) for Event Planning Services for the Fourth of July and Miners' Day Not to Exceed $50,000 annually for a Total of $150,000 over Three Years, in a Form Approved by the City Attorney:

Jenny Diersen, Special Events Manager, stated Park City took over the July 4th event in 2019. She asserted hiring an event planner was essential to managing these events. An RFP was issued and two proposals were received.

Mayor Pro Tem Gerber opened the public input. No comments were received. Mayor Pro Tem Gerber closed the public input and asked if anything else would change besides the addition of a drone show, to which Diersen confirmed that was the only change.

Council Member Doilney move to approve a three-year professional service agreement with Park Silly Sunday Market for event planning services for the Fourth of July and Miners' Day not to exceed $50,000 annually for a total of $150,000 over three years, in a form approved by the City Attorney. Council Member Rubell seconded the motion.

RESULT: APPROVED
AYES: Council Members Doilney, Gerber, Rubell, and Toly
EXCUSED: Council Member Dickey

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

_____
Michelle Kellogg, City Recorder

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Transit
Item Type: Staff Report
Agenda Section: CONSENT AGENDA

Subject:
Request to Authorize a Construction Agreement, in a Form Approved by the City Attorney, with Hidden Peak Electric Co., Inc. Not to Exceed $178,950.00 to Install Two 150 kW ABB Bus Chargers, Six ABB Power Dispensers, and One Precast Concrete Vault at the Transit Bus Barn at 1053 Iron Horse Drive

Suggested Action:

Attachments:
Park City Transit Operations Facility BEB Chargers Staff Report

City Council
Staff Report

Subject: Park City Transit Operations Facility Battery Electric Bus (BEB) Chargers
Author: Kim Fjeldsted, Transit Manager
Department: Transit
Date: June 15, 2023
Type of Item: Consent

Recommendation

Consider authorizing a Construction Agreement, in a form approved by the city attorney with Hidden Peak Electric Co., Inc. not to exceed $178,950.00 to install two (2) 150 kW ABB bus chargers, six (6) ABB power dispensers (3 per charger unit), and one (1) precast concrete vault in the Transit Bus Barn at 1053 Iron Horse Drive, Park City, Utah.

Background

In 2018, the City installed a new main distribution panel (MDP) inside the Bus Barn to power the new Proterra bus chargers and dispensers. This equipment services all thirteen (13) Proterra vehicles in the City's current fleet. During the 2018 installation, the MDP was sized to adequately supply power for future additional chargers and dispensers.

As planned, PC Transit will soon receive the following equipment: two (2) 150 kW ABB bus chargers, six (6) abb power dispensers (3 per charger unit), and one (1) precast concrete vault. This equipment was acquired in conjunction with purchasing fifteen (15) Gillig electric transit buses under federal grants shared by Park City Transit and High Valley Transit. On February 16th 2023, the Council received an update on the purchase.

Installing this equipment in the Iron Horse PC Transit Bus Barn is necessary to charge the new seven (7) electric PC Transit buses. Importantly, PC Transit anticipates construction can occur as early as July 1 – August 31, 2023, supporting the new fleet for winter 23/24 and beyond.

Analysis

On April 21, 2023, PC Transit published a Request for Proposals (RFP) to find the best-qualified contractor through competitive negotiation of the Design-Bid-Build Project, see **Exhibit A.** The RFP was advertised in the Park Record, Salt Lake Tribune; digitally posted on the City webpage, the State official Public Notice webpage, and the Utah Public Procurement Place (U3P) webpage; and physically posted at both Public Works office buildings.

Responses from 2 contractors were received through the Utah Public Procurement Place (U3P) webpage. Technical proposals were evaluated by Transit, Fleet, Building, and Building Maintenance committee members, see **Exhibit B.**

Bid Results

Hidden Peak Electric Co., Inc.	**$178,950.00 (Recommended)**

Pacific Lighting & Energy Management Company $221,935.00

Funding

The bulk of the funding is from a Federal Transit Administration (“FTA”) grant. Supplementary funding (aka local match) is budgeted in the Transportation fund. Because the project is tied to Federal funding, the Contractor agreed to comply with all Federal Transit Administration (FTA) clauses, outlined in Appendix A of the Construction Agreement.

Exhibits

Exhibit A: Request for Proposals: Park City Transit Operations Facility BEB Chargers
Exhibit B: Response Results Matrix

City Council Staff Report

Subject:	**Deer Valley Right-of-Way Vacation Petition to Support the Redevelopment of the Snow Park Village Base Area**
Authors:	**Alexandra Ananth, Sr. Planner** **John Robertson, City Engineer** **Jennifer McGrath, Deputy City Manager**
Date:	**June 15, 2023**
Type of Item:	**Work Session – Petition to Vacate Public Right-of-Way**

Recommendation

Review and consider a request from Deer Valley Development Company, Inc. (DVDC), the Applicant, to vacate portions of public Right-of-Way (ROW) (Exhibit A) to DVDC. The ROW would expand DVDC's development parcel at the Snow Park Village base area, including a new arrival location that reroutes traffic from Deer Valley Drive West to Doe Pass Road and Deer Valley Drive East.

The Snow Park Village base area development uses DVDC's entitled density listed in their Deer Valley Master Planned Development (MPD), including 209.75 authorized Residential Unit Equivalents, 21,890 square feet of Commercial and Support Space, and a phased commitment to fulfill their Land Management Code (LMC) Off-Street Parking requirement, eventually equaling 2,262 required parking stalls. When complete, the project will total approximately 460,000 square feet, not including a multi-level parking structure.

The June 15, 2023, City Council work session will include the following:

- A presentation by DVDC related to Good Cause and no material injury for the requested Vacation of public ROW;
- A presentation by PCMC summarizing:
  - The history and background of the 12 MPD amendments;
  - Utah Code standards and the Park City Resolution to consider a ROW vacation petition; and
- A presentation by Wall Consulting Group (WCG), PCMC's independent Third-Party Transportation Engineer, to review DVDC's updated Transportation Analysis (TA) and proposed Mitigation Plans.

No action will be taken on June 15, 2023, but public input will be taken. Public comments can also be emailed to planning@parkcity.org. Any public input emailed to Planning will be forwarded to the Council and City Recorder to be included in the public record.

A public hearing on the Vacation Petition is anticipated on July 6, 2023, and possible action by the City Council.

Description

Applicant:	Deer Valley Development Company, Inc. (DVDC)
Location:	2250 Deer Valley Drive
Zoning District:	Residential Development within the Deer Valley Master Planned Development (RD-MPD)
Adjacent Land Uses:	Residential, Resort, Open Space
Reason for Review:	Vacation of public Right-Of-Way requires City Engineer recommendation and City Council action[1]

AVO	Average Vehicle Occupancy
CUP	Conditional Use Permit
DVDC	Deer Valley Development Company, Inc.
DVR	Deer Valley Resort
LMC	Land Management Code
LOS	Level of Service
MPD	Master Planned Development
PCFD	Park City Fire District
PCMC	Park City Municipal Corporation
RD	Residential Development
ROW	Right-of-Way
SML	Shared Mobility Lane
TA	Applicant's Transportation Analysis
WCG	Wall Consulting Group, the City's Third-Party Transportation Engineer

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

Background

Recent Project History

On March 16, 2023, the City Council held a second public hearing and listening session on DVDC's Vacation Petition (Staff Report, Minutes). DVDC provided a project summary, and the meeting was heavily attended both in person and online (Audio). The Vacation request was continued to a date uncertain. A previous public hearing was held on March 15, 2022, with the City Council and Planning Commission (Staff Report, Minutes).

More recently, on June 1, 2023, the City Council held another work session with DVDC (Staff Report, Audio), hearing an overview of the application, entitled versus planned development, alternatives, traffic simulations, specifics of the Vacation Petition, and DVDCs Good Cause and no material injury. The item was continued to June 15, 2023.

Applicant's Transportation Analysis and City's Third-Party Transportation Engineer Review

Since the March 16, 2023, public hearing, DVDC updated its Transportation Analysis (TA) completed by Fehr & Peers (Exhibit B) for the proposed Shared Mobility Lane

[1] LMC § 15-7-7, Park City Resolution 8-98, and Utah Code § 10-9a-609.5.

(SML) Alternative and the Land Management Code (LMC) required number of parking stalls. The City's Transportation Engineer and WCG reviewed DVDC's revised TA and provided a final Technical Review Memorandum (Exhibit C).

Applicant's Proposed Development
In addition to DVDC's request to vacate public ROW, DVDC submitted applications to modify the Deer Valley Master Planned Development (DVD MPD) and a Conditional Use Permit (CUP) for Phase 1 of a three-phased village development. The Planning Commission takes final action on MPDs and CUPs.

Approval Process
Only the City Council has the authority to vacate public ROW, provided the City Council finds (1) Good Cause for the proposed vacation and (2) neither the public nor any person will be materially injured by the vacation.[2] Public comment received during the March 16, 2023, public hearing focused primarily on criteria #2 (Minutes, Audio).

If the Council grants DVDC's Petition, the Planning Commission will resume its review of the MPD and CUP applications. If the Council declines DVDC's Petition, the Applicant must eliminate the use of public ROW from the proposed development or appeal to District Court.

Applicant's Proposed ROW Vacation Petition
Below is DVDC's conceptual site plan showing the areas of ROW requested for by DVDC in color, which expand the Applicant's development parcel by placing building footprints in the ROW:

[2] LMC §15-7-7, Park City Resolution 8-98, and Utah Code § 10-9a-609.5.



Figure 1. DVDC's ROW Vacation Exhibit, showing four areas of proposed public ROW Vacation in color. The area of public ROW requested to be vacated totals 114,337 square feet, or 2.62 acres.

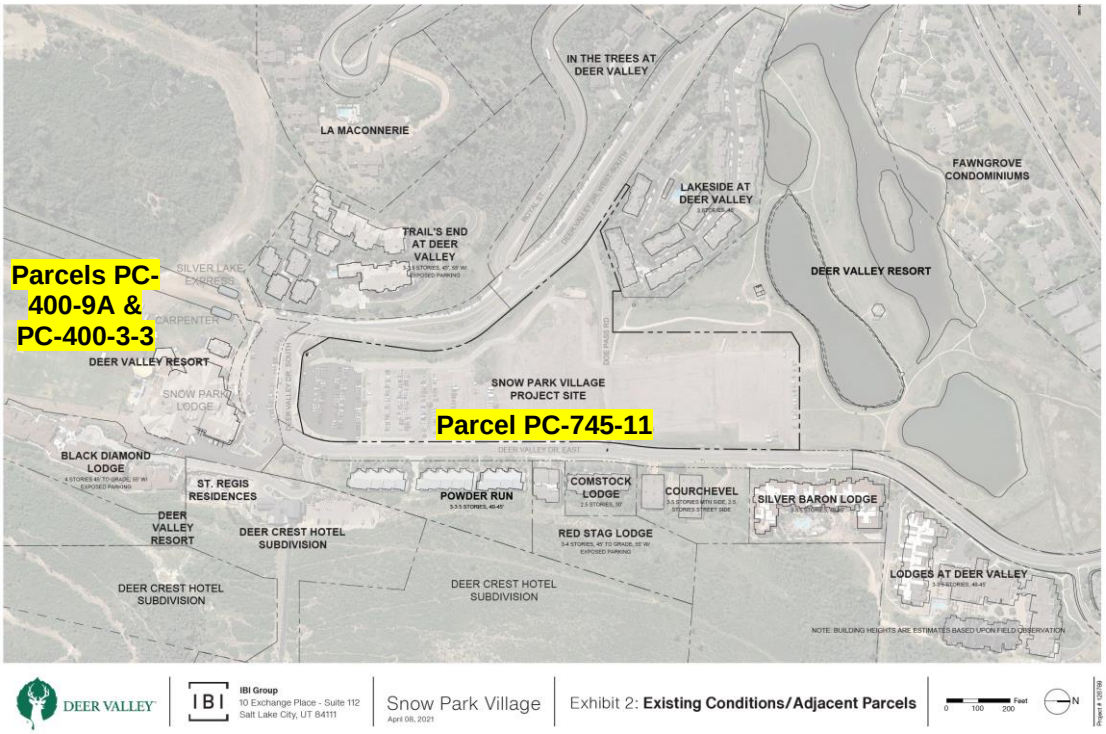


Figure 2. Existing DVDC Parcels, which include the parking lot parcel and the Snow Park Lodge Parcel, are currently separated by public ROW.

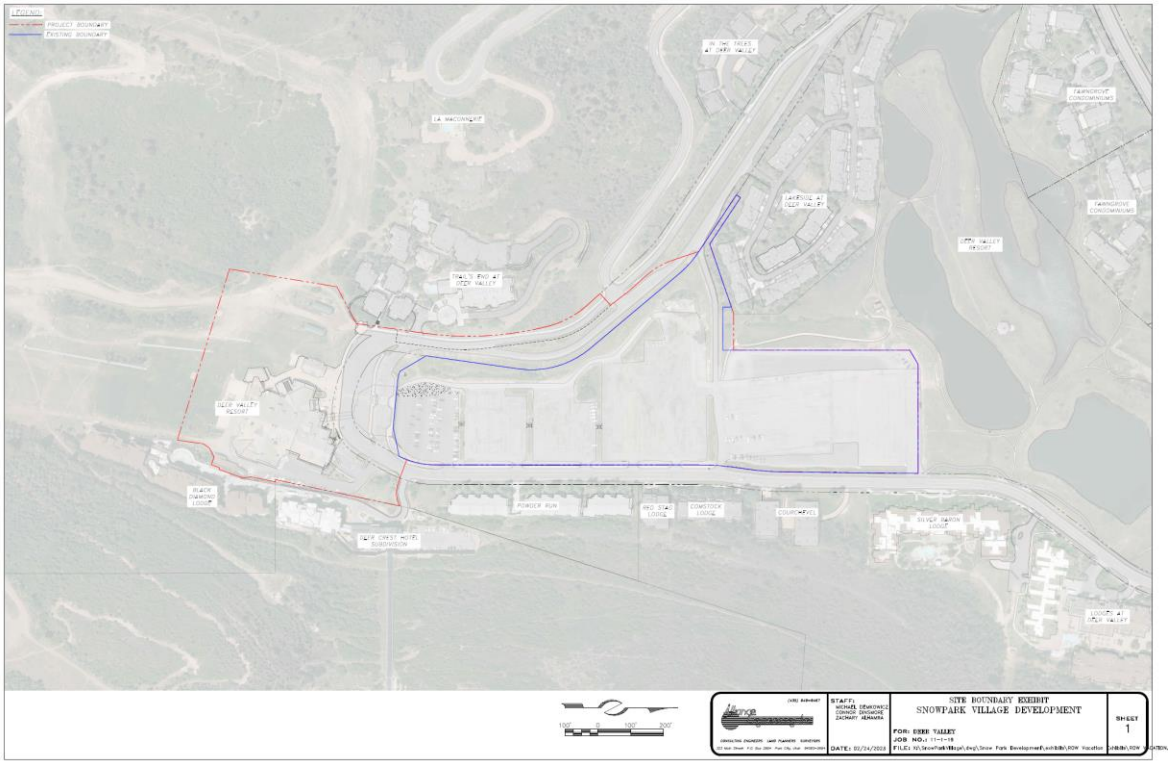


Figure 3. Proposed property boundary expansion of the Snow Park Village parcel with public ROW vacation and the Snow Park Lodge parcel.

Snow Park Village Project Summary

To review conceptual development applications, City teams meet with potential applicants to review plans and development codes and answer questions. This process began with DVDC during the summer of 2020. Unlike the Park City Mountain base area, no pre-approved site plan for Snow Park Village exists or was previously approved for the base area. Still, the Deer Valley MPD, approved in 1978 and amended twelve times, allocates density to the Snow Park Village parking lot parcel, subject to Conditional Use Permit (CUP) review and approval by the Planning Commission.

The City confirmed that in addition to the Deer Valley MPD, LMC Chapter 15-6 *Master Planned Developments* instructs the Planning Commission's review of the Applicant's proposed Village.

Early on, the City attempted to reinforce community transportation policies and priorities, using the Lower Deer Valley Neighborhood portion of the General Plan and recently adopted Transportation Plans, including Park City Forward. The General Plan for the Lower Deer Valley Neighborhood notes that future planning efforts should be concentrated on maintaining the world-class resort experience.[3] Park City Forward calls for safety improvements to the City's active transportation network and expanding

[3] Park City General Plan p. 238.

transportation choices.

Collectively, these documents reinforce a hierarchy of transportation planning policies and principles to review development impacts, including a "Park Once" community[4] and "Transit First" concept. Park City Forward sets a goal to reduce drive-alone trips for the Deer Valley Resort area from 58% to 41%, and increase transit, pedestrian, and bike trips.[5] Tactical aspects of supporting these principles with operational and capital investments are the responsibility of DVDC. They will be difficult to achieve if the number of parking stalls at the base area is increased beyond what is in place today.

To align with the City's transportation plans, PCMC identified the following transportation prioritization: public safety, reducing vehicular congestion during peak hours, and prioritizing transit accessibility. For example:

1. Provide emergency egress to US-40 (General Plan Neighborhood 8.4);
2. Prioritize transit with dedicated bus lanes between the Y-intersection and Deer Valley Resort (DVR);
3. Improve the Transit Center at the Snow Park base with increased capacity and amenities 15-6-5(G)(8));
4. Separate pedestrian and bike access throughout the Deer Valley Drive loop (15-6-5(G)(5));
5. Use paid and reservation parking to increase transit and Average Vehicle Occupancy (AVO) rates (number of riders per vehicle) and to better distribute peak hour traffic (15-6-5(E)); and
6. Conduct annual reviews of DVDC's Transportation Demand Management Plan (Transportation Demand Management Plan).

The LMC § 15-3-6 *Parking Ratio Requirements For Specific Land Use Categories* requires DVDC to provide 2,262 parking stalls to support their mix of Uses, including 1,500 day skier stalls. DVDC's original application included a 20% parking reduction in Phase 1, or 1,810 parking stalls. However, DVDC withdrew the parking reduction at the January 18, 2023, Planning Commission meeting and instead proposed a phased parking plan to meet the LMC required parking.

The phased plan includes 1,810 parking stalls in the Phase 1 CUP (1,360 stalls in the garage and 450 stalls on the surface lot north of Doe Pass Road. The remaining spaces, or 902 stalls, will be built in future Phases 2 & 3, using new CUPs (902 stalls in a future garage located on the surface parking lot north of Doe Pass Road).

Today, surface lots accommodate approximately 1,340 parking spaces. The Deer Valley MPD and other agreements allow approximately 140 on-street parking stalls in specifically approved areas for up to 10% of ski days per season, not including Special Events (FIS World Cup, etc.).

During the 2022-2023 ski season, Deer Valley utilized their maximum allowed overflow

[4] Park City Forward, p. 23.
[5] Park City Forward, p. 33.

street parking days, or 14 total of the 146-day ski season. Deer Valley also used off-site parking at Treasure Mountain Junior High School for seven (7) days this past season, which DVR independently contracts for and provides shuttles. Parking was also available at Richardson Flats, served by Park City Transit and promoted by DVR.

In total, the base redevelopment includes an addition to Snow Park Lodge, approximately 193 new hotel rooms, approximately 143 new residential units, approximately 26,000 square feet of commercial uses, and 31,000 square feet of ballroom/event and conference center space. The uses will be on top of four levels of structured parking built into grade to support day skiers (~1,500 stalls), residents, guests, and employees (~762 stalls).[6]

Below is DVDC's conceptual site plan for the entire project illustrating the connectivity between the Village and the Snow Park Lodge:



Figure 4. Applicant's Conceptual Site Plan.

DVDC's updated Transportation Analysis (Exhibit B), submitted April 2023, indicates the Village adds 3,616 new daily vehicle trips to Deer Valley Drive, including 261 new trips in the AM peak hour and 322 new trips in the PM peak hour, when downstream intersections are already at capacity.

[6] Applicant's Transportation Analysis – Shared Mobility Lane Alternative, April 2023, p. 34.

Table 1: Snow Park Traffic[7]

	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Traffic	5,221	5,329	10,550	770	249	1,019	333	903	1,236
New Trips	1,808	1,808	3,616	176	85	261	115	207	322
Total Trips	7,029	7,137	14,166	946	334	1,280	448	1,110	1,558

DVDC's MPD application includes significant changes and mitigation measures to support existing transportation and vehicular circulation patterns, including:

- A reduction in the length of the Deer Valley Drive vehicular loop, with Doe Pass Road serving as the new top of the loop connector road between Deer Valley Drive East and West;
- A new seasonally managed counter-clockwise 11-foot-wide "flex" travel lane, or Shared Mobility Lane (SML), prioritizing public transit during the winter ski season and prioritizing bikes at other times of the year. The SML runs from the Y-intersection around the Deer Valley Drive loop, primarily within the existing public ROW;
- A Transit Center on Doe Pass Road with a six-bus bay and passenger amenities such as a sheltered waiting area, ski lockers, and public restrooms;
- Improvements to pedestrian and bike infrastructure around the Deer Valley Drive loop, including a 12-foot-wide separated multi-use path that parallels the original Deer Valley Drive loop and connects through the proposed Village plaza, and new or improved pedestrian crossings across Deer Valley Drive at key intersections throughout the loop;
- Intersection improvements:
    - Y-intersection signalization to meet traffic safety warrants and prioritize transit;
    - Doe Pass Road/Deer Valley Drive East intersection signalization to facilitate movements into and out of the Transit Center for buses, as well as to improve access for the Comstock Lodge Condominiums;
    - New left-hand turn lanes at Solamere Drive and Queen Esther Drive; and
- A skier drop-off area is accessed via Doe Pass Road and Deer Valley Drive East.

The width of the City's ROW around the Deer Valley Drive loop varies from 31-36 feet, with an average of 33 feet in most places, not including curb, gutter, and sidewalks. For the most part, Deer Valley Drive can accommodate the SML within the existing ROW without widening the roadway.

The northernmost section of Deer Valley Drive East is the exception, particularly where new turning lanes are proposed to mitigate the intersections of Solamere Drive and Queen Esther Drive. Due to the proposed turning lanes and constrained public ROW in

[7] Applicant's Transportation Analysis – Shared Mobility Lane Alternative, April 2023, p. 14.

this area, the 12-foot multi-use path may be narrowed along this portion of the loop.

If desired, DVDC will narrow the existing travel lanes to 11 feet to accommodate the new SML lane. This meets City ROW standards, as indicated in Section 200 of the City's 2021 Supplemental Standard Plans and Specifications Manual.

DVDC does not propose trip or traffic mitigation beyond the Deer Valley Drive Loop. After careful consideration and internal coordination, we recommend several additional mitigation measures:

- Intercept parking lots at strategic locations in Park City and Summit County;
- Express bus routes from intercept lots to DVR;
- On-site employee housing;
- Paid and reserved parking during peak periods;
- Carpool incentives; and
- Reducing the parking stalls provided at Snow Park to reduce vehicle trips on Deer Valley Drive and other key intersections in Park City.

Importantly, these recommendations are generally consistent with the Planning Commission recommendations, which expanded upon the list of potential measures for Council consideration.

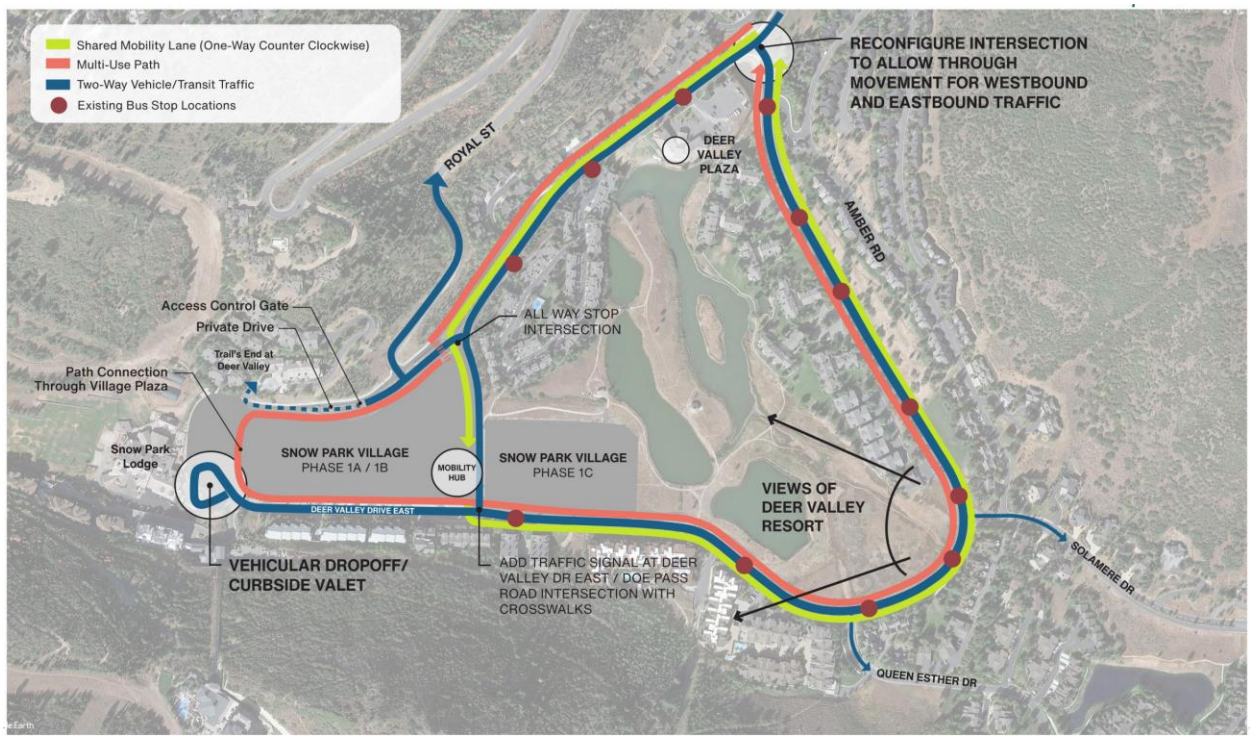


Figure 5. Applicant's Transportation/Circulation Plan.

In a Memorandum dated May 3, 2023, WCG and the City Engineer reviewed DVDC's updated TA (Exhibit C) and found it generally consistent with professional traffic and engineering standards and sound. Consistent with the City Engineer, WCG prefers the

SML Plan alternative to optimize the public ROW and Park City's desire for transit priority improvements. The SML Plan also helps support the neighborhood's desire to reduce traffic by prioritizing transit and creating safe and separated bike lanes and pedestrian pathways.

The City Engineer and WCG also noted that the Y-intersection meets Federal and State traffic and pedestrian warrant volumes for signalization today. The signalized and realigned Y-intersection will enhance pedestrian and bike safety while prioritizing public transit and metering vehicular traffic.

However, WCG and the City Engineer note several concerns with the TA, including:

- The impact of increasing the number of parking stalls at Snow Park, and the resulting increase in vehicle trips on Deer Valley Drive and other key intersections in Park City;
- Previously, DVDC had requested a 20% reduction in the required number of parking stalls. WCG believes a reduction in the number of parking stalls would reduce travel times and traffic congestion around Deer Valley Drive; and
- City Planning and Engineering Departments concur that a strategically implemented parking reduction would mitigate new development traffic if coupled with strategically located intercept lots, transit operations and infrastructure improvements, and paid and reserved parking implementation.

DVDC's updated TA adjusted the projected trip distribution between Deer Valley Drive East and West to match existing travel patterns. A sensitivity analysis was completed by DVDC's transportation consultant to show the impacts on traffic pattern distribution. To ensure adjacent intersections, a parking garage consultant provided additional confidence in the expected parking ingress and egress movements (spatial) and times. Finally, a detailed analysis of the proposed drop-off and pick-up area was completed by DVDC.

DVDC's transportation consultant also refined the traffic simulation model for the Deer Valley Drive loop at the City's request, including the use of additional data provided by the City for actual transit travel time. DVDC's calibrated model shows that transit will travel in near free-flow conditions inside the SML area, which significantly improves today's conditions during peak hours in the ski season.

Overall, WCG concluded that generally accepted transportation methods were applied and satisfactory. Most of the remaining concerns, such as parking, can be addressed by conditions of approval if the MPD, CUP, and Petition move forward. These include:

- Some driveway widths do not appear to meet LMC § 15-3-4(C) requirements but may facilitate efficient garage ingress;
- The intersection of Royal Street and a proposed new driveway across the street do not meet LMC § 15-3-3(H) requirements;
- The driveway spacing of some driveways on Doe Pass Road does not meet LMC § 15-3-3(H) requirements;
- A final review of the bus turning paths should be completed in the final design

phase to ensure that buses can make the required turning movements; and

- DVDC should identify specific Transportation Demand Management (TDM) goals that can be measured and monitored to reduce peak-hour traffic.

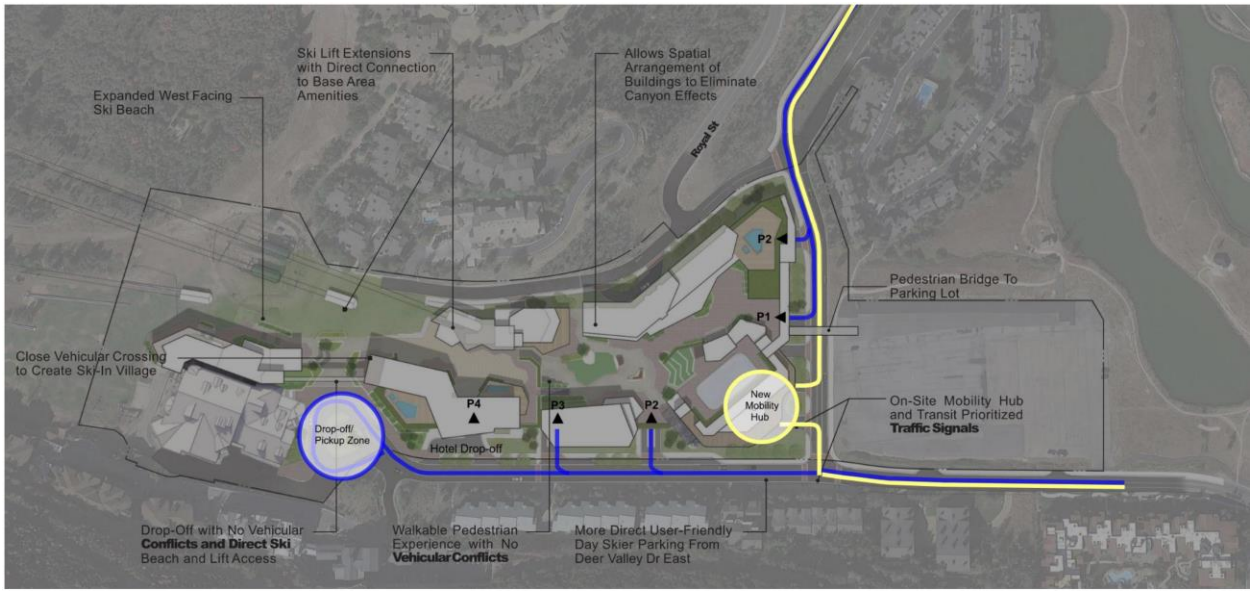


Figure 6. Day skier arrival.

Analysis

To vacate public ROW, the standards from the Utah Code require the City Council to find (1) Good Cause for the proposed vacation and (2) neither the public nor any person will be materially injured by the vacation.

The Park City LMC § 15-15-1, *Definitions*, defines Good Cause as "providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

Furthermore, Park City Resolution 8-98 offers general guidance when a vacation of ROW is requested, as outlined in this Analysis Section below. The Resolution states the policy guidelines "shall only be advisory for the Planning Commission and City Council to utilize when exercising their legislative discretion in evaluating the merits of a vacation petition." The City's Resolution criteria do not change the State standards.

(I) Resolution No. 8-98, states the City may generally find "good cause" when a proposal demonstrates a "net tangible benefit" to the immediate neighborhood and the City as a whole. The City will evaluate a particular proposal against the four (4) criteria below to determine whether a "net tangible benefit" has been demonstrated by the petitioner.

a) **No Increase in Density**
b) **Neighborhood Compatibility (with 17 sub-criteria)**
c) **Consideration**
d) **Utility of Existing Right-of-Way**

(I)(a) No Increase in Density
LMC § 15-15-1 defines Density as the intensity or number of non-residential and Residential Uses expressed in terms of Unit Equivalents per acre or Lot or units per acre. Density is a function of both number and type of Dwelling Units and/or non-residential units and the land Area.

The DV MPD authorizes Density for Snow Park Village established by previous Planning Commissions and City Councils. DVDC does not seek to exceed the Density allocated to the site.

Although the Vacation of public ROW does not increase the allowed Density, the Petition allows expansion of the Village footprint by 2.62 acres that are currently ROW and increases the area of disturbance. The Petition also enables a new connection from the Village to the Resort without crossing a road, expanded building footprints, ski beach, and public plazas.

The expanded buildable area does not result in increased Setbacks or Open Space, does not decrease proposed Building Heights, nor enable additional Employee/Affordable Housing on site. The expanded parcel does allow DVDC to meet the MPD required 25-foot minimum perimeter Setback and 60% minimum Open Space MPD requirements in LMC § 15-6-5(C) and § 15-6-5(D), where a more compact site plan might struggle to meet these requirements.

(I)(b) Neighborhood Compatibility
Lower Deer Valley Snow Park includes a looped road surrounded by Multi-Unit Dwelling developments. The neighborhood contains multiple recreation amenities, including ponds, DVR parking lots, and trail connections. The existing Snow Park parcel includes surface parking lots for day skiers separated by the looped road.

The General Plan acknowledges the longstanding Density entitled on the Snow Park parking lots via the DV MPD, and that future development will have a tremendous influence on the Lower Deer Valley neighborhood. “The opportunity exists for a true ‘village’ base area to be built that is complimentary to the surrounding multifamily condominiums set around the periphery of the parking lots.”[8]

The General Plan foreshadows that additional flexibility for building height and building pads will likely be necessary, and that development could add to the Après Ski experience and improve load-out traffic at the end of the ski day.

Section 8.4 of the General Plan discusses collaboration between the City and Deer

[8] Park City General Plan p.239.

Valley Resort to manage traffic flows. It emphasizes that priority must be given to alternative modes of transportation to encourage less dependency on personal automobiles and greater use of public transportation. Finally, the General Plan for the neighborhood states that the use of park-and-ride facilities should be explored.

Importantly, Resolution No. 8-98 requires the effects of any differences in use or scale be mitigated through careful planning, and that the City review each of the following items when considering compatibility: (1) size and location of the site; (2) traffic impacts including capacity of the existing streets in the area; (3) utility capacity; (4) emergency vehicle access; (5) location and amount of off-street parking; (6) internal circulation; (7) fencing, screening, and landscaping to separate the use from adjoining uses; (8) building mass, bulk, and site plan; (9) usable open space; (10) signs and lighting; (11) physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing; (12) provision of snow storage, and mitigation of noise, vibration, odors, steam, or other mechanical factors that might affect people and property off site; (13) control of delivery and service vehicles, loading and unloading zones, and screening of trash pick-up areas; (14) expected ownership and management of the project as primary residences, condominiums, time interval ownership, nightly rental, or commercial tenancies; (15) proposed uses in an historic district must comply with the Historic District Architectural Guidelines provided in a supplement to the LMC; (16) all proposed uses in the zones outside an historic district must comply with the General Architectural Guidelines in LMC Chapter 9; and (17) the Sensitive Area Overlay Zone Regulations (which normally apply only to property within the Sensitive Area Overlay Zone) shall apply to all development proposals including a petition to vacate ROW, regardless of the underlying zoning/platting of the development.

This criteria essentially mirrors the CUP review criteria outlined in LMC § 15-1-10(E), which the project as a whole is required to meet regardless of the Petition. However, subject to full CUP review by the Planning Commission, we offer the following analysis applied to the specifics of the proposed ROW changes and associated impacts:

(I)(b)(1) Size and Location of the site

The proposed Petition increases DVDC's development parcel. The Snow Park parking lot parcel totals 14.93 acres and would increase by 2.62 acres, or 17.5%, if the Petition is granted, creating 17.55 acres. The proposed Density has been entitled since 1977, establishing the site as an appropriate and developable parcel.

DVDC argues that the increased project area allows for greater community benefits, including site flexibility to extend the lift/gondola access into the Village, inviting and service-oriented plazas, improved pedestrian safety, expanded and covered Transit Center, and dispersed load-out traffic at the end of the ski day. DVDC states these elements are consistent with the General Plan goals and objectives for the Village (see TA p. 43 and General Plan p. 239.)

(I)(b)(2) Traffic impacts, including the capacity of the existing streets in the area

DVDC's updated TA suggests that Deer Valley Loop can adequately accommodate the increase in traffic with heavy mitigation measures, including signalizing two intersections and adding turning lanes at Solamere and Queen Esther Drive. However, downstream intersections are already at capacity during the peak AM and PM hours during the ski season and special events, and DVDC is not proposing mitigation beyond the Loop.

To meet the Good Cause standard and mitigate traffic impacts by shifting trips, we recommend Council and the Planning Commission consider a proactive parking reduction and transit priority strategy. Reducing the number of parking stalls in favor of intercept lots and express transit service to the base area, coupled with aggressive TDM strategies, will help mitigate neighborhood and community impacts.

The following table illustrates the vehicle trip reduction impacts associated with a potential 20% parking reduction:

Table 2: Vehicle Trips Associated with Full Parking Build-Out vs. Potential Parking Reduction

	New Daily Trips	Trips Entering	Trips Exiting	New AM Peak Hour Trips*	New PM Peak Hour Trips*
20% Parking Reduction (1,810 stalls)	2,276	1,138	1,138	162	204
Fully Parked (2,236 parking stalls)	3,616	1,808	1,808	261	322
* For comparison purposes Existing AM/PM Peak Hour Trips are 1,019 and 1,236 Trips respectively.					

(I)(b)(3) Utility capacity

DVDC will upgrade existing water, sewer, and other utility infrastructure if approved and has worked with each utility proactively.

(I)(b)(4) Emergency vehicle access

Emergency vehicle access would be enhanced under the SML Plan, providing prioritized access for emergency vehicles in the new lane around the Loop. The site plan allows emergency access across the plaza adjacent to the existing Snow Park Lodge. The emergency access corridor crosses the plaza, and a Condition of Approval would prohibit outdoor dining, plaza programming, or other activities that could inhibit emergency vehicle access. The PC Fire Department reviewed the proposed site plan (Exhibit D) and will work with DVDC if the project moves forward.

(I)(b)(5) Location and amount of off-street parking

The Petition does not impact the location or amount of Off-Street Parking, but implementing the SML Plan will eliminate on-street parking on overflow days if the Petition is approved. DVDC proposes a phased LMC-required parking plan.

(I)(b)(6) Internal circulation

The Petition seeks to expand the Snow Park parking lot parcel and improve internal circulation by eliminating most pedestrian and vehicle conflicts. Adding a new Transit Center will improve pedestrian safety by eliminating crossing streets when using transit. The plan improves ROW separation for transit, Transportation Network Companies (TNCs), parking, and the skier drop-off area. This should help prioritize transit access and circulation and minimize conflicts between transit and other vehicles.

Pedestrian circulation is improved considerably, with a contiguous 12-foot-wide pedestrian path and bike lane (shared with Transit) around the Loop.

(I)(b)(7) Fencing, screening, and landscaping to separate from adjoining uses

The Petition does not impact fencing, screening, and landscaping, and typically these items are addressed during the CUP review. Streetscape items will also be addressed at the CUP review.

(I)(b)(8) Building mass, bulk, and site plan

The Petition does not increase the building mass or height, regulated by the MPD. Still, it does expand the parcel size by 2.62 acres, allowing for additional circulation and the ability to move both the Silver Lake and Carpenter lifts into the Village. As noted, the expanded site plan facilitates meeting perimeter Setbacks and Open Space requirements and allows for a more expansive public plaza and ski beach. The covered parking structure extends below grade into the ROW proposed for vacation, some building footprints are located in existing ROW, and disturbance areas are increased.

The garage structure currently meets the MPD perimeter Setback requirements but does not comply with LMC § 15-5-8, Façade Length and Variations, which requires shifts in the façade to break up the length and mass of longer building wall planes. DVDC anticipates the Phase 2 CUP for the vertical development on top of the parking structure will provide the required Façade Length Variations, but plans have not been submitted.

DVDC should confirm, through conditions of approval, that the Phase 2 CUP will ensure the garage façade meets the requirements for façade variation and present an interim plan to meet the requirements should the Phase 2 CUP not move forward. This can be confirmed at the CUP review.

(I)(b)(9) Usable open space

The Petition helps DVDC meet the LMC § 15-5-6(D) MPD 60% Open Space requirement. However, both passive and active Open Space is provided in the DV MPD, and individual lots are not required to provide Open Space if they utilize the Unit Equivalent formula. Section M, Open Space, of the DV MPD, states that except parcels

identified in the MPD in Exhibits 1 and 2, all remaining properties in the project are designated “landscaped open space” as defined by the Code in effect. The Snow Park Village parcel is identified in Exhibits 1 and 2.

(I)(b)(10) Signs and lighting

The Petition does not impact signage and lighting, typically reviewed at CUP. DVDC is required to submit a Master Sign Plan before installing signs, and all outdoor lighting is required to comply with LMC § 15-5-5(J) *Outdoor Lighting*, the City’s Dark Sky Code.

(I)(b)(11) Physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing

The Petition attempts to improve the connectivity of the Village to the Snow Park Lodge for guests. It changes the drop-off experience with a new garage, drop-off area, and Transit Center. The design, massing, scale, and compatibility with surrounding structures will be considered in the CUP process. DVDC is not seeking exceptions for Density or Building Height from what is allowed under the DV MPD.

(I)(b)(12) Provision of snow storage, and mitigation of noise, vibration, odors, steam, or other mechanical factors that might affect people and property off site

Mechanical systems will be interior or shielded consistent with the LMC and Building Code requirements to minimize noise, vibration, odors, and steam.

The Lakeside Condominiums expressed concerns at the March 16, 2023, public hearing about Doe Pass Road moving closer to their HOA and the impact of noise and congestion. DVDC submitted an Exhibit showing that Doe Pass Road is not moving closer (Exhibit E) to the Lakeside Condominiums. DVDC should work with Lakeside to consider additional mitigation measures as a condition of approval.

DVDC submitted a snow storage plan reviewed by the City’s Engineer and Park City Fire District. Emergency access across the plaza must be kept clear of obstructions and free of snow. It is anticipated that portions of the plaza area will be heated to assist with snow storage. DVDC will remove snow from the site as necessary. The PC Fire District conceptually approved the proposed site and transportation plans.

(I)(b)(13) Control of delivery and service vehicles, loading and unloading zones, and screening of trash pick-up areas

The Petition does not significantly impact the location of service vehicles but does impact how they arrive at the site. Loading zones will be reviewed and refined in the CUP process, but the major loading zone is currently located off Doe Pass Road, just west of the Transit Center. Another loading area is located off Deer Valley Drive West, beyond the proposed vehicular gate. DVDC indicated that deliveries are timed to avoid

peak ski hours. Trash and recycling, and delivery areas will be integrated into future floor plans and reviewed with the CUP for the vertical development anticipated in Phase 2 CUP.

(I)(b)(14) Expected ownership and management of the project as primary residences, condominiums, time interval ownership, nightly rental, or commercial tenancies

The Petition does not impact the ownership and management of the project, but DVDC is proposing that ownership of the public ROW adjacent to the Lodge be Vacated and transferred to them. The ownership of the development will be split between individually owned condominium units, and DVDC will retain ownership of the central plaza, guest services areas, and mountain amenity areas.

Accordingly, the Council should consider the fair market value and utility of the public ROW as valuable square footage at the base of a ski resort used to expand the proposed development footprint against the value of public improvements and amenities offered by the project.

The most significant impact of the project on the community is additional vehicle trips, particularly during peak hours. DVDC project includes a six-bus-bay Transit Center, but the Council should consider what additional mitigation measures might improve peak hour traffic.

(I)(b)(15) Proposed uses in a historic district must comply with the Historic District Architectural Guidelines

Not Applicable.

(I)(b)(16) All proposed uses in the zones outside a historic district must comply with the General Architectural Guidelines in LMC Chapter 15-5

The Petition does not impact compliance with the Architectural Guidelines, noting that the Phase 1 CUP garage structure will not comply with LMC § 15-5-8, Façade Length and Variations, which requires shifts in the façade of the structure to break up the length and mass of longer building wall planes. DVDC states that the anticipated Phase 2 CUP for the vertical development will provide the required Façade Variations, but plans have not been submitted yet. DVDC should be required to confirm, through conditions of approval, that the Phase 2 CUP will meet the requirements for façade variation and present an interim plan for meeting the requirements should Phase 2 not move forward. This can be confirmed at the CUP review.

(I)(b)(17) The Sensitive Area Overlay Zone Regulations (which normally apply only to property within the Sensitive Area Overlay Zone) shall apply to all development proposals including a petition to vacate right-of-way, regardless of the underlying zoning/platting of the development

The Petition is for disturbed public ROW and does not include environmentally sensitive Areas, natural Open Space, or wildlife habitat. The area does not include Ridge Line Area or Steep Slopes, although the project is adjacent to the Deer Valley Ponds, which are zoned ROS, and serve as a wetland area for the Lower Deer Valley Neighborhood, and wildlife habitat to fish, birds, larger mammals, and people. A Construction Mitigation Plan should protect the health of the ponds during construction.

(I)(c) Consideration
Resolution No. 8-98 lists compensation to the City for the loss of the Right-of-Way and notes consideration favored by the City will generally be financial (market value based upon square footage). PCMC is working to determine the approximate monetary value of the Petition request.

Although DVDC's development increases traffic during peak times, they offer the City the following additional mitigation and community benefits, which can be required as Conditions of Approval:

1. Reconfiguring the Y-intersection and adding a new signalized traffic control to prioritize transit and improve safety for pedestrians and bicyclists.
2. A new left turn lane at Solamere Drive and Queen Esther Drive to improve access for these residential neighborhoods.
3. Paid and shared parking, although operational plans remain undefined.
4. A new multi-use path and safer pedestrian crossings.
5. A new Transit Center with six bus bays and other amenities.
6. A new traffic signal at the intersection of Doe Pass Road and Deer Valley Drive East with transit priority to expedite transit service to and from the Transit Center.
7. A new SML around the Deer Valley Drive Loop to improve emergency vehicle access, allow free-flow conditions for transit during the winter, and a safe bike lane during the summer.
8. A detailed TDM plan to measure mitigation efforts and assess efforts to reduce vehicle miles traveled.

(I)(d) Utility of Existing Right-of-Way
The City shall typically dispose of public ROW only when the ROW is no longer of significant utility to the City.

The City's Streets Master Plan designates Deer Valley Drive as major collector road with connections to SR-224 and SR-248, and notes that it should be considered for a reversible center lane (which can add capacity to the roadway by borrowing capacity from the other off-peak travel lane during peak traffic hours), and a direct connection to SR-248 to alleviate traffic pressure and to provide a secondary access to the area. One potential alignment mentioned in the Streets Master Plan is through Solamere Subdivision to the Richardson Flat area east of Prospector Park.

The ROW vacation has little material impact on utility capacity, the location and amount of Off-Street Parking, snow storage capacity, noise, or other factors that might impact

people and property off-site. With the bus, bike, and emergency vehicle use of the SML, parking would not be allowed along the Loop.

(II) The City must find that no person nor the public is "materially injured" by the proposal. "Materially injured" generally means direct or indirect injury to property or a property right as a result of the proposal. The injury must be significant enough to raise the level of interfering with the injured party's use of his/her property or property right. The injury must be demonstrated by evidence on the record, or the City's reasonable inference therefrom, and shall not merely be conjecture nor public clamor.

PCMC continues to evaluate vehicular accessibility for the surrounding neighborhood and associated impacts with changes in a long-standing public ROW. The Vacation Petition does not eliminate access to property. Information obtained from public input from impacted properties due to circulation changes include (but not necessarily directly a result of the proposed ROW vacation):

- In the Trees Condominiums will continue to make a U-turn at Doe Pass Road. DVDC submitted an exhibit comparing the U-turn made today with the U-turn in the future and asserts changes to the roadway will make this movement safer with improved sightlines (Exhibit F);
- Lakeside Condominiums assert additional traffic and noise on Doe Pass Road;
- Trails End Condominiums at Deer Valley submitted a letter of support for DVDC's Petition (Exhibit G);
- Black Diamond Lodge Condominiums and the St. Regis Hotel and Condominiums may be impacted by the shift to a new drop-off area; and
- Powder Run Condominiums, Red Stag Lodge Condominiums, and Comstock Lodge Condominiums assert additional traffic and a new traffic signal at Deer Valley Drive East and Doe Pass Road may impact their access.

PCMC acknowledges that it is difficult to separate impacts arising from the new development and proposed changes to Deer Valley Drive and associated traffic flow modifications resulting from the entitled Density, regardless of the Petition. The public hearing process and professional traffic and engineering analyses are critical to evaluating this important nuance under the applicable State and local standards.

Public Input

No public input was received since the June 1, 2023, work session.

Department Review

The Development Review Committee reviewed this application on September 7, 2021, and again on February 7, 2023. No significant design changes have been made since the last Development Review Committee meeting.

Exhibits

Exhibit A: Applicant's ROW Vacation Petition

Exhibit B: Applicant’s final Transportation Analysis – SLM Alternative
Exhibit C: WCG’s Third Party Transportation Analysis Technical Review Memorandum
Exhibit D: Letter from the Park City Fire District dated March 6, 2023
Exhibit E: Applicants Exhibit for Lakeside Condominiums
Exhibit F: Applicant’s U-turn Comparison for In the Trees Condominiums
Exhibit G: Letter of Support from the Trails End Condominiums dated February 22, 2022
Exhibit H: Letter of Support from High Valley Transit for the Proposed Transit Center

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Wade R. Budge, P.C.
wbudge@swlaw.com

January 31, 2022

RECEIVED
FEB 08 2022
Park City Municipal Corp.

VIA EMAIL AND US MAIL

Matt Dias
City Manager
Park City Municipal Corporation
445 Marsac Avenue
Park City, UT 84060

Re: Right of Way Vacation Petition - Revised Vacation Descriptions

Dear: Mr. Dias

On behalf of the Deer Valley Resort Company, LLC and Alterra Mountain Company Real Estate Development Inc., the property owners of parcels - PC-745-11, PC-900-4, and PC-900-3,we would like to submit the attached revised legal descriptions to supplement the petition for vacation we submitted to Park City on September 30, 2021. That petition was made pursuant to Utah Code Ann. §10-9a-609.5 and Park City's Land Management Code § 15-7-7, as adopted.

As you recall, we are seeking to vacate portions of Deer Valley Dr. in an effort to redirect traffic patterns to streamline transit access and improve traffic circulation in the Lower Deer Valley neighborhood. In order to accomplish these goals, we are seeking to dedicate public right of way along Deer Valley Drive and Doe Pass Rd, where there currently is no public right of way. The granting of this vacation petition and accepting the dedications we seek to make via the Snow Park Village Plat. We are excited to work with the City through this process in order to start reducing modal conflicts, increasing efficiency for all transportation types, and emphasizing the transit-focused desire of the City.

To supplement the information previously provided and required in Utah Code Ann. §10-9a-609.5, we have included the following as attachments to this letter:

1. Revised maps of the rights-of-ways to be vacated.
2. Revised legal descriptions of the rights-of-ways to be vacated.

There were minor edits to the areas that needed to be vacated as we have worked on the Deer Valley Plat. To ensure the appropriate portions of right-of-way are vacated, we are

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requesting to move forward with the vacation of the attached legal descriptions, as opposed to those that were submitted in September.

We are pleased to have for the opportunity to work with the City through the vacation and platting process. As stated previously, we welcome the opportunity to go before City Council in a work meeting in order discuss some of the details, before holding the public hearing.

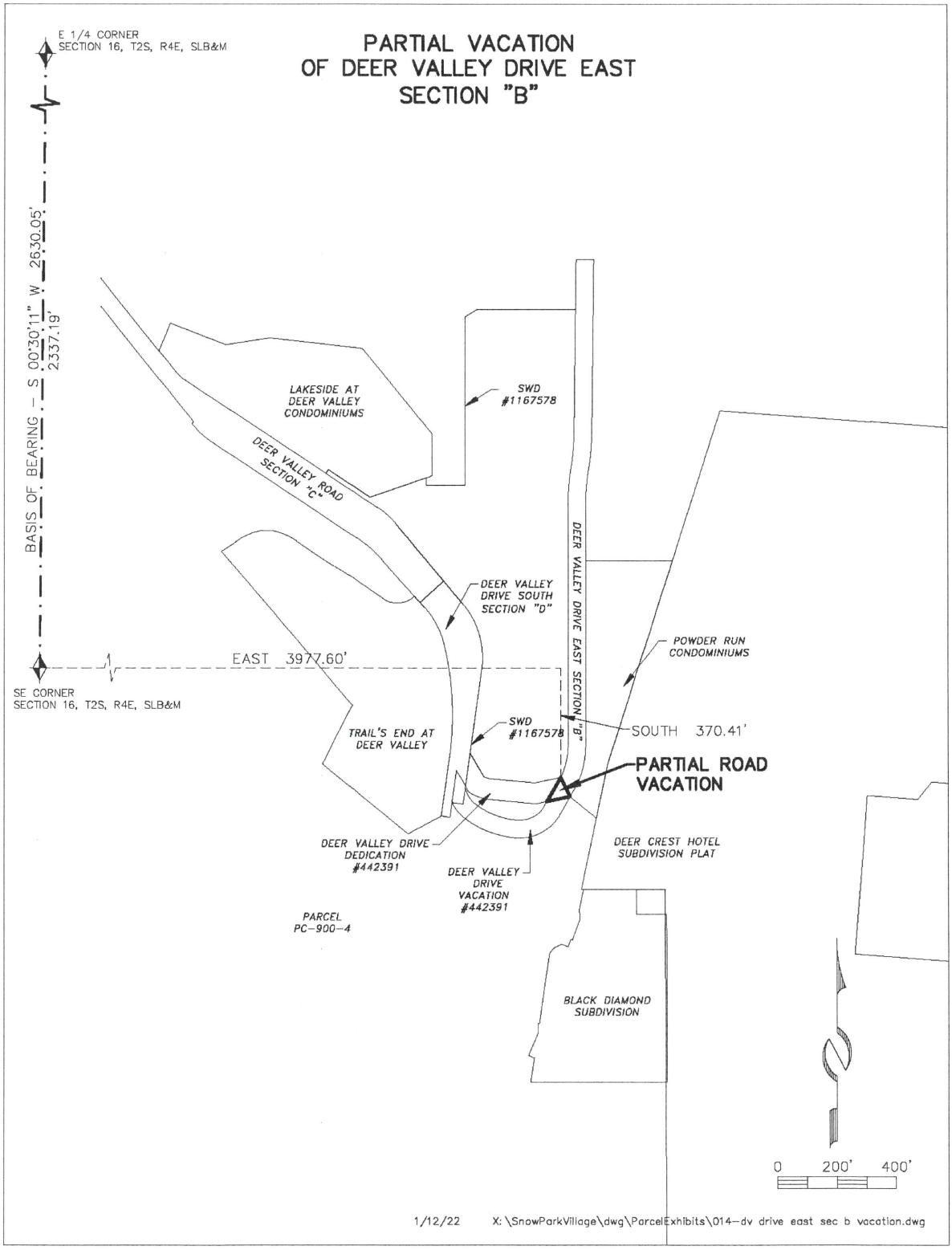
If you have any questions or concerns, please feel free to reach out to us.

Very truly yours,

Wade R. Budge, P.C.

cc: Deer Valley Resort
Mark Harrington, Esq. (via email)

Specific area maps and legal descriptions


PARTIAL VACATION
OF DEER VALLEY DRIVE EAST
SECTION "B"
E 1/4 CORNER
SECTION 16, T2S, R4E, SLB&M
BASIS OF BEARING - S 00°30'11" W 2630.05'
2337.19'
EAST 3977.60'
SE CORNER
SECTION 16, T2S, R4E, SLB&M
LAKESIDE AT
DEER VALLEY
CONDOMINIUMS
SWD
#1167578
DEER VALLEY ROAD
SECTION "C"
DEER VALLEY DRIVE EAST SECTION "B"
DEER VALLEY
DRIVE SOUTH
SECTION "D"
POWDER RUN
CONDOMINIUMS
TRAIL'S END AT
DEER VALLEY
SWD
#1167578
SOUTH 370.41'
PARTIAL ROAD
VACATION
DEER VALLEY DRIVE
DEDICATION
#442391
DEER VALLEY
DRIVE
VACATION
#442391
DEER CREST HOTEL
SUBDIVISION PLAT
PARCEL
PC-900-4
BLACK DIAMOND
SUBDIVISION
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200'
400'
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SNOW PARK VILLAGE

PARTIAL VACATION
OF DEER VALLEY DRIVE EAST
SECTION "B"

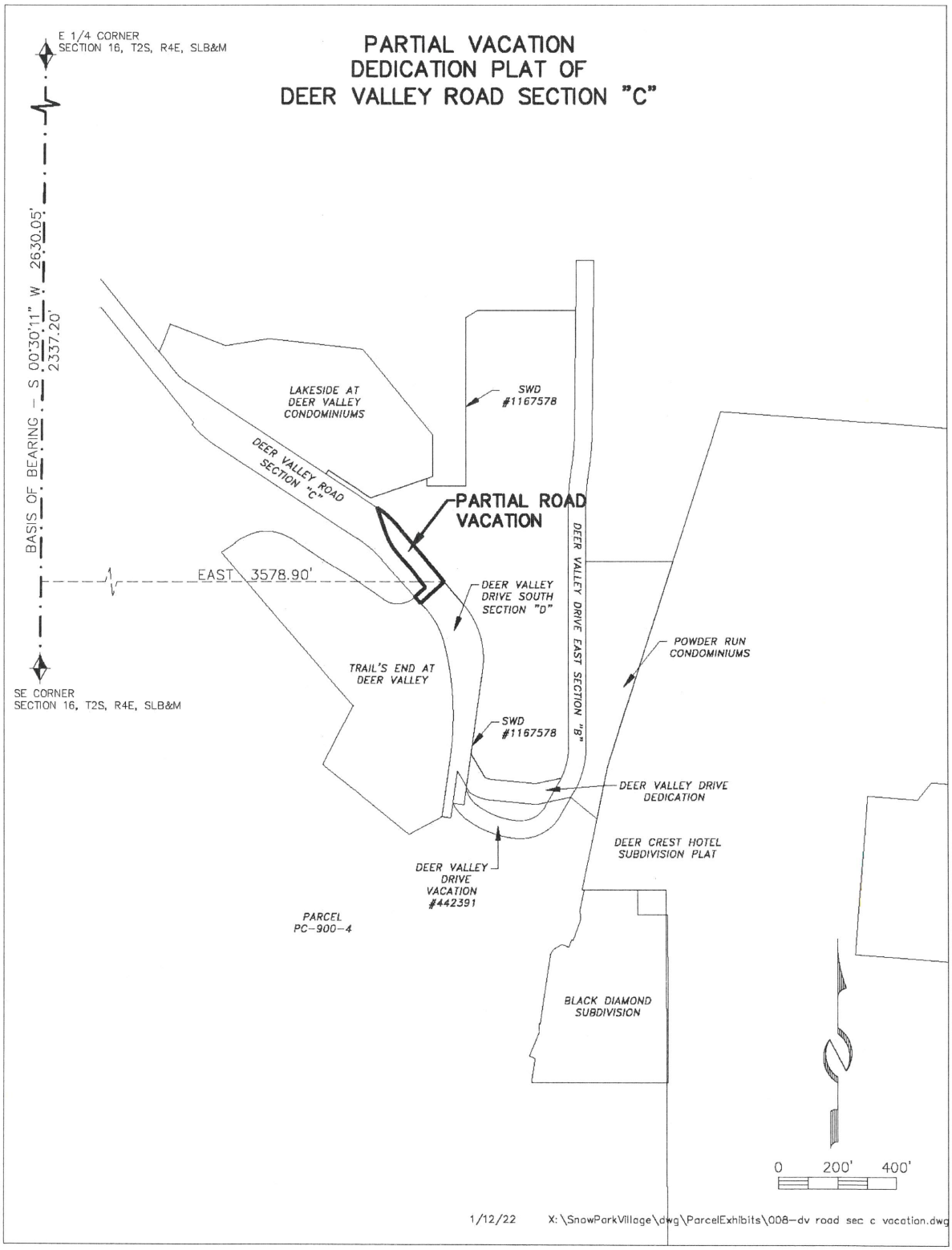
January 13, 2022

A parcel of land located in the northeast quarter of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is East 3977.60 feet and South 370.41 feet from the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point being on the westerly right-of-way of Deer Valley Drive East Section "B", recorded March 1, 1982, as Entry No. 188988 in the Office of the Recorder, Summit County, Utah, and also being the northeasterly corner of the Dedication Parcel in Exhibit C of Ordinance No. 95-59, recorded November 15, 1995, as Entry No. 442391 in the Office of the Recorder, Summit County, Utah; and running thence South 26°45'21" East 72.35 feet to the northeasterly corner of the Vacation Parcel in Exhibit B of Ordinance No. 95-59, recorded November 15, 1995, as Entry No. 442391 in the Office of the Recorder, Summit County, Utah; thence coincident with the northerly boundary of said Vacation Parcel South 78°09'28" West 80.54 feet to the southwesterly corner of the aforementioned Dedication parcel; thence coincident with said Dedication parcel the following two (2) courses: 1) North 30°00'00" East 77.39 feet to a point on a curve to the left having a radius of 249.90 feet, of which the radius point bears North 60°00'00" West; thence 2) along the arc of said curve 16.01 feet through a central angle of 03°40'14" to the point of beginning.

The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Description contains 0.064 acres.


PARTIAL VACATION
DEDICATION PLAT OF
DEER VALLEY ROAD SECTION "C"
E 1/4 CORNER
SECTION 16, T2S, R4E, SLB&M
BASIS OF BEARING - S 00°30'11" W 2630.05'
2337.20'
EAST 3578.90'
SE CORNER
SECTION 16, T2S, R4E, SLB&M
LAKESIDE AT
DEER VALLEY
CONDOMINIUMS
SWD
#1167578
DEER VALLEY ROAD
SECTION "C"
PARTIAL ROAD
VACATION
DEER VALLEY
DRIVE SOUTH
SECTION "D"
DEER VALLEY DRIVE EAST SECTION "B"
POWDER RUN
CONDOMINIUMS
TRAIL'S END AT
DEER VALLEY
SWD
#1167578
DEER VALLEY DRIVE
DEDICATION
DEER CREST HOTEL
SUBDIVISION PLAT
DEER VALLEY
DRIVE
VACATION
#442391
PARCEL
PC-900-4
BLACK DIAMOND
SUBDIVISION
0
200'
400'
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SNOW PARK VILLAGE

PARTIAL VACATION OF
DEDICATION PLAT OF
DEER VALLEY ROAD SECTION "C"

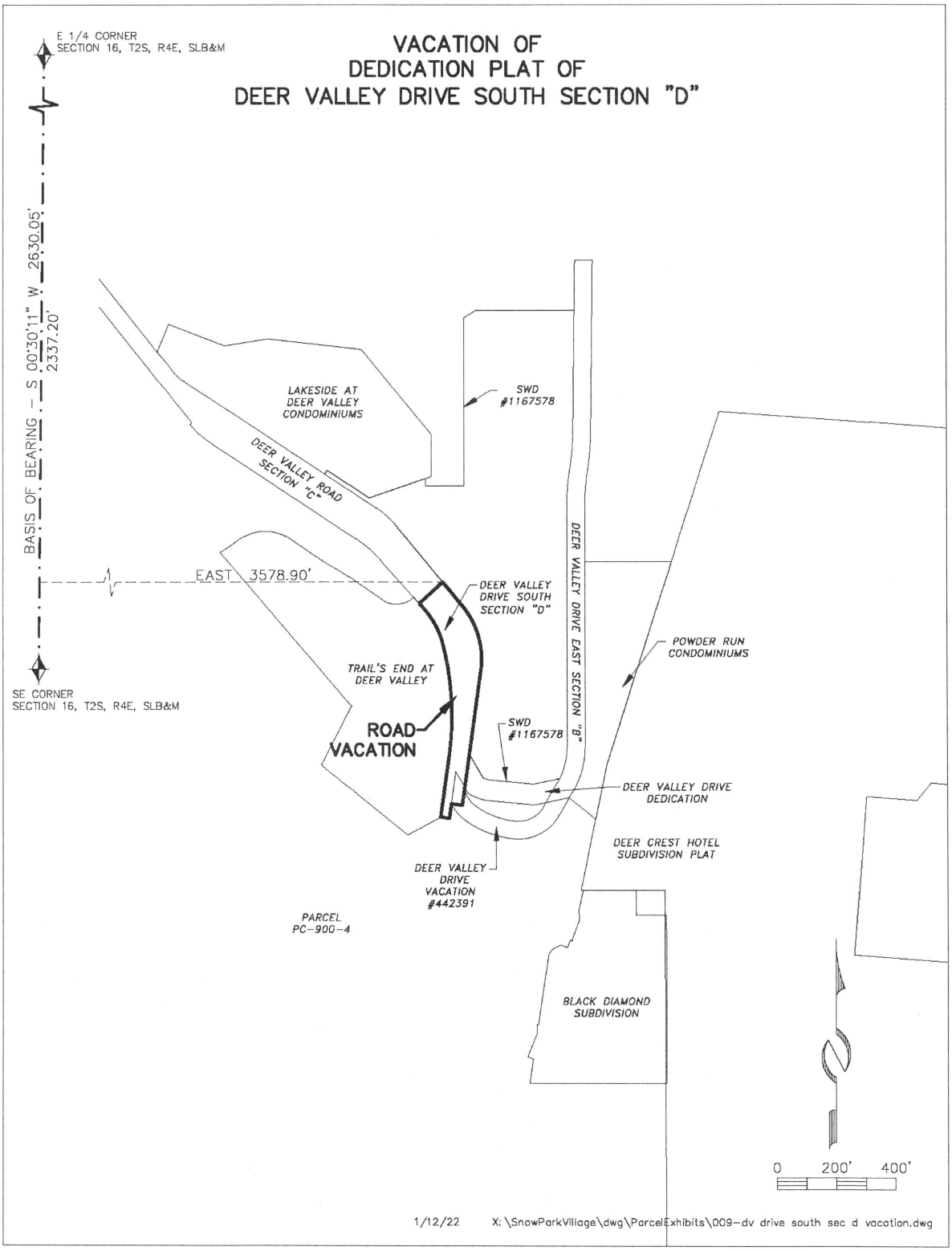
January 18, 2022

A parcel of land located in the southeast quarter of Section 15, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is South 00°30'11" West 2337.20 feet and East 3578.90 feet from the east quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point being the easternmost corner of the Dedication Plat of Deer Valley Road Section "C", recorded April 16, 1980, as Entry No. 165811 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the southeasterly end of Deer Valley Road Section "C" South 47°53'34" West 107.67 feet to the southernmost point of said Deer Valley Road Section "C", said point also being on the easterly boundary of Trail's End at Deer Valley, recorded March 18, 2009, as Entry No. 867530 in the Office of the Recorder, Summit County, Utah; thence coincident with the easterly boundary of Trail's End at Deer Valley North 42°06'26" West 29.08 feet; thence North 47°53'34" East 47.72 feet; thence North 37°30'27" West 67.84 feet; thence North 41°44'02" West 70.59 feet to a point on a curve to the right having a radius of 247.00 feet, of which the radius point bears North 48°15'58" East; thence along the arc of said curve 100.21 feet through a central angle of 23°14'46"; thence North 18°29'16" West 81.14 feet to the northerly right-of-way of said Deer Valley Road Section "C"; thence coincident with the northerly right-of-way of Deer Valley Road Section "C" the following three (3) courses: 1) South 56°25'40" East 2.56 feet to a point on a curve to the right having a radius of 308.53 feet, of which the radius point bears South 33°34'20" West; thence 2) along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence 3) South 40°00'00" East 249.01 feet to the point of beginning.

The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Description contains 0.42 acres.

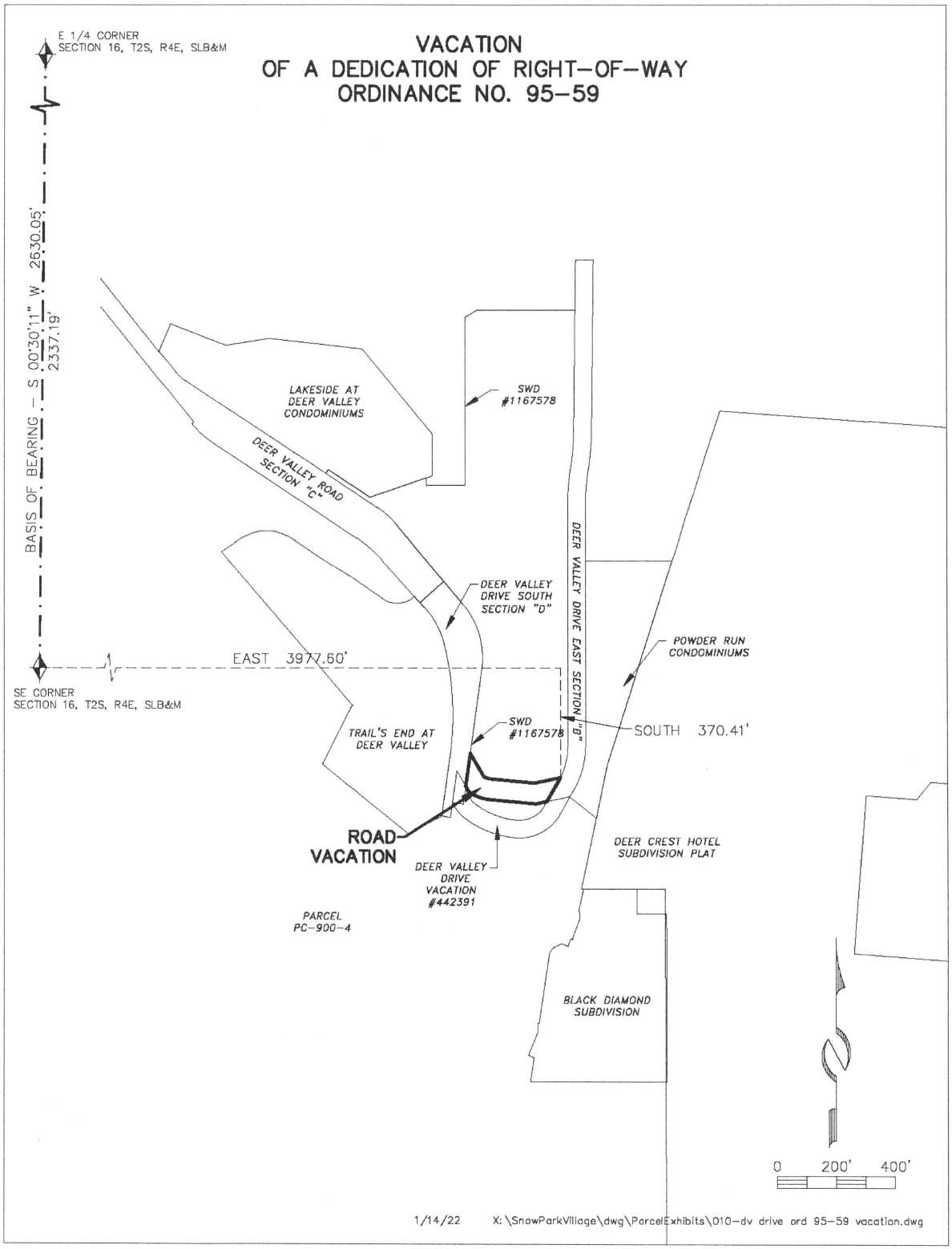

VACATION OF
DEDICATION PLAT OF
DEER VALLEY DRIVE SOUTH SECTION "D"
E 1/4 CORNER
SECTION 16, T2S, R4E, SLB&M
BASIS OF BEARING - S 00°30'11" W 2630.05'
2337.20'
EAST 3578.90'
SE CORNER
SECTION 16, T2S, R4E, SLB&M
LAKESIDE AT
DEER VALLEY
CONDOMINIUMS
SWD
#1167578
DEER VALLEY ROAD
SECTION "C"
DEER VALLEY DRIVE EAST SECTION "B"
DEER VALLEY
DRIVE SOUTH
SECTION "D"
POWDER RUN
CONDOMINIUMS
TRAIL'S END AT
DEER VALLEY
ROAD
VACATION
SWD
#1167578
DEER VALLEY DRIVE
DEDICATION
DEER CREST HOTEL
SUBDIVISION PLAT
DEER VALLEY
DRIVE
VACATION
#442391
PARCEL
PC-900-4
BLACK DIAMOND
SUBDIVISION
0
200'
400'
1/12/22
X:\SnowParkVillage\dwg\ParcelExhibits\009-dv drive south sec d vacation.dwg

SNOW PARK VILLAGE

VACATION OF
DEDICATION PLAT OF
DEER VALLEY DRIVE SOUTH SECTION "D"

January 12, 2022

Dedication Plat of Deer Valley Drive South Section "D", located in the south half of Section 15 and the north half of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, recorded March 1, 1982, as Entry No. 188987 in the Office of the Recorder, Summit County, Utah.


VACATION
OF A DEDICATION OF RIGHT-OF-WAY
ORDINANCE NO. 95-59
E 1/4 CORNER
SECTION 16, T2S, R4E, SLB&M
BASIS OF BEARING - S 00°30'11" W 2630.05'
2337.19'
EAST 3977.60'
SE CORNER
SECTION 16, T2S, R4E, SLB&M
LAKESIDE AT
DEER VALLEY
CONDOMINIUMS
SWD
#1167578
DEER VALLEY ROAD
SECTION "C"
DEER VALLEY
DRIVE SOUTH
SECTION "D"
DEER VALLEY DRIVE EAST SECTION "B"
POWDER RUN
CONDOMINIUMS
SOUTH 370.41'
TRAIL'S END AT
DEER VALLEY
SWD
#1167578
ROAD
VACATION
DEER VALLEY
DRIVE
VACATION
#442391
PARCEL
PC-900-4
DEER CREST HOTEL
SUBDIVISION PLAT
BLACK DIAMOND
SUBDIVISION
0
200'
400'
1/14/22
X:\SnowParkVillage\dwg\ParcelExhibits\010-dv drive ord 95-59 vacation.dwg

SNOW PARK VILLAGE

VACATION OF
A DEDICATION OF RIGHT-OF-WAY
ORDINANCE NO. 95-59

January 14, 2022

Beginning at a point on the westerly right-of-way of Deer Valley Drive East Section 'B', said point being South 1248.12 feet and East 4008.65 feet from the east 1/4 corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian (Basis of Bearing being S00°30'11"E from the east quarter corner of said Section 16 to the southeast corner of said Section 16); thence along said right-of-way, as described on Section 'B' of Deer Valley Drive East plat as recorded in the Summit County Recorder's Office, Entry Number 188988, the following four courses: (1) S00°40'00"W 579.06 feet to a point on an 878.16 foot radius curve to the right (center bears N89°20'00"W); thence (2) along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point of a reverse curve to the left (center bears S81°00'57"E); thence (3) along the arc of said curve 136.50 feet through a central angle of 08°59'03"; thence (4) South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West); thence along the arc of said curve and the western right-of-way of Deer Valley Drive East, 114.84 feet through a central angle of 26°19'46" to the true point of beginning; thence departing from said right-of-way S78°14'07"W 89.60 feet; thence N84°36'26"W 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears N05°23'34"E); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence N30°26'41"W 92.28 feet to a point on the east right-of-way of Deer Valley Drive South Section 'D' as recorded in the Summit County Recorder's Office, Entry Number 188987; thence along said right-of-way S08°00'00"W 112.58 feet; thence departing said right-of-way S30°26'41"E 21.97 feet to a point on an non-tangent 150.00 foot radius curve to the left (center bears N34°51'45"E); thence along the arc of said curve 77.15 feet through a central angle of 29°28'11"; thence S84°36'26"E 155.80 feet; thence N78°14'07"E 38.33 feet to a point on the westerly right-of-way of said Deer Valley Drive East; thence along said right-of-way the following two courses: (1) N30°00'00"E 77.39 feet to a point on a 249.90 foot radius curve to the left (center bears N60°00'00" W); thence (2) along the arc of said curve 16.01 feet through a central angle of 03°40'14" to the true point of beginning.

Contains 0.52 acres, more or less.

Snow Park Village

Transportation Analysis – Shared Mobility Lane Alternative

Prepared for:
Deer Valley

April 2023

UT20-2245

FEHR PEERS

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1. Executive Summary

This Traffic Impact Study includes the results of a comprehensive traffic operations analysis for the Snow Park Village project at Deer Valley Resort in Park City, Utah. Snow Park Village is a mixed-use development that will serve as an updated base area village for Deer Valley, and includes hotel, residential, commercial, and event center uses. This report includes the full buildout of the Snow Park base that includes the parking and development both north and south of Doe Pass Road.

The scope of this study analyzes the traffic operations and impacts under the following scenarios:

- Existing (2020) Conditions
- Existing (2020) Plus Project Conditions
- Opening Year (2024) Background Conditions
- Opening Year (2024) Plus Project Conditions
- Future (2040) Background Conditions
- Future (2040) Plus Project Conditions

Existing conditions were based on the traffic counts, which were collected originally in 2020. As this process has continued, Park City Staff have accepted that 2020 counts continue to serve as the foundation for this report with adjustments made for assumed marginal increases in traffic on an annual basis. Traffic operations for these scenarios were analyzed at nine study intersections:

1. Doe Pass Road / Deer Valley Drive East
2. Doe Pass Road / Deer Valley Drive West
3. Deer Valley Drive East / Queen Esther Drive
4. Deer Valley Drive East / Solamere Drive
5. Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West
6. Deer Valley Drive / Marsac Avenue
7. Deer Valley Drive / Bonanza Drive
8. Deer Valley Drive / Park Avenue / Empire Avenue
9. Bonanza Drive / Monitor Drive / SR-248

This circulation plan includes a seasonal one-way Shared Mobility Lane (SML) inbound from the "Y" intersection along Deer Valley Drive West, turn onto Doe Pass Road, and directly access the proposed mobility hub. Outbound transit traffic will have the SML that has transit priority at the mobility hub, then parallels general purpose traffic around the loop to the "Y" intersection, at which point transit traffic would merge with general traffic, generally operating in a counterclockwise direction. After ski season during the

summer months, the SML will be open to bicycle traffic. Management, maintenance, and enforcement will be a City responsibility.

Study intersections 5 and 8 currently operate at Levels of Service (LOS) that do not meet Part City standards, which is LOS D. However, these intersections were analyzed as part of this study to identify Deer Valley's contributions to traffic at key intersections within Park City in support of Park City Municipal Corporation's (PCMC) goals of reducing peak-hour traffic volumes by 20% citywide.

The Plus Project traffic operations analyses include trips generated by the Snow Park Village project. The parking analysis accounts for both physical (structured) and behavioral impacts of the identified resort uses, as well as parking pricing. To present conservative, and thereby overestimated, results in this report, reductions in trip generation and parking demand stemming from proposed enhancements to local transit service, operated by Park City Transit and/or High Valley Transit, or Deer Valley's existing Transportation Demand Management (TDM) program are not included.

1.1 Study Results

In Plus project Conditions, seven of nine study intersections, with recommended mitigations in place, meet the Park City LOS standards. Under existing conditions, the intersection of Deer Valley Drive / Park Avenue / Empire Avenue operates at a LOS of E/F. Given the City's longstanding position on additional mitigations at this intersection, none are recommended. Deer Valley Drive in this area is also SR-224, and therefore managed by the Utah Department of Transportation (UDOT). This includes intersection operations. The deficiencies at the Deer Valley Drive / Bonanza Drive intersection are caused by the queue spillbacks from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue. Therefore, no mitigations are recommended.

Furthermore, the most impacted intersection under current conditions, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, which operates today at a LOS below Park City standards, achieves a LOS of D or better under 2040 Plus Project conditions by reconfiguring the intersection and adding signalized traffic control, establishing a new access pattern for visitors while providing safety for pedestrians and bicyclists. The Solamere Drive / Deer Valley Drive East and Queen Esther Drive / Deer Valley Drive East intersections operate at a LOS B with full build-out in 2040 with some lane configuration mitigations.

Parking provided as part of the Snow Park Village Proposal will be provided at full amount as required by code. Reduced parking demand however, will be achieved through the implementation of a paid parking system, and continued operation and refinement of Deer Valley's Transportation Demand Management

program by supporting non-single-occupancy vehicle trips while also actively discouraging driving alone, and through time-of-day sharing of parking for different and complementary uses.

In alignment with Park City's *Transit First* strategy, construction of Snow Park Village will prioritize active transportation and transit as modes for travel to, from, and within the village. To that end, Deer Valley will construct an on-site mobility hub with space for six buses which will be connected to the broader Park City and High Valley Transit networks. One new traffic signal is recommended, at the intersection of Doe Pass Road / Deer Valley Drive East as a mitigation which will include transit signal preemption capabilities to expedite transit service into and out of proposed the mobility hub. Additionally, off-street multi-use paths will be constructed to connect Snow Park to Park City's existing active transportation network.

1.2 LOS Summary

Table 1 reports LOS at the study intersections. For signalized intersections and roundabouts, average vehicular delay and LOS are reported. For unsignalized intersections, the worst movement delay and LOS are reported. Detailed descriptions of the intersection operations can be found in the subsequent chapters. Due to the land use program proposed for Snow Park Village, the net total trips generated by the AM peak hour is 261 trips and the PM peak hour is 322 trips.

Table 1: Snow Park Village Saturday AM and PM Peak Hour Level of Service Summary

Intersection			Ex BG	Ex+P	Ex+P Mitigated[2]	2024 BG	2024+P	2024+P Mitigated[2]	2040 BG	2040+P	2040+P Mitigated[2]
ID	Location	Period	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]
1	Doe Pass Rd / Deer Valley Dr East	AM	-	6 / A	4 / A	-	7 / A	5 / A	-	6 / A	5 / A
		PM	-	7 / A	7 / A	-	7 / A	7 / A	-	**65 / E**	8 / A
2	Doe Pass Rd / Deer Valley Dr West	AM	-	8 / A	12 / B	-	15 / B	10 / B	-	21 / C	13 / B
		PM	-	16 / C	19 / C	-	24 / C	18 / C	-	32 / D	20 / C
3	Queen Esther Dr / Deer Valley Dr East	AM	6 / A	8 / A	5 / A	6 / A	8 / A	5 / A	7 / A	7 / A	6 / A
		PM	9 / A	11 / B	11 / B	8 / A	20 / C	10 / B	9 / A	**>300 / F**	11 / B
4	Deer Valley Dr East / Solamere Dr	AM	7 / A	8 / A	6 / A	6 / A	8 / A	6 / A	8 / A	10 / B	7 / A
		PM	11 / B	13 / B	9 / A	11 / B	**78 / F**	11 / B	15 / C	**>300 / F**	12 / B
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	15 / C	26 / D	9 / A	14 / B	20 / C	9 / A	17 / C	29 / D	11 / B
		PM	**39 / E**	**128 / F**	21 / C	**41 / E**	**126 / F**	22 / C	**112 /F**	**201 / F**	44 / D
6	Deer Valley Drive / Marsac Avenue	AM	11 / B	15 / B	15 / B	11 / B	16 / C	16 / C	16 / C	26 / D	26 / D
		PM	11 / B	15 / B	15 / B	11 / B	16 / C	16 / C	11 / B	20 / C	20 / C
7	Deer Valley Dr / Bonanza Dr	AM	11 / B	11 / B	12 / B	11 / B	12 / B	12 / B	18 / B	21 / C	14 / B
		PM	21 / C	29 / C	38 / D	20 / C	**67 / E**	**76 / E**	**59 / E**	**99 / F**	**117 / F**
8	Deer Valley Dr / Park Ave / Empire Ave	AM	**77 / E**	**75 / E**	**76 / E**	**82 / F**	**80 / F**	**78 / E**	**83 / F**	**91 / F**	**84 / F**
		PM	**84 / F**	**83 / F**	**84 / F**	**85 / F**	**88 / F**	**88 / F**	**90 / F**	**90 / F**	**89 / F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	12 / B	13 / B	13 / B	13 / B	14 / B	14 / B	16 / B	16 / B	15 / B
		PM	20 / C	20 / C	20 / C	20 / C	22 / C	22 / C	28 / C	32 / C	31 / C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. Intersection average LOS and delay for signalized intersections and roundabouts, worst movement LOS and delay for unsignalized intersections.
2. Deer Valley Drive East / Deer Valley Drive West intersection analyzed as a reconfigured signalized intersection, and turn lanes/receiving lanes added to Solamere Drive and Queen Esther Drive intersections as a mitigation.
3. Solamere Drive performs at LOS D as a SSSC. Further analysis shows this intersection operates at LOS A as a signalized intersection, when warranted.

Source: Fehr & Peers.

1.3 Proposed Mitigations

The traffic operations analyses conducted as part of the report indicate that five study intersections will operate at unacceptable LOS in comparison with Park City's standards under 2040 plus project conditions without mitigations. Community input gathered through stakeholder engagement resulted in the community-supported mitigations for identified deficiencies stemming from Snow Park Village-generated traffic shown in **Table 2**.

Table 2: Proposed Mitigations for Snow Park Village-Generated Traffic Impacts

ID	Location	Control	Deficiency[1]	Proposed Mitigations
1	Doe Pass Rd / Deer Valley Dr East	SSSC[2]	N/A	Signal with transit preemption
2	Doe Pass Rd / Deer Valley Dr West	SSSC	N/A	N/A
3	Queen Esther Dr / Deer Valley Dr East	SSSC	LOS F	Southbound-to-eastbound left turn-pocket
4	Deer Valley Dr East / Solamere Dr	SSSC	LOS F	Eastbound-to-northbound left turn-pocket
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	SSSC	LOS F	Signal
6	Deer Valley Drive / Marsac Avenue	Roundabout	N/A	N/A
7	Deer Valley Dr / Bonanza Dr	Signal	LOS F	N/A
8	Deer Valley Dr / Park Ave / Empire Ave	Signal	LOS F	N/A
9	Bonanza Dr / Monitor Dr / SR-248	Signal	N/A	N/A

Notes:
1. LOS for 2040 plus project without mitigations.
2. SSSC = Side Street Stop Control

Source: Fehr & Peers.

1.4 Conclusion / Recommendations

With proposed mitigations in place, all study intersections at which mitigations are feasible operate at acceptable levels of service under all Plus Project analysis scenarios. Through dedicated transit infrastructure, improved active transportation connections between the Project and Park City's existing active transportation network, a fully reworked parking system, extensive wayfinding and monitoring, and management of ongoing TDM offerings in addition to new measures, the Snow Park Village proposal aligns with the City's *Transit First* policy by encouraging travel by means other than driving alone.

Implementing a new traffic signal with transit preemption at the intersection of Doe Pass Road / Deer Valley Drive East will improve traffic operations and support transit. A new traffic signal at the reconfigured Y intersection of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive west facilitates safer and more efficient movement for all modes. If, and when signal warrants at study unsignalized intersections in this report are met (Solamere), as defined by the Federal Highway Administration's *Manual on Uniform Traffic Control* Devices, the implementation of new traffic signals should be considered for improved traffic circulation for all modes. Deer Valley is committed to a being a partner of the subsequent studies, and if warranted, implementation.

Implementing an off-street, multi-use path around the Deer Valley Drive loop will improve pedestrian and cyclist connectivity adjacent to the project site. Ongoing monitoring of TDM program effectiveness will maintain City-Deer Valley cooperation in pursuit of shared goals.

The traffic volumes used for this overall analysis are conservative and likely represent worst case on the worst day. For example, the assumed background growth rate is from a county-wide travel model that assumes some degree of ambient growth in and around Deer Valley beyond the proposed Snow Park project. Given that the Deer Valley loop area is essentially one big cul-de-sac and generally built out, this background growth is quite conservative.

Other measures that support the conservative nature of the analysis is the Mayflower development interconnecting with Deer Valley. An agreement is under development that will provide parking, lift access and full base amenities to skiers going to Deer Valley at Mayflower base, along US-40. This potential agreement will also provide for employee parking with a shuttle program between Mayflower and Snow Park. The analysis does not account for any trip reductions to Snow Park, which will inevitably occur to due significant travel time reductions from both the Wasatch Front and the Heber Valley.

Last, Deer Valley is committed to supporting other regional traffic mitigation efforts. This includes considerations such as contributing to transit, and robust travel demand reduction program, and paid parking at Snow Park once the project is built. The proposed transit amenities include the mobility hub, a

dedicated Shared Mobility Lane, state-of-the-art wayfinding, and a monitoring program all combine to support the City's transportation goals.

2. Introduction

This study documents the potential transportation-related impacts on local traffic from the proposed Snow Park Village project. The project location is shown in **Figure 1**.

This report is largely unchanged from what was presented in the most recent submittal (November 2022), save for some minor but impactful updates:

1. Analyzed traffic conditions with no reduction in parking supply, providing full parking required by the Park City Land Management Code (LMC). The trip generation was increased from the November 2022 submittal to reflect added peak hour traffic.
2. Traffic distribution assumptions at the Deer Valley Drive East / Deer Valley Drive West intersection were updated to follow traffic patterns similar to current conditions for analysis.
3. Assumptions in the VISSIM simulation model were modified to account for more accurate pick-up/drop-off dwell times, and calibrated vehicle travel times.

Table 3 below shows the in/out traffic for existing and plus project with the proposed development.

Table 3: Snow Park Traffic

	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Traffic	5,221	5,329	10,550	770	249	1,019	333	903	1,236
New Trips	1,808	1,808	3,616	176	85	261	115	207	322
Total Trips	7,029	7,137	14,166	946	334	1,280	448	1,110	1,558

The scope of this study analyzes the traffic operations and impacts under the following scenarios:

- Existing (2020) Conditions
- Existing (2020) Plus Project Conditions
- Opening Year (2024) Background Conditions
- Opening Year (2024) Plus Project Conditions
- Future (2040) Background Conditions
- Future (2040) Plus Project Conditions

Traffic operations at key intersections, described below in the Scope section, were analyzed under the six scenarios listed above during Saturday AM and PM peak-hour travel periods. Given the nature of ski areas operating as recreational destinations, Saturdays consistently experience the highest traffic volumes, and

focusing on Saturdays for traffic analyses in this report present the most conservative results. The Plus Project analyses include trips generated by the proposed project.

The project team knows that it is important to work with the community to help them better understand the complexity of building out the remaining entitled density at Snow Park and its relation to traffic, and ensuring that the Deer Valley community can contribute to the planning process. Throughout the project's planning process, and with renewed emphasis since the beginning of 2022, Deer Valley has engaged with most of the lower Deer Valley neighborhoods and that communication continues today. Early outreach was done with the Trails End neighborhood in relation to the right of way vacation to gain their support. After the community voiced their opinion in March 2022, the project team opted to hold individual meetings with various homeowner's associations (HOAs) to address concerns and gather feedback. The community's main concerns were the then-proposed bus-only lanes, removal of on-street bike paths, the proposed routing of most traffic on Deer Valley Drive East, construction of new traffic signals, and pedestrian circulation. Coordination meetings with the community continued with nearly one dozen meetings in summer and fall 2022, with more scheduled. This revised traffic circulation plan as submitted is based on the community's input and support, augmented by City staff requests.

2.1 Scope

This study analyzes the traffic impacts of the project in conjunction with nearby intersections. Impacts are specifically addressed at the following study intersections:

1. Doe Pass Road / Deer Valley Drive East (side-street stop-controlled)
2. Doe Pass Road / Deer Valley Drive West (side-street stop-controlled)
3. Deer Valley Drive East / Queen Esther Drive (side-street stop-controlled)
4. Deer Valley Drive East / Solamere Drive (side-street stop-controlled)
5. Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West (side-street stop-controlled)
6. Deer Valley Drive / Marsac Avenue (roundabout)
7. Deer Valley Drive / Bonanza Drive (signalized)
8. Deer Valley Drive / Park Avenue / Empire Avenue (signalized)
9. Bonanza Drive / Monitor Drive / SR-248 (signalized)

For the purposes of consistency, this report refers to two key roadways as Deer Valley Drive East (sometimes called Deer Valley Drive North) and Deer Valley Drive West (sometimes called Deer Valley Drive South). Given that Doe Pass Road carries minimal traffic in its existing configuration, study intersections 1 and 2 are only analyzed under Plus Project scenarios.

Study intersections are shown in **Figure 2**.



Figure 1
Project Location

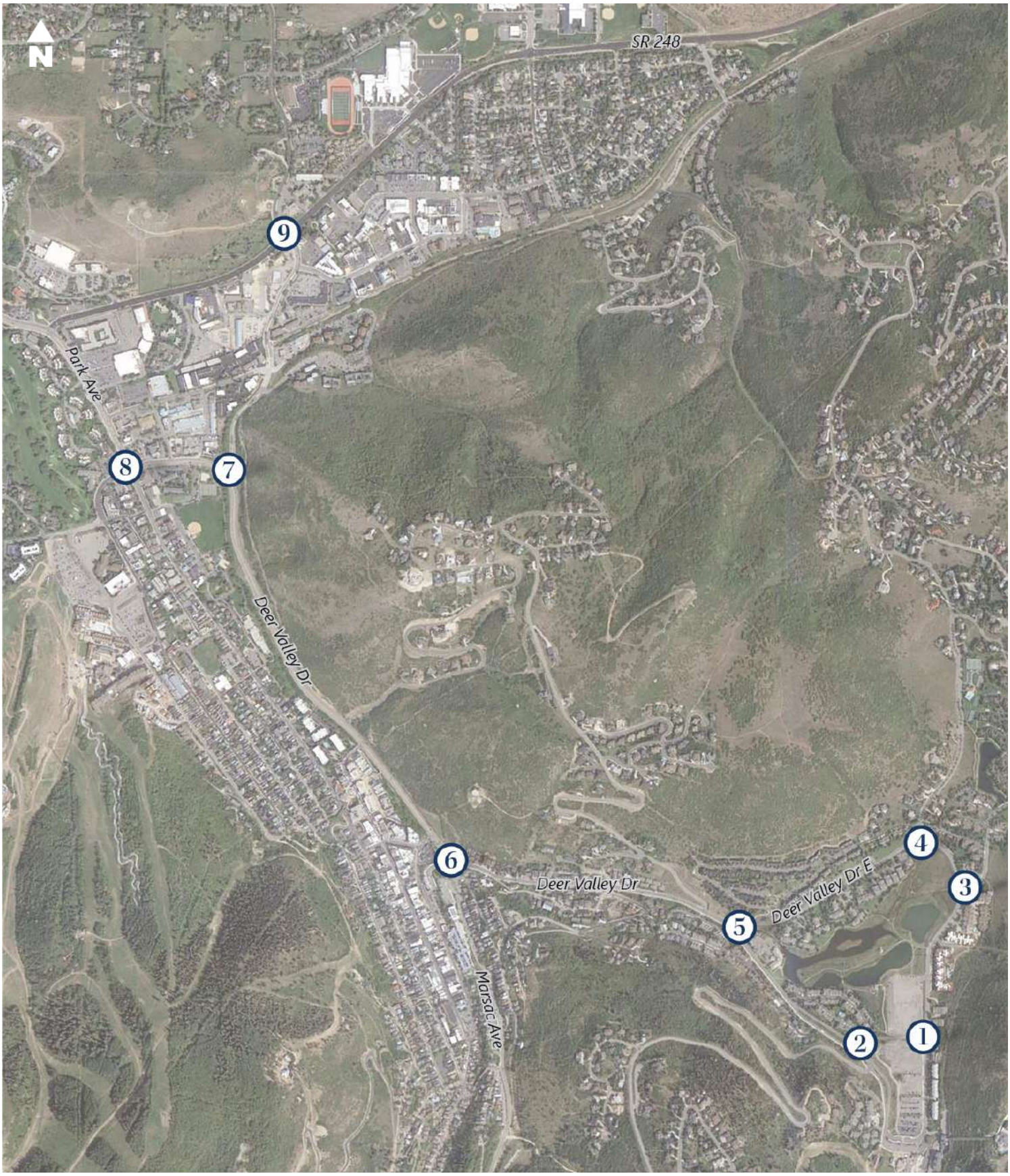


Figure 2
Study Intersections

2.2 Analysis Methodology

"Level of service" (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 4** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Traffic operations were modeled in SimTraffic, a microsimulation traffic analysis software. SimTraffic results were evaluated under the Highway Capacity Manual 6th Edition (HCM 2016) methodology in this study to remain consistent with "state of the practice" professional standards, and with earlier iterations of this report. Since this study began, a new edition of the Highway Capacity Manual has been published, though application to analyses conducted as part of this study would not change results. For study intersection 4, Deer Valley Drive / Marsac Avenue, the SIDRA analysis software was used as it is accepted as state-of-the-practice for roundabout operations analysis. For signalized intersections and roundabouts, the LOS is provided for the overall intersection (weighted average of all approach delays). Park City Municipal Corporation has an established threshold of acceptable traffic operations as LOS of D for all intersections under its control.

Table 4: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections	Roundabouts
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]	Avg. Delay (sec/veh)[3]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.
3. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

3. Existing (2020) Background Conditions

The Existing (2020) Background Conditions analysis examines the study intersections and roadways during the AM and PM peak-hours existing traffic and geometric conditions. The existing conditions analyses were performed using traffic data collected in 2020. Subsequent rounds of analysis have used adjusted counts to assume marginal increases in traffic, with growth factors taken from a regional travel model. Through this analysis, existing traffic operational deficiencies can be identified, and potential mitigation measures recommended.

3.1 Roadway System

The primary roadways that will provide access to the project, and their existing configurations, are described below.

- **Deer Valley Drive (SR-224)** is a state-owned and managed facility and is classified as a principal arterial road and has a posted speed limit of 35 mph from Park Avenue to about halfway between Bonanza Drive and Marsac Avenue, and 40 mph to the Marsac Avenue roundabout. SR-224 has a five-lane cross section with two travel lanes in each direction with a two-way left-turn lane north of the Marsac Avenue roundabout.
- **Marsac Avenue (SR-224)** is also a state-owned facility and is classified as a principal arterial road and has a posted speed limit of 25 mph. Marsac Avenue has a two-lane cross section with one travel lane in each direction near the project area.
- **Deer Valley Drive West** is classified as a major collector road and has a posted speed limit of 25 mph. Deer Valley Drive West has a two-lane cross section with one travel lane in each direction near the project area.
- **Deer Valley Drive East** this loop section of Deer Valley Drive is classified as a collector road and has a posted speed limit of 25 mph. Deer Valley Drive East has a two-lane cross section with one travel lane in each direction near the project area.
- **Queen Esther Drive** is classified as a collector road and has a posted speed limit of 25 mph. Queen Esther Drive has a two-lane cross section with one unstriped travel lane in each direction near the project area.
- **Solamere Drive** is classified as a collector road and has a posted speed limit of 25 mph. Solamere Drive has a two-lane cross section, with one travel lane in each direction and a landscaped median near the project area.

- **Doe Pass Road** is classified as a collector road and has a posted speed limit of 25 mph. Doe Pass Road has a two-lane cross section with one unstriped travel lane in each direction near the project area.

3.2 Traffic Volumes

Intersection turning movement counts were collected at the following study intersections to establish a baseline of existing conditions and operations for this study's original scope of work:

- Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West
- Deer Valley Drive / Marsac Avenue
- Deer Valley Drive / Bonanza Drive

Intersection turning movement counts were collected at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection on Saturday, February 15, 2020 (President's Day weekend) and Saturday, February 29, 2020 for the Saturday AM peak period (7:45 AM – 9:45 AM) and the Saturday PM peak period (3:30 PM – 5:30 PM). Counts collected on February 29, 2020 showed higher peak-hour traffic volumes, and were therefore used as existing traffic volumes for the analysis presented in this study. While it is highly unusual to analyze operations during absolute peak conditions, due to the risk of over-building infrastructure and exaggerating typical issues, this was the request of the City.

Intersection turning movement counts were collected at the Deer Valley Drive / Marsac Avenue roundabout and the Bonanza Drive / Deer Valley Drive intersection on December 19, 2020 for the Saturday AM and PM peak periods.

The original, City-approved scope for this study included study intersections 5, 6, and 7. As a result of requests from the City and their reviewers for expanded traffic operations analysis beyond that included in the original study. As a result, counts were sourced from other, existing work and adjusted to present conservative results.

Roadway vehicle counts are provided by the Utah Department of Transportation (UDOT) Continuous Count Stations (CCS). Data from the past five years as collected at two CCSs in the vicinity of the project site (one on SR-224 just south of Kimball Junction and one on SR-248 just west of Quinn's Junction) were reviewed to determine when during the ski season peak traffic volumes occur. It was observed from the data that the month of January experienced the highest Average Daily Traffic (ADT) volumes of any month of the year. This is likely due to increases in traffic caused by events in the area including the Sundance Film Festival. While January is likely the busiest month for traffic on the outskirts of Park City, traffic volumes in February are nearly as high, and Presidents' Day Weekend is among the busiest weekend of the year for skier traffic.

To account for this, the intersection volumes collected in December were adjusted by a factor of 1.05 (5% higher) to replicate February conditions.

For study intersections 8 and 9, which were not included in this study's original scope, intersection counts were sourced from previous studies with adjustment factors. For the intersection of Deer Valley Drive / Park Avenue / Empire Avenue, counts were sourced from the *Park City Mountain Resort Traffic Impact Study* (August, 2019). Counts for this study were collected on February 18, 2017 and were adjusted by a factor of 1.14 (14% higher) to account for a peak winter day, as described in the August 2019 study. These adjusted counts were used for this study. For the intersection of Bonanza Drive / Monitor Drive / SR-248, no Saturday counts were available. To overcome this challenge, weekday counts collected on February 6, 2018 as part of the *Park City Arts District Traffic Analysis* (September 2019) were used as a foundation. Through reviewing two years of CCS data, weekday-to-weekend adjustment factors of 0.63 (37% lower) for the AM peak hour, and 0.85 (15% lower) for the PM peak hour were applied for this study.

To address comments from City Staff and community members, turning movement counts were collected at study intersections 3 and 4 to better understand how project-generated traffic might affect local intersections not included in the original study scope. The turning movement counts were collected on Thursday-Saturday, March 3-5, 2022, for the AM and PM peak periods. The highest turning movement counts among the three days at each location were used for conservative results.

Given that they were not included in the original scope of this study, and the substantial changes proposed along Doe Pass Road, no counts for the intersections of Deer Valley Drive East / Doe Pass Road and Deer Valley Drive West / Doe Pass Road were available, and these intersections were only evaluated in the Plus Project conditions.

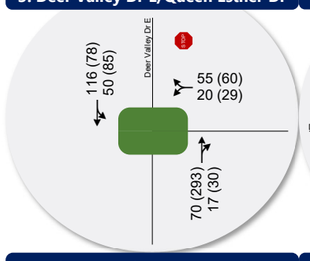
The existing 2020 background Saturday AM and PM peak hour volumes are shown in **Figure 3**.

Fehr & Peers also collected Saturday daily roadway counts on February 15, 2020 (President's Day weekend) on the internal Deer Valley Drive roadways at the following locations:

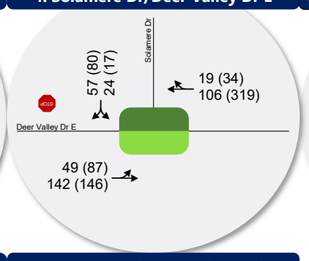
- Deer Valley Drive West – between Royal Street and drop-off/pick-up area
- Deer Valley Drive West – south of the Deer Valley Drive East / Deer Valley Drive West intersection
- Deer Valley Drive East – between Queen Esther Drive and parking lot
- Deer Valley Drive East – east of the Deer Valley Drive East / Deer Valley Drive West intersection



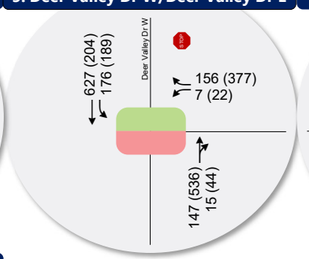
3. Deer Valley Dr E/Queen Esther Dr



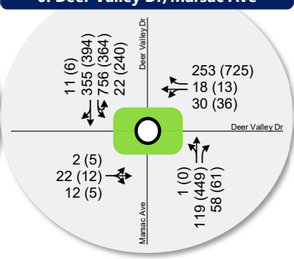
4. Solamere Dr/Deer Valley Dr E



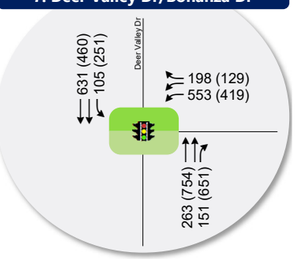
5. Deer Valley Dr W/Deer Valley Dr E



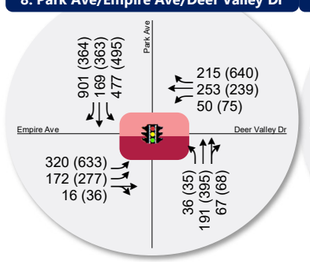
6. Deer Valley Dr/Marsac Ave



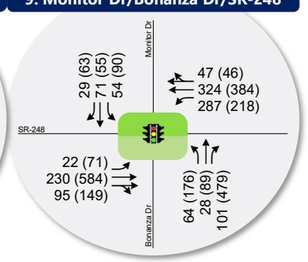
7. Deer Valley Dr/Bonanza Dr



8. Park Ave/Empire Ave/Deer Valley Dr



9. Monitor Dr/Bonanza Dr/SR-248



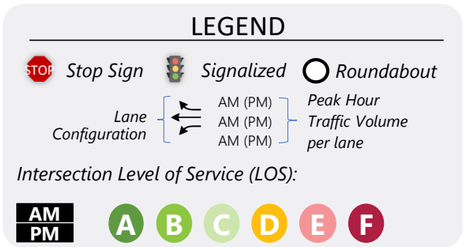


Figure 3
Existing 2020 Background Saturday AM & PM Peak Hour Traffic Conditions

3.3 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, the existing background Saturday AM and PM peak hour LOS were computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hours are reported in **Table 5** (see Appendix for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed Snow Park Village development.

Table 5: Existing 2020 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	SSSC[4]	-	**-**	**-**	-	-
		PM		-	**-**	**-**	-	-
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC	-	-	-	-	-
		PM		-	-	-	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	6	A	-	-
		PM		WB Left	9	A	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	7	A	-	-
		PM		SB Left	11	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	15	C	-	-
		PM		WB Left	**39**	**E**	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	11	B
		PM		-	-	-	11	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	21	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**77**	**E**
		PM		-	-	-	**84**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	12	B
		PM		-	-	-	20	C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 5**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Deer Valley Drive West: LOS E in the PM peak hour
    - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS E in the AM peak hour, LOS F in the PM peak hour
    - This is caused by congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

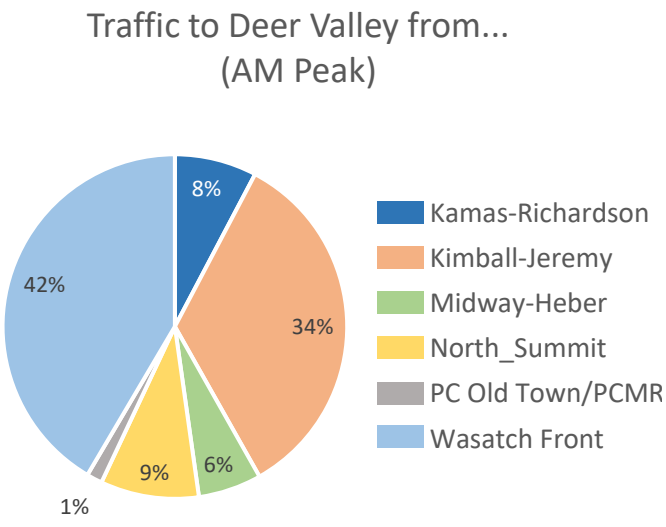
It should be noted that while the Bonanza Drive / Deer Valley Drive intersection operates within acceptable LOS, it is often impacted by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue in the PM peak hour.

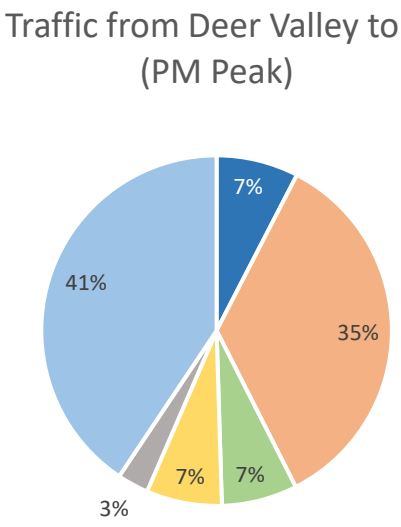
3.4 Mitigation Measures

The concept master plan for Snow Park Village shows reconfiguration and signalization of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for existing background conditions.

3.5 Origin-Destination Data

To understand the distribution of origins from which travelers access Deer Valley, Fehr & Peers employed origin-destination data provided by StreetLight Data. StreetLight Data collects samples of trips using anonymized mobile phone data (location-based services, or LBS) and aggregates it to provide estimates of travel between origin-destination pairs. In this study, trips to and from surrounding areas (Kamas-Richardson, Kimball-Jeremy, Midway-Heber, North Summit County, Wasatch Front, and Park City Old Town/Mountain Resort) were examined. The data sample used in this study was based on 2019 and 2020 observed travel patterns on weekend days during morning and afternoon peak periods (8:00am-10:00am and 3:00pm-5:00pm, respectively) in January and February (peak ski months). The figure below displays the distributions of origins for visitors of the Deer Valley Resort, as also shown in **Figure 4**.





The Wasatch Front contributes the majority of visitors to and from Deer Valley Resort with 42% and 41% in the AM peak and PM peak, respectively. The Kimball-Jeremy area contributes the second-greatest percentage of visitors with 34% and 35% in the AM peak and PM peak, respectively. The vehicular traffic to and from the Kimball-Jeremy area are good candidates to encourage shifting to transit or other modes, especially if improved transit service accessing Deer Valley Resort is provided.

This data represents existing travel patterns and do not account for potential changes in travel following the construction of Snow Park Village; trip distributon and assignment as shown in section 4.4 of this report primarily focuses on new project trips. Furthermore, StreetLight Data can not ditinguish between single-occupancy vehicles and high-occupancy/transit vehicles, and therefor does not account for current carpooling or transit usage.

3.6 Vehicle Occupancy Data

In addition to traffic counts and StreetLight Data, Fehr & Peers collected vehicle occupancy counts for AM peak-period, inbound traffic for the Deer Valley Resort. Vehicle occupancy counts were collected for the following three days:

- Saturday, February 13, 2021
- Tuesday, February 23, 2021
- Saturday, February 27, 2021

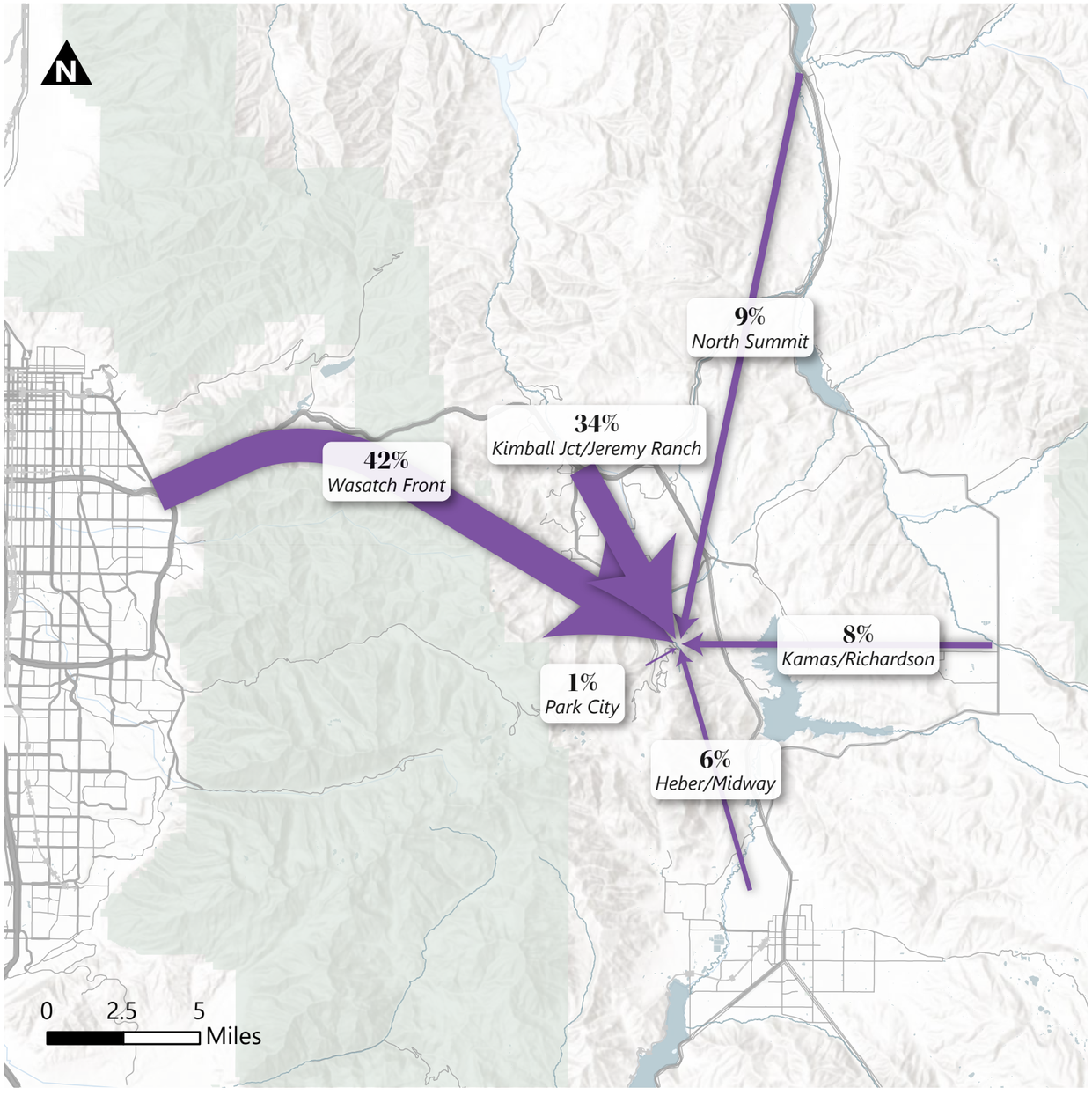
Table 6 presents a summary of vehicle occupancy data, calculated from data collected during the three days listed above. It should be noted that the vehicle occupancy counts were collected during the global COVID-19 pandemic, and the data shown in **Table 6** could be skewed because people are less likely to carpool with individuals outside of their immediate home due to risks presented by Covid-19.

In summary, the average vehicle occupancy for Snow Park Village was observed to be 2.02 occupants/vehicle on Saturday (weighted average of the two sample Saturdays), and 1.90 occupants/vehicle on a weekday (from a single weekday). Also, the percent of single-occupant vehicles was observed to be about 36% on Saturday (weighted average of the two sample Saturdays), and about 38% on a weekday (from a single weekday). Vehicle occupancy is a useful metric to have available for baseline conditions, as it can be used in evaluating how future implementation of potential transportation demand management (TDM) strategies and broader transit network improvements could impact travel behavior. It should be noted that, due to the global Covid-19 pandemic, carpooling may be lower than pre-pandemic levels. However, a return to higher rates of carpooling is expected to be achievable in the near future.

Table 6: Snow Park Village Vehicle Occupancy Summary

Time Period	Total Vehicle Count	Average Occupancy	Single Occupant Vehicles	Percent Single Occupant Vehicles
Saturday, February 13, 2021				
7:45 – 8:00	45	1.76	19	42%
8:00 – 8:15	58	1.84	23	40%
8:15 – 8:30	59	2.12	17	29%
8:30 – 8:45	68	2.09	19	28%
8:45 – 9:00	74	2.04	26	35%
9:00 – 9:15	26	2.12	12	46%
9:15 – 9:30	22	1.95	10	45%
9:30 – 9:45	20	1.95	7	35%
Sum	**372**	-	**133**	-
Weighted Average	-	**1.99**	-	**36%**
Tuesday, February 23, 2021				
7:45 – 8:00	15	1.60	6	40%
8:00 – 8:15	32	1.50	22	69%
8:15 – 8:30	48	1.65	24	50%
8:30 – 8:45	56	1.91	17	30%
8:45 – 9:00	63	2.00	23	37%
9:00 – 9:15	48	1.92	16	33%
9:15 – 9:30	43	2.23	11	26%
9:30 – 9:45	24	2.17	5	21%
Sum	**329**	-	**124**	-
Weighted Average	-	**1.90**	-	**38%**
Saturday, February 27, 2021				
7:45 – 8:00	41	1.66	20	49%
8:00 – 8:15	77	2.04	24	31%
8:15 – 8:30	100	1.91	38	38%
8:30 – 8:45	93	2.11	28	30%
8:45 – 9:00	120	2.28	40	33%
9:00 – 9:15	133	1.98	61	46%
9:15 – 9:30	129	1.97	39	30%
9:30 – 9:45	38	2.13	10	26%
Sum	**731**	-	**260**	-
Weighted Average	-	**2.03**	-	**36%**

Source: Fehr & Peers.



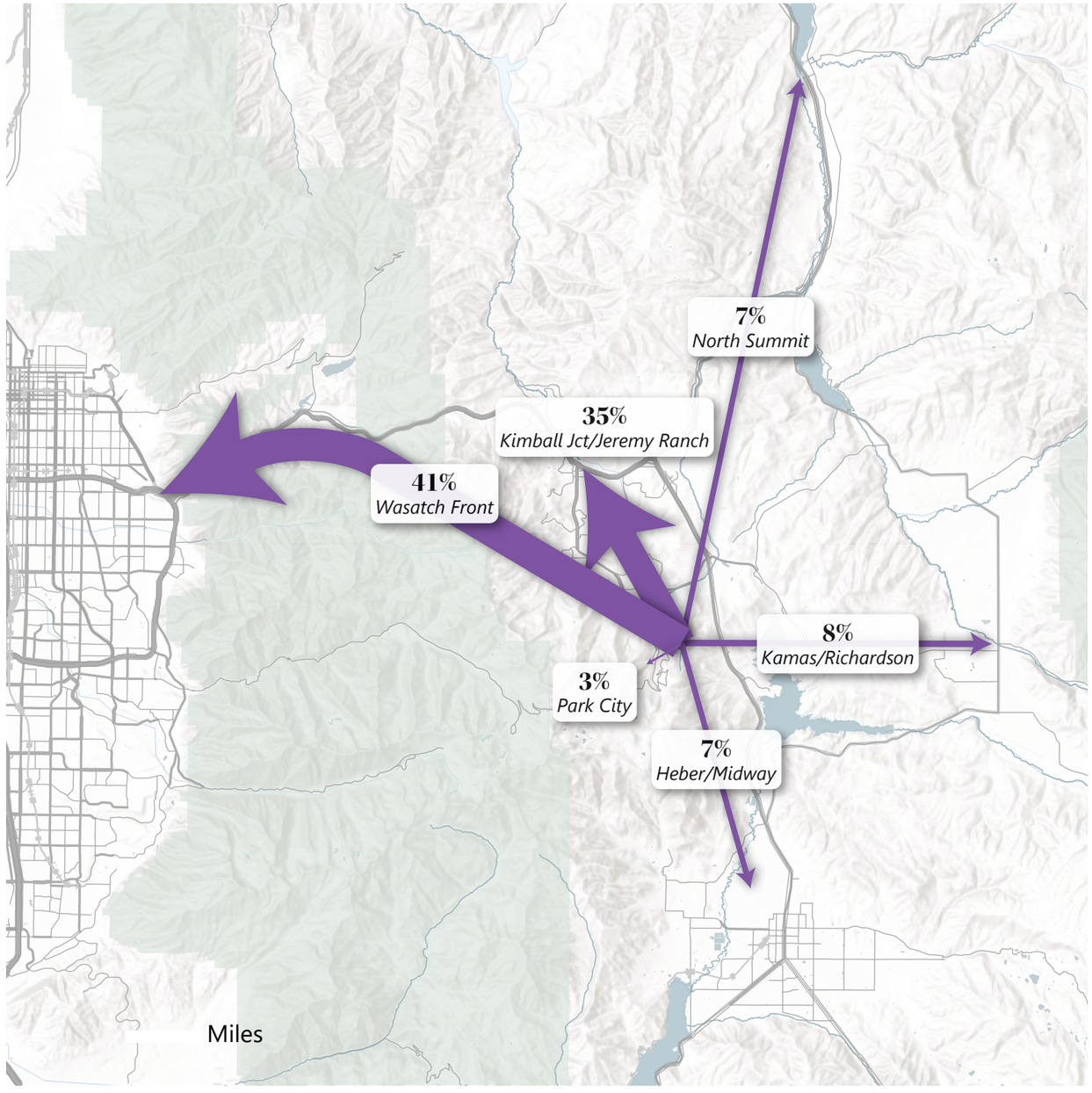


Figure 4

Deer Valley Origin-Destination AM Incoming - PM Outgoing Trends

4. Project Conditions

The Project conditions analysis evaluates the type and intensity of proposed development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction. Additionally, Snow Park includes many proposed updates to the roadway network immediately adjacent to the site.

4.1 Project Description

The first phase of the proposed Snow Park Village development will be located at the south parcel of the Deer Valley Resort. The parcel is currently surface parking lots for Deer Valley. Deer Valley resort is in a cul-de-sac type of location, and all trips will access the development through the Deer Valley Drive / Deer Valley Drive East/ Deer Valley Drive West intersections. As a reminder, this traffic report accounts for all future development of the current surface parking lots.

4.1.1 Site Access and Circulation

The Snow Park Village proposal includes mitigations at key intersections to provide better transit access, especially at the transit hub, and improve the traffic flow for visitors traveling by all modes. This circulation plan includes a seasonal one-way Shared Mobility Lane (SML), which prioritizes transit. It will function in a counterclockwise manner. After ski season, the SML will be open to bicycle traffic. Management and enforcement, year-round, will be a City responsibility.

Deer Valley Drive West will be largely left as it is today. The main entrance for day skiers is the western access off Doe Pass Road into the P2 level. The northbound approach at the Doe Pass Road / Deer Valley Drive West intersection will be stop-controlled. To improve pedestrian and bicycle connections, a continuous multiuse path will be constructed along the west curb to connect Snow Park Village to multimodal facilities along Deer Valley Drive and the broader Park City active transportation network. Adjacent to the Snow Park Village site, Deer Valley Drive West will be gated to control access to the Trails End development and to discourage use of the southern terminus of Deer Valley Drive West as a skier drop off area.

Doe Pass Road will be reconfigured to provide access to the parking structure and mobility hub entrances. Doe Pass Road will include two-way general traffic lanes to allow for the movement of public and private vehicles. A continuous sidewalk will be provided on the south side of Doe Pass Road, which will be connected to the multiuse path along the west curb of Deer Valley Drive West by controlled crossings. Two parking accesses, to levels P1 and P2, will be provided on Doe Pass Road. The parking structure will have

internal ramping to allow access between P2 and P3. Both driveways will be controlled with parking management technology, and Deer Valley staff as needed.

Deer Valley Drive East Two general traffic lanes and one transit flex lane will be provided on Deer Valley Drive East. A continuous multiuse path will be provided along the west side, which connects to other similar facilities around the Deer valley Drive loop. Deer Valley Drive East will act as the primary route by which day-skiers depart Snow Park Village, which will be supported by the reconfiguration of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection and through intuitive, real-time wayfinding. South of its intersection with Doe Pass Road, Deer Valley Drive East will provide access to P2, P3 and P4 parking levels which will primarily serve day skiers. Driveways to these parking levels will be similarly managed through parking technology and Deer Valley staff during periods of peak demand. At its southern terminus, Deer Valley Drive East will be reconfigured into a turnaround drop-off area for day-skier traffic. This drop-off area will be heavily managed, particularly at peak drop-off and pick-up periods with Deer Valley staff directing traffic to ensure smooth operations and safe conditions for users.

A conceptual site plan, showing driveway locations and conceptual roadway configurations is shown in **Figure 5**.



Figure 5
Conceptual Site Plan

4.2 Trip Generation

Much research and case studies have been performed to better understand the transportation benefits of mixed-use development and transit-oriented development (TOD) over the past decade. "D" factors affect the way mixed-use developments generate trips. The "D" factors include:

- Density *(dwellings, jobs per acre)*
- Diversity *(mix of housing, jobs, retail)*
- Design *(connectivity, walkability)*
- Destinations *(regional accessibility)*
- Distance to Transit *(rail and bus proximity)*
- Development Scale *(population, jobs)*
- Demographics *(household size, income)*

Because of the "D" factors, mixed-use developments and TOD have a much higher distribution of mode split (split between walk, bike, transit, and vehicle) and generally result in lower single-occupant vehicle trips and parking demand. Research has shown that mixed-use developments and TOD generate one-third to two-thirds fewer trips than typical state-of-the-practice trip generation methodologies.

Trip generation for the proposed Snow Park Village was obtained from the *Institute of Transportation Engineers – 10th Edition Trip Generation Manual* (ITE Manual) and Fehr & Peers' mixed-use development (MXD+) methodology via MainStreet, a Fehr & Peers web application that captures the traffic benefits of developments by looking at interactions among the mixture of land uses and patron usage of alternative modes (i.e. transit, bicycling, and/or walking). Since the beginning of this effort, a new edition of the *Trip Generation Manual* has been published, however, analyses presented in this report rely on 10th Edition trip generation rates. This is to be consistent with previous drafts, and rates presented in the updated *Trip Generation Manual* would likely lead to marginal ("noise") reductions in trip generation estimates. MXD+ outputs are included in the appendix of this report.

The MXD+ trip generation methodology more accurately captures the trip-reducing benefits of mixed-use development projects and is used throughout the United States to help developers, agencies, and the public to quantify these trip reductions. The MXD+ trip generation model is promoted by the United States Environmental Protection Agency (EPA) and has been adopted by the American Society of Civil Engineers (ASCE), American Planning Association (APA), and many others as a recommended resource for trip generation of smart-growth developments. The MXD+ model uses ITE trip generation rates and applies additional variables to those trip generation rates. Some of the additional variables include:

- Employment

- (Population + Employment) per square mile
- Land area
- Total jobs / population diversity
- Number of intersections per square mile
- Employment within a mile; within
- Employment within a 30-minute trip by transit
- Average household size
- Vehicles owned per capita

Trip generation for the project was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017, with trip reductions based on Fehr & Peers' MXD+ methodology to account for the project's many complementary land uses and availability of transit. These reductions were further informed by inputs from the Summit County Travel Demand Model to better tailor results to local travel behavior. Snow Park Village is proposed to include following land uses (taken from the land use program dated October 2021):

- 30,900 square feet of ballroom/event center space
- 143 multifamily housing units
- 193 hotel rooms
- 25,900 square feet of commercial/retail space

The development is proposed to support the current Deer Valley Resort and other land uses in adjacent to the resort. It should be noted that the land uses supporting the ski resort will not be substantial traffic generators; rather, the ski resort will be the primary generator of traffic, and the support land uses serve as accessories to the resort. The current traffic accessing the ski resort were assumed to cover the trip generation for the ski resort and the support land uses independent of the Snow Park Village proposal. **Table 7** presents the Saturday daily, AM peak-hour, and PM peak-hour trip generation estimates for the entirety of the proposed Snow Park Village Project on both parcels north and south of Doe Pass Road, not only the proposed first phase (Village) south of Doe Pass Road.

4.2.1.1 Resort Hotel Trip Generation Rates

Trip Generation estimates for the hotel uses included in the Snow Park Village proposal are based on observed trip generation rates recorded during the development of the 2018 Canyons Village Transportation Master Plan. While there are a handful of key factors that might result in trip generation rates closer to those in the original Snow Park Village Traffic Impact Study, including proximity to the interstate and other complementary land uses, estimates in this memorandum used the local rates recorded at the Canyons.

4.2.1.2 Assumed Mode Shift

To avoid double-counting potential reductions, the trip generation estimates in this memorandum rely solely on mode shift derived from the MXD methodology and underlying assumptions from the regional travel demand model. These reductions, which are shown in the columns titled "% Walk/Bike" and "% Transit," are applied to all proposed land uses. Snow Park Village is proposing to provide full parking supply required by the Park City LMC with no reductions. To account for the availability of parking and potential added incentive to drive rather than use other modes, the reductions for shift to other modes were minimized, assuming half of what was presented in the November 2022 submittal.

4.2.1.3 Reduction in Vehicle Trips due to Implementation of Paid Parking

Charging for parking is a reliable method by which to influence mode choice, and Deer Valley intends to implement paid parking as part of the Snow Park Village proposal. Reductions in trip generation due to the implementation of paid parking at Deer Valley have been scaled back to present a more conservative estimate of how parking pricing will affect trip generation. While many Deer Valley clientele may be much less sensitive to additional costs associated with a day's skiing than the general population, almost 45% of existing trips to and from Deer Valley start and end at points along the Wasatch Front, residents of which are more likely to alter their behavior based on willingness to pay. Lastly, reductions in trip generation due to the implementation of parking pricing are applied only to the resort hotel-, shopping center-, and event center-generated trips, since proposed residential uses at the site are unlikely to require that residents pay for parking on a daily basis.

4.2.1.4 Trip Internalization Derived from MXD

A fundamental element of the Snow Park Village proposal is to provide amenities, services, and entertainment options that complement each other and the ski resort itself. This means that peak-hour trips that might occur without complementary land uses are either delayed (so that they do not occur during the peak hours) or do not require a vehicle trip due to proximity of different uses. Trip internalization rates, presented in **Table 7** under the column heading "% Internal Capture" are applied only to the residential-, resort hotel-, and recreational community center-generated trips, and present a more conservative rate of internalization than presented in the original Snow Park Village traffic impact study.

4.2.1.5 Trip Internalization Derived from Squaw Valley (Palisades Tahoe)

While the residential, hotel, and community center uses are expected to be destinations unto themselves that will generate a measurable number of peak-hour vehicle trips, the food service and retail uses (shown

in **Table 7** as "Shopping Center") are expected to almost exclusively serve guests already at Deer Valley rather than guests traveling to Deer Valley explicitly for those services.

To support this assumption, trip generation estimates for the shopping center uses in this memorandum rely on trip internalization estimates derived from an origin-destination survey conducted at the Squaw Valley, California resort in 2011. Surveys conducted showed that 95-97% of customers at dining and retail uses in a similar context (ski resort base village) were already at the village for other purposes, and did not travel solely for the dining/retail use. Reductions based on the data from Squaw Valley are presented under the column heading "% Resort Int. Capt." And are applied only to the shopping center uses. We assume that employees for these uses will almost exclusively arrive and depart during off-peak periods, resulting in lower reductions for daily trips generated by the shopping center uses.

Trip generation for Snow Park Village is covered in greater detail in **Attachment A**. Detailed MXD+ outputs are also included in the appendix.

Table 7: Snow Park Village Trip Generation

Land Use[1]	Number of Units	Unit Type	Rate[2]	Daily Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[9]	Trips Entering	Trips Exiting	**New Daily Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	8.14	1,164	50%	50%	2.3%	1.5%	-	1.9%	-	549	549	**1,098**
(330) - Resort Hotel	193	Rooms	6.27	1,210	50%	50%	2.3%	1.5%	7.5%	1.9%	-	526	526	**1,052**
(820) - Shopping Center	25.9	1,000 Sq. Ft	46.12	1,195	50%	50%	2.3%	1.5%	7.5%	-	90.0%	53	53	**106**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	9.10	281	50%	50%	2.3%	1.5%	7.5%	1.9%	-	123	123	**246**
Day Skiers[10]	150	Stalls	7.42	1,113	50%	50%	-	-	-	-	-	557	557	**1,114**
Net Weekday Trips				**4,963**								**1,808**	**1,808**	**3,616**
Land Use[1]	Number of Units	Unit Type	Rate[2]	AM Peak Hour Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[8]	Trips Entering	Trips Exiting	**New AM Peak Hour Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	0.46	66	23%	77%	2.8%	1.0%	-	3.7%	-	15	47	**62**
(330) - Resort Hotel	193	Rooms	0.41	79	72%	28%	2.8%	1.0%	7.5%	3.7%	-	49	19	**68**
(820) - Shopping Center	25.9	1,000 Sq. Ft	0.94	24	62%	38%	2.8%	1.0%	7.5%	-	96.2%	1	1	**2**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.76	54	62%	38%	2.8%	1.0%	7.5%	3.7%	-	29	18	**47**
Day Skiers[10]	150	Stalls	0.54	82	100%	0%	-	-	-	-	-	82	0	**82**
Net Saturday AM Peak Hour Trips				**306**								**176**	**85**	**261**
Land Use[1]	Number of Units	Unit Type	Rate[2]	PM Peak Hour Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[8]	Trips Entering	Trips Exiting	**New PM Peak Hour Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	0.70	100	60%	40%	1.7%	1.5%	-	10.6%	-	52	35	**87**
(330) - Resort Hotel	193	Rooms	0.70	135	43%	57%	1.7%	1.5%	7.5%	10.6%	-	46	61	**107**
(820) - Shopping Center	25.9	1,000 Sq. Ft	4.50	117	52%	48%	1.7%	1.5%	7.5%	-	96.2%	3	2	**5**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.07	33	52%	48%	1.7%	1.5%	7.5%	10.6%	-	14	13	**27**
Day Skiers[10]	150	Stalls	0.64	96	0%	100%	-	-	-	-	-	0	96	**96**
Net Saturday PM Peak Hour Trips				**481**								**115**	**207**	**322**

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 10th Edition Trip Generation Manual (ITE Manual)

2. ITE Trip Generation Rates. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan. Day skier rates calculated from existing vehicles/stalls.

3. Traffic Generated by the development according to trip generation rates provided in the ITE Manual (custom rates for Hotel).

4. Percentage of trips Entering and Exiting the development according to the ITE Manual.

5. Percentage of trips that shift to active transportation or transit modes based on data collected by U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

6. Percentage of trips that are captured internally to the site based on rates published in ITE Manual.

7. Percentage of trips that shift to transit due to parking costs based on Fehr & Peers's Parking Cost Tool. The tool estimates close to 20%; 7.5% assumed for conservative results.

8. Percentage of trips that are captured internally to the site for retail/restaurant based on Squaw Valley winter overnight visitor survey conducted in 2011, for weekend AM and PM peak hours.

9. Daily retail/restaurant internal capture percentage was assumed to be lower than AM and PM peak hours due to employees, which daily travel patterns are not as affected as much as peak hours.

10. Day skiers not included in ITE. The rates for day skiers were derived by calculating the number of existing vehicles with the available 1350 existing stalls.

Source: Fehr & Peers

4.3 Trip Distribution and Assignment

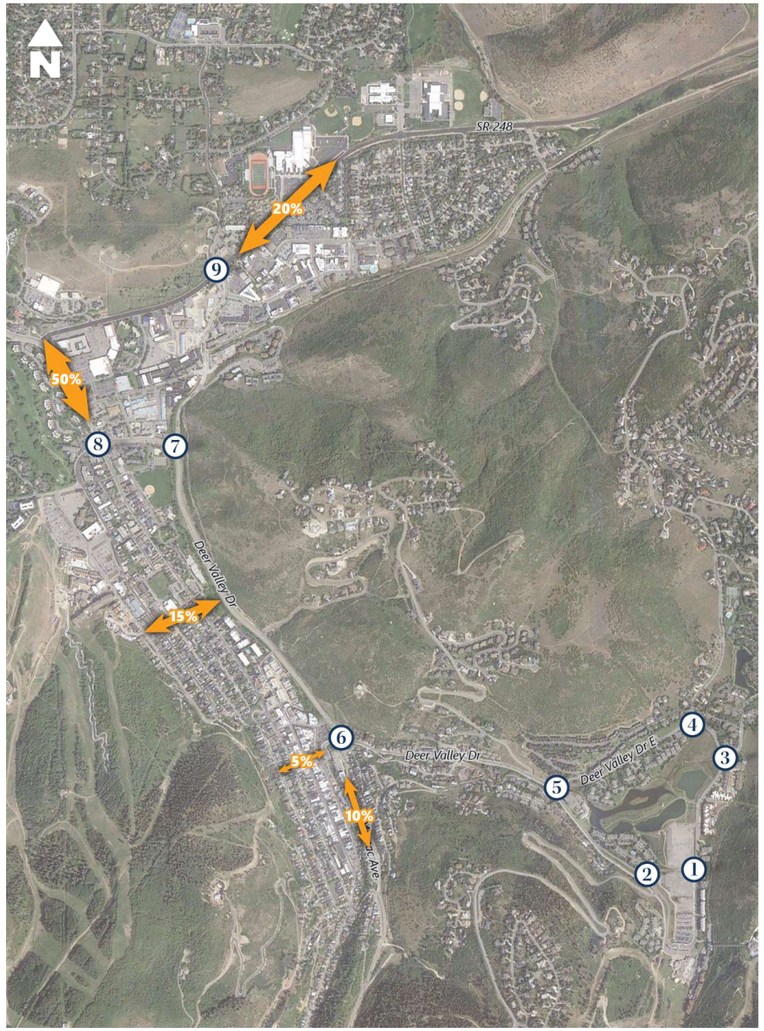
Project traffic was assigned to the roadway network based on the proximity to major streets and freeways, population densities, and local and regional attractions. Existing travel patterns revealed in the Streetlight data, Continuous Count Station (CCS) data collection from UDOT, and observed during data collection also provided helpful guidance to establish these distribution percentages, especially close to the site.

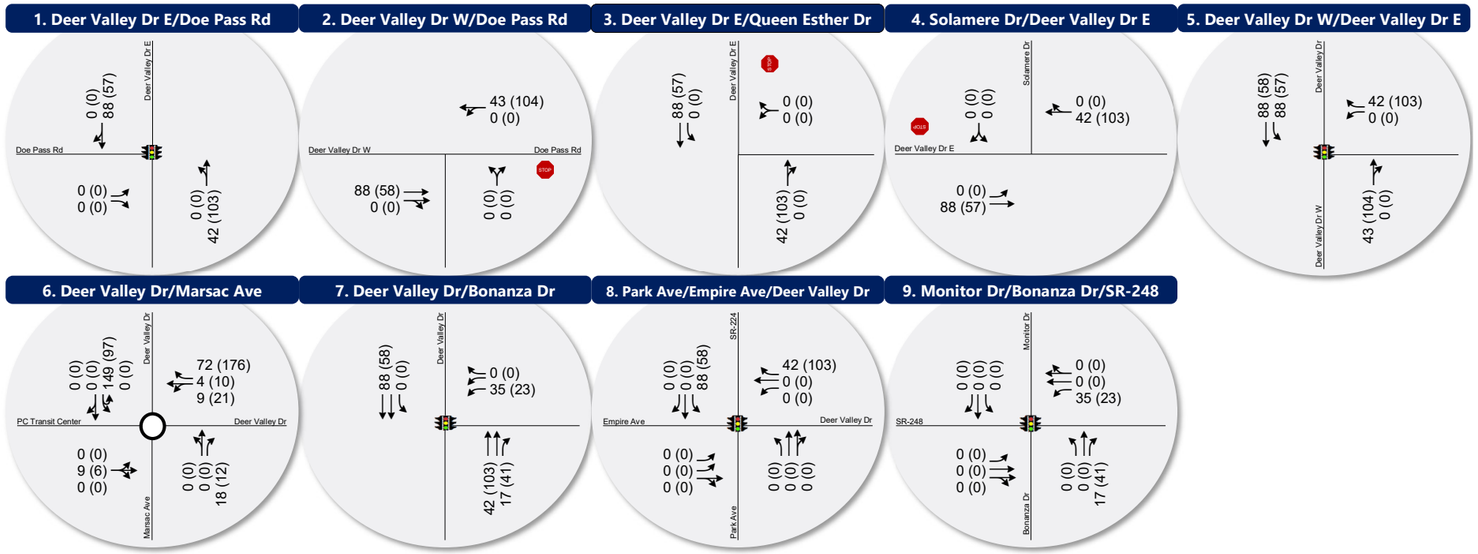
The CCS data from UDOT informed the distribution of trips arriving via SR-224 and SR-248. Closer to the project site, Streetlight data informed the distribution of trips arriving via Marsac Avenue and Deer Valley Drive. Overall, the project-generated trips were distributed to and from these directions in the Existing analysis, in the corresponding percentages:

- 50% North (using SR-224)
- 20% East (using SR-248 via Bonanza Drive)
- 15% West (using any of the accesses along Deer Valley Drive between Bonanza and Marsac)
- 5% West (using the Transit Hub access at the Marsac Roundabout)
- 10% South (using Marsac Avenue)

This trip distribution does not fully align with the origin-destination data presented in **Figure 4** due to the expected differences in trip purpose stemming from the change in land use at Snow Park. The distribution and assignment of new, project-generated trips reflects the assumption that residents and guests of Snow Park Village's hotel and residential uses are more likely to and from Old Town for dining, shopping, or entertainment purposes.

These trip distribution assumptions were used to distribute project-generated traffic to the study area intersections and are shown in **Figure 6**.





LEGEND

Stop Sign | Signalized | Roundabout

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 6

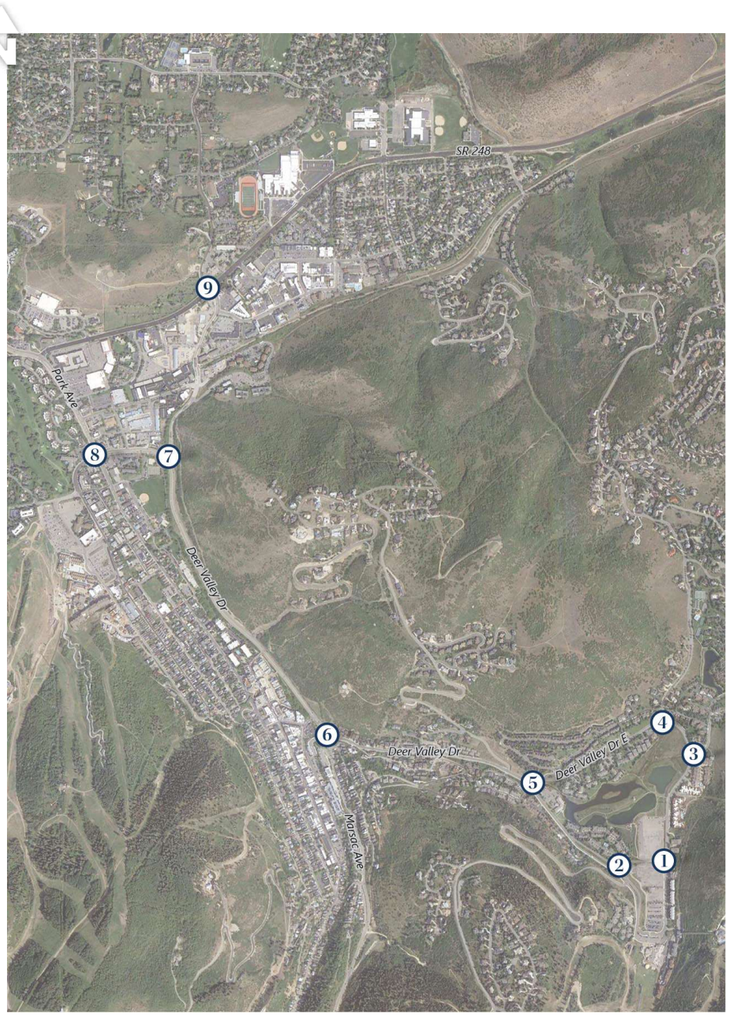
Saturday AM & PM Peak Hour Trip Generation and Distribution

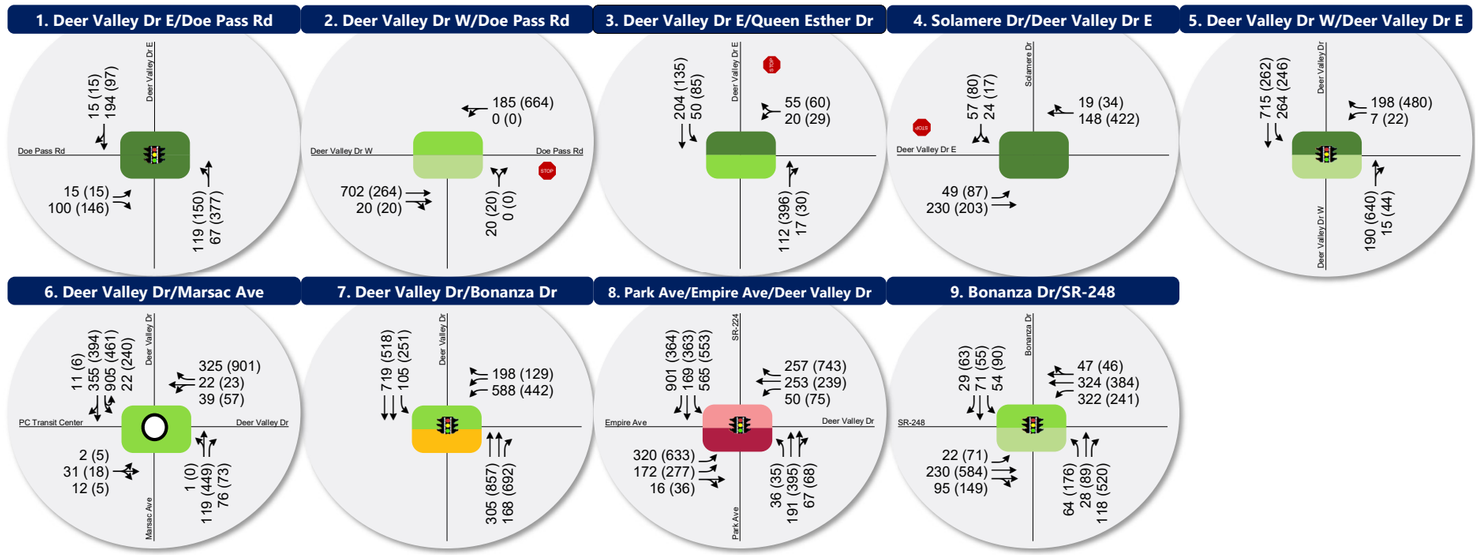
5. Existing 2020 plus Project Conditions

The Existing (2020) Plus Project conditions analysis evaluates the impact of the proposed development-generated traffic on the surrounding roadway network under existing conditions. To analyze this impact, the Saturday peak-hour background traffic volumes were combined with volumes generated by the proposed Project during its Saturday peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the proposed project.

5.1 Traffic Volumes

Vehicle trips in and out of the existing Deer Valley resort are assumed to be for the ski resort users and were not subtracted out from the background volumes. Project-generated traffic for the additional land uses and development was added to the background volumes to yield Existing (2020) Plus Project peak-hour volumes. The Saturday AM and PM peak-hour traffic volumes at the study intersections are shown in **Figure 7**.





LEGEND

STOP *Stop Sign* *Signalized* *Roundabout*

Lane Configuration AM (PM) AM (PM) AM (PM) *Peak Hour Traffic Volume per lane*

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 7

Existing 2020 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

5.2 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, the existing 2020 plus project Saturday AM and PM peak hour LOS were computed for each study intersection. The results of the analysis are reported in **Table 8** (see Appendix for the detailed LOS report).

Table 8: Existing 2020 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	6	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC[4]	NB Left	8	A	-	-
		PM		NB Left	16	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	8	A	-	-
		PM		WB Left	11	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	13	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	26	D	-	-
		PM		WB Left	**128**	**F**	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	15	B
		PM		-	-	-	15	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	29	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**75**	**E**
		PM		-	-	-	**83**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	13	B
		PM		-	-	-	20	C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 8**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour
    - This is caused by the high traffic volumes exiting the Deer Valley Resort on the westbound approach onto Deer Valley Drive. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS E in the AM peak hour, LOS F in the PM peak hour
    - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

It should be noted that the proposed Snow Park Village development introduces various support land uses intended to attract resort users to stay on-site after the ski resort peak hour. This will help distribute the peaking of traffic, reducing delays at the study intersections and roadways. Therefore, the results shown in **Table 8** are likely overstated.

5.3 Mitigation Measures

The Snow Park Village site plan includes realignment of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. The intersection is currently a "T"-intersection with free-flow movement north/south along Deer Valley Drive West / Deer Valley Drive, and a stop-control on the approach of Deer Valley Drive East. The proposed plan adds a signal at the intersection, as shown in **Figure 8**. Deer Valley Drive West will serve as a primary transit and auto route to access the proposed transit hub and the main P2 parking level entrance on Doe Pass Road and serve private vehicles accessing Royal Street and the Trail's End community. Deer Valley Drive East will serve as the secondary vehicular route to access the Snow Park drop-off/pick-up area and parking structure accesses that includes day skier spaces, hotel, and residences.

To evaluate how the study intersections would operate if driving behaviors do not change despite development, the traffic distribution of the background traffic at the Deer Valley Drive East / Deer Valley Drive West intersection was not modified, and project traffic was added. This was assumed to account for the historical use patterns and direct routes to the parking garages. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive East / Deer Valley Drive West intersection with roughly 25% using Deer Valley Drive East and roughly 75% using Deer Valley Drive West inbound in the AM peak hour, and roughly 40% using Deer Valley Drive East and roughly 60% using Deer Valley Drive West outbound in the PM peak hour.

Park City has a longstanding position of not mitigating certain deficient intersections within its boundaries due to the impacts of road widening and other potential mitigations to the community. As a result, potential mitigations at the intersections of Deer Valley Drive / Park Avenue / Empire Avenue, Bonanza Drive / Monitor Drive / SR-248 were not analyzed as part of this study, and are therefore not included as recommendations. Further, deficiencies shown at the intersection of Deer Valley Drive / Bonanza Drive are not a result of project-generated trips or operations of the intersection itself; instead they stem from vehicle queues from the intersection of Deer Valley Drive / Park Avenue / Empire Avenue. As a result, mitigations at the intersection of Deer Valley Drive / Bonanza Drive are not recommended as part of this study. As stated earlier, Deer Valley Drive between the roundabout and SR-224 intersection is a UDOT facility. Any efforts to improve traffic will be led by UDOT.

The analysis results with the reconfigured Deer Valley Drive East / Deer Valley Drive West intersection are shown in **Table 9** (see Appendix for the detailed LOS report). As shown in **Table 9**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS A and LOS C in the AM and PM peak hours, respectively.

With increased traffic due to the development, the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections experience increased delays. As a mitigation, the Snow Park Village site plan includes new left-turn pockets at both the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections to improve traffic operations during peak periods and better facilitate inbound left turns, as well as a receiving lane to allow for two-stage left turns out of Solamere Drive and Queen Esther Drive.



Source: Alliance Engineering Inc

Figure 8

Proposed Reconfiguration of Deer Valley Drive East / Deer Valley Drive West Intersection - Transit Priority Alternative

Table 9: Existing 2020 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	4	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC[4]	NB Left	12	B	-	-
		PM		NB Left	19	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	5	A	-	-
		PM		WB Left	11	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	6	A	-	-
		PM		SB Left	9	A	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	9	A
		PM		-	-	-	21	C
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	15	B
		PM		-	-	-	15	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	12	B
		PM		-	-	-	38	D
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**76**	**E**
		PM		-	-	-	**84**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	13	B
		PM		-	-	-	20	C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. Side-street stop control.

Source: Fehr & Peers.

6. Opening Year (2024) Background Conditions

The purpose of the Opening Year (2024) Background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected 2024 traffic volumes, when the development is projected to open. This analysis provides a baseline condition for the year 2024, which can be used to determine future Project impacts.

6.1 Traffic Volumes

Traffic volumes for 2024 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (September 2020 version) for 2024. This is a regional forecasting model developed with UDOT support to help plan for major infrastructure in the Wasatch Back region. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split for non-drive alone modes of transportation – higher usage of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates were used on the following roadways to project 2024 background weekday volumes as shown in **Figure 9**.

- 0.5% on Deer Valley Drive (SR-224) north of Bonanza Drive
- 0.5% on Deer Valley Drive (SR-224) south of Bonanza Drive
- 0.5% on Deer Valley Drive (SR-224) north of Marsac Avenue
- 0.6% on Deer Valley Drive (SR-224) east of Marsac Avenue
- 0.6% on Deer Valley Drive (SR-224) north of Deer Valley Drive West
- 0.4% on Deer Valley Drive (SR-224) south of Deer Valley Drive West
- 1.7% on Bonanza Drive
- 0.3% on Marsac Avenue

6.2 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, opening year 2024 background weekday peak hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hour are reported in **Table 10** (see Appendix for the detailed LOS report).

Table 10: Opening Year 2024 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	SSSC[4]	-	**-**	**-**	-	-
		PM		-	**-**	**-**	-	-
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC	-	-	-	-	-
		PM		-	-	-	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	6	A	-	-
		PM		WB Left	8	A	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	6	A	-	-
		PM		SB Left	11	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	14	B	-	-
		PM		WB Left	**41**	**E**	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	11	B
		PM		-	-	-	11	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	20	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**82**	**F**
		PM		-	-	-	**85**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	13	B
		PM		-	-	-	20	C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 10**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Deer Valley Drive West: LOS E in the PM peak hour
    - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.

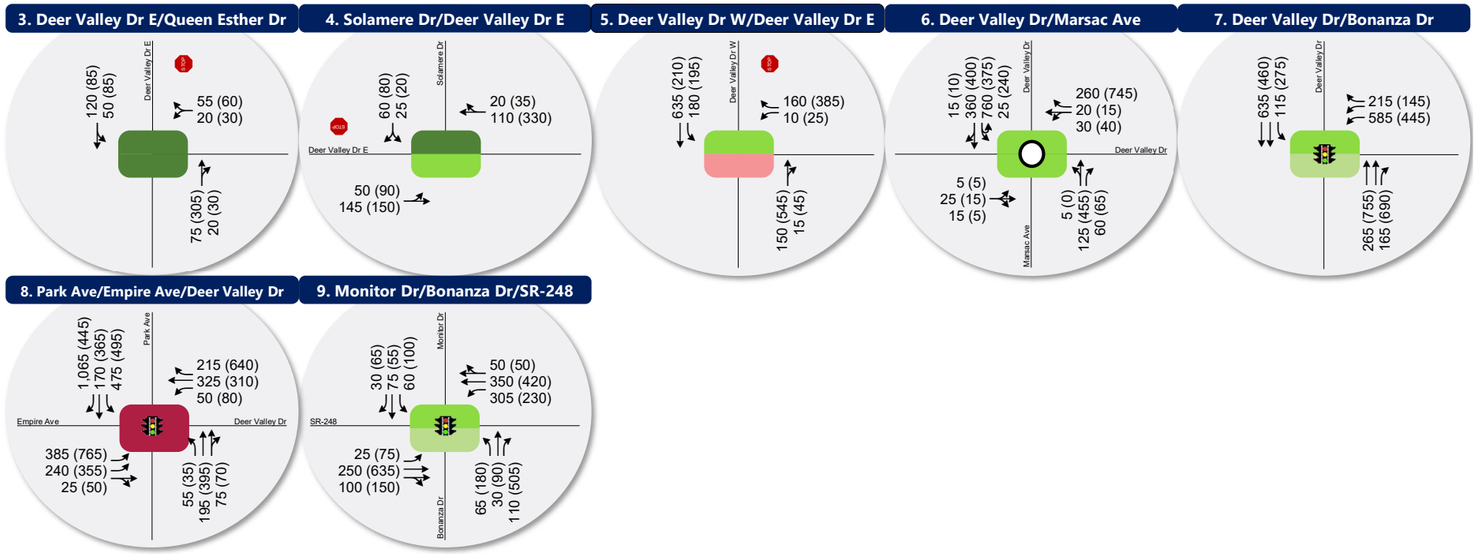
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
    - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

It should be noted that while the Bonanza Drive / Deer Valley Drive intersection operates within acceptable LOS, it is often impacted by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue in the PM peak hour.

6.3 Mitigation Measures

The concept master plan for Snow Park Village shows re-alignment and signalization of the Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for opening year background conditions.





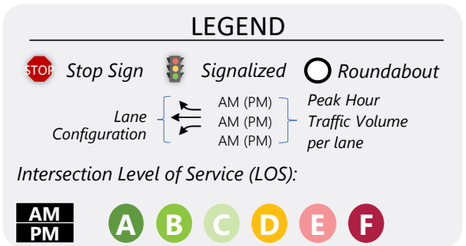


Figure 9

Opening Year 2024 Background Saturday AM & PM Peak Hour Traffic Conditions

7. Opening Year (2024) Plus Project Conditions

The purpose of the opening year 2024 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2024, the proposed opening year of the development. To analyze this impact, the projected 2024 Saturday AM and PM peak hour background traffic volumes were combined with volumes generated by the development for the Saturday AM and PM peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the proposed project in opening year 2024.

7.1 Traffic Volumes

Project-generated traffic (**Figure 6**) was added to the opening year 2024 background volumes (**Figure 9**) to yield Opening Year (2024) Plus Project Saturday AM and PM peak-hour traffic volumes at the study intersections as shown in **Figure 10**.

7.2 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, opening year 2024 plus project Saturday AM and PM peak hour LOS were computed for each study intersection. The results of the analysis are reported in **Table 11** (see Appendix for the detailed LOS report).

Table 11: Opening Year 2024 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	7	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC[4]	NB Left	15	B	-	-
		PM		NB Left	24	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	8	A	-	-
		PM		WB Right	20	C	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	8	A	-	-
		PM		SB Right	**78**	**F**	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	20	C	-	-
		PM		WB Right	**126**	**F**	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	16	C
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	12	B
		PM		-	-	-	**67**	**E**
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**80**	**F**
		PM		-	-	-	**88**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	14	B
		PM		-	-	-	22	C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 11**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Solamere Drive: LOS F in the PM peak hour
    - This is caused by the queues at the stop-controlled westbound approach at the Deer Valley Drive East / Deer Valley Drive West intersection extending past Solamere Drive, making it difficult for the southbound vehicles to turn onto Deer Valley Drive East.
- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour

- This is caused by the high traffic volumes exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.

- Deer Valley Drive / Bonanza Drive: LOS E in the PM peak hour
  - This is caused by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
  - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City

It should be noted that the proposed Snow Park Village development introduces various support land uses intended to attract resort users to stay on-site after the ski resort peak hour. This will help distribute the peaking of traffic, reducing delays at the study intersections and roadways. Therefore, the results shown in **Table 11** are likely overstated.

7.3 Mitigation Measures

The Snow Park Village site plan includes realignment of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. The intersection is currently a "T"-intersection with free-flow movement north/south along Deer Valley Drive West / Deer Valley Drive, and a stop-control on the approach of Deer Valley Drive East. The proposed plan adds a signal at the intersection as shown in **Figure 8.** Deer Valley Drive West will serve as a primary transit and auto route to access the proposed transit hub and the main P2 parking level entrance on Doe Pass Road, and serve private vehicles accessing Royal Street and the Trail's End community. Deer Valley Drive East will serve as the secondary vehicular route to access the Snow Park drop-off/pick-up area and parking structure accesses that includes day skier spaces, hotel, and residences.

To evaluate how the study intersections would operate if driving behaviors do not change despite development, the traffic distribution of the background traffic at the Deer Valley Drive East / Deer Valley Drive West intersection was not modified, and project traffic was added. This was assumed to account for the historical use patterns and direct routes to the parking garages. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive East / Deer Valley Drive West intersection with roughly 25% using Deer Valley Drive East and roughly 75% using Deer Valley Drive West inbound in the AM peak hour, and roughly 40% using Deer Valley Drive East and roughly 60% using Deer Valley Drive West outbound in the PM peak hour.

Park City has a longstanding position of not mitigating certain deficient intersections within its boundaries due to the impacts of road widening and other potential mitigations to the community. As a result, potential mitigations at the intersections of Deer Valley Drive / Park Avenue / Empire Avenue, Bonanza Drive / Monitor Drive / SR-248 were not analyzed as part of this study, and are therefore not included as recommendations. Further, deficiencies shown at the intersection of Deer Valley Drive / Bonanza Drive are not a result of project-generated trips or operations of the intersection itself; instead they stem from vehicle queues from the intersection of Deer Valley Drive / Park Avenue / Empire Avenue. As a result, mitigations at the intersection of Deer Valley Drive / Bonanza Drive are not recommended as part of this study. As stated earlier, Deer Valley Drive between the roundabout and SR-224 intersection is a UDOT facility. Any efforts to improve traffic will be led by UDOT.

The analysis results with the reconfigured Deer Valley Drive East / Deer Valley Drive West intersection are shown in **Table 12** (see Appendix for the detailed LOS report). As shown in **Table 12**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS A and LOS C in the AM and PM peak hour, respectively.

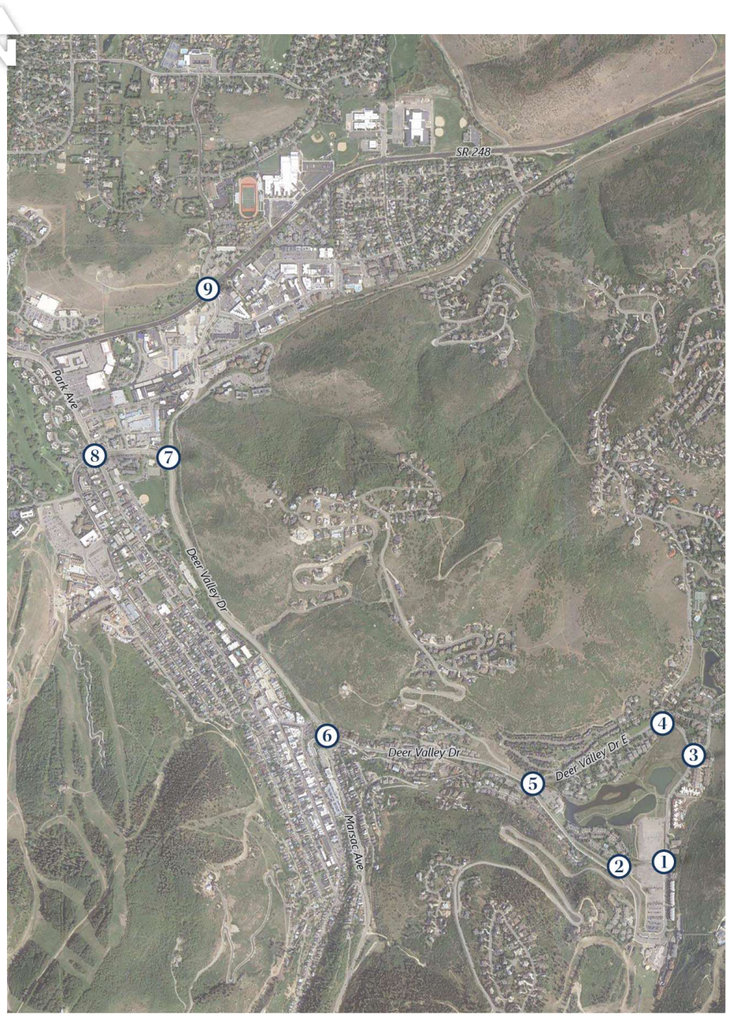
With increased traffic due to the development, the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections experience increased delays. As a mitigation, the Snow Park Village site plan includes new left-turn pockets at both the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections to improve traffic operations during peak periods and better facilitate inbound left turns, as well as a receiving lane to allow for two-stage left turns out of Solamere Drive and Queen Esther Drive.

Table 12: Opening Year 2024 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service

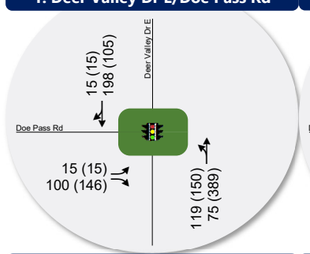
Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	5	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC[4]	NB Left	10	B	-	-
		PM		NB Left	18	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Right	5	A	-	-
		PM		WB Left	10	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	6	A	-	-
		PM		SB Left	11	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	9	A
		PM		-	-	-	22	C
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	16	C
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	12	B
		PM		-	-	-	**76**	**E**
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**78**	**E**
		PM		-	-	-	**88**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	14	B
		PM		-	-	-	22	C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. Side-street stop control.

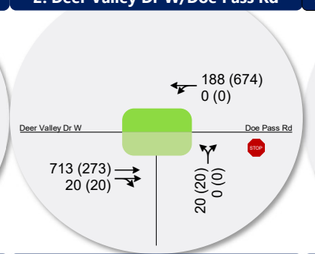
Source: Fehr & Peers.



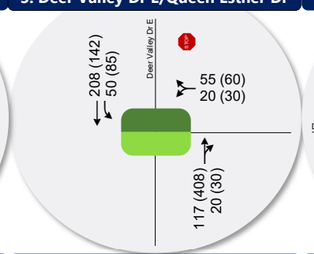
1. Deer Valley Dr E/Doe Pass Rd



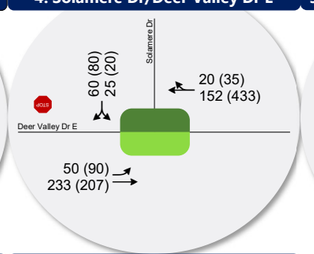
2. Deer Valley Dr W/Doe Pass Rd



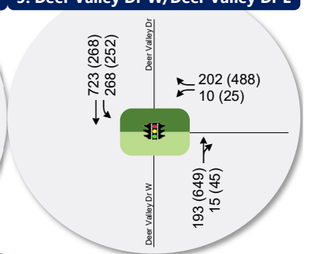
3. Deer Valley Dr E/Queen Esther Dr



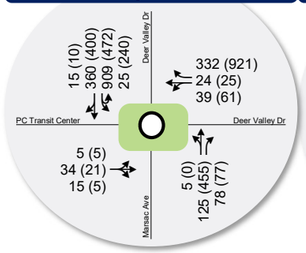
4. Solamere Dr/Deer Valley Dr E



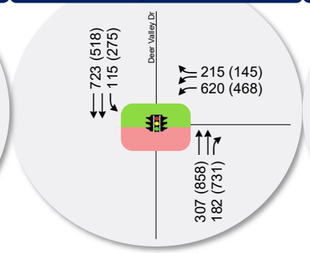
5. Deer Valley Dr W/Deer Valley Dr E



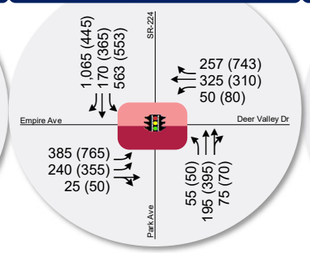
6. Deer Valley Dr/Marsac Ave



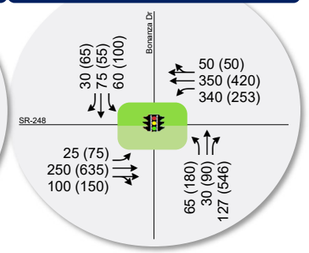
7. Deer Valley Dr/Bonanza Dr



8. Park Ave/Empire Ave/Deer Valley Dr



9. Bonanza Dr/SR-248



LEGEND

Stop Sign *Signalized* *Roundabout*

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — *Peak Hour Traffic Volume per lane*

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 10

Opening Year 2024 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

8. Future 2040 Background Conditions

The purpose of the future 2040 background conditions analysis is to evaluate the study intersections during peak travel periods under projected 2040 traffic volumes. This analysis provides a baseline condition for the year 2040, which can be used to determine future project impacts.

8.1 Traffic Volumes

Traffic volumes for 2040 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (September 2020 version) for 2040. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split of transportation – higher usage of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates used on the following roadways to project 2040 background weekday volumes as shown in **Figure 11**.

- 0.3% on Deer Valley Drive (SR-224) north of Bonanza Drive
- 0.7% on Deer Valley Drive (SR-224) south of Bonanza Drive
- 0.6% on Deer Valley Drive (SR-224) north of Marsac Avenue
- 0.9% on Deer Valley Drive (SR-224) east of Marsac Avenue
- 1.0% on Deer Valley Drive (SR-224) north of Deer Valley Drive West
- 0.8% on Deer Valley Drive (SR-224) south of Deer Valley Drive West
- 1.2% on Bonanza Drive
- 0.4% on Marsac Avenue

Based on the understanding that much of the lower Deer Valley is effectively built out, traffic volumes on Solamere Drive and Queen Esther Drive were not increased for future scenarios.

8.2 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, future 2040 background weekday peak hour LOS was computed for each study intersection. The results of this analysis for the AM & PM peak hour are reported in **Table 13** (see Appendix for the detailed LOS report).

Table 13: Future 2040 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	SSSC[4]	-	**-**	**-**	-	-
		PM		-	**-**	**-**	-	-
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC	-	-	-	-	-
		PM		-	-	-	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	7	A	-	-
		PM		WB Left	9	A	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	15	C	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	17	C	-	-
		PM		WB Right	**112**	**F**	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	11	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	18	B
		PM		-	-	-	**59**	**E**
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**83**	**F**
		PM		-	-	-	**90**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	16	B
		PM		-	-	-	28	C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

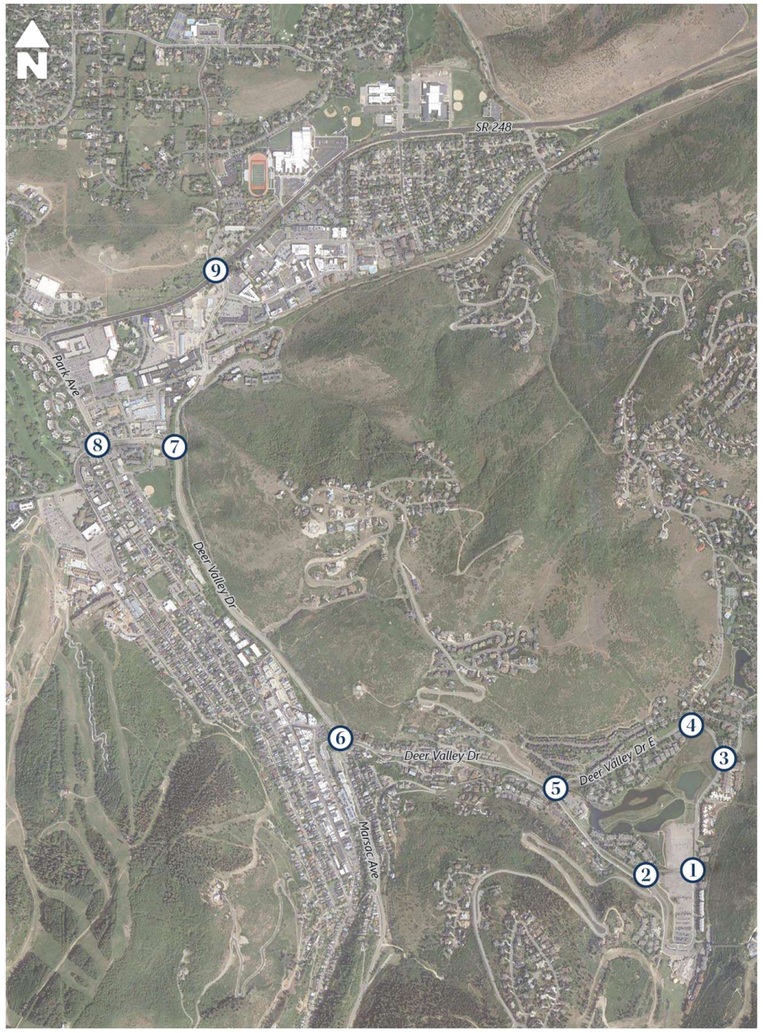
As shown in **Table 13**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour
    - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.

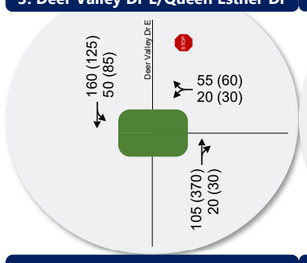
- Deer Valley Drive / Bonanza Drive: LOS E in the PM peak hour
    - This is caused by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
    - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

8.3 Mitigation Measures

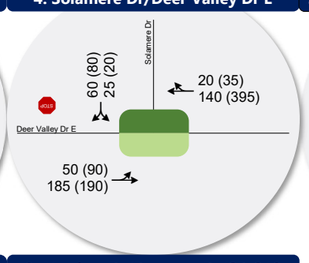
The site plan for the concept master plan for Snow Park Village shows re-alignment and signalization of the Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for future 2040 background conditions.



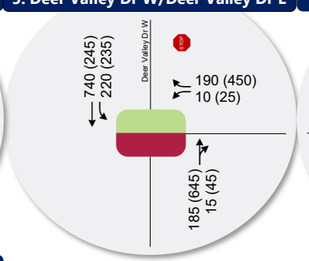
3. Deer Valley Dr E/Queen Esther Dr



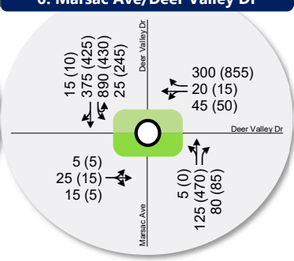
4. Solamere Dr/Deer Valley Dr E



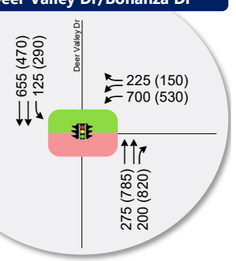
5. Deer Valley Dr W/Deer Valley Dr E



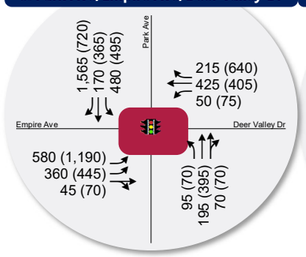
6. Marsac Ave/Deer Valley Dr



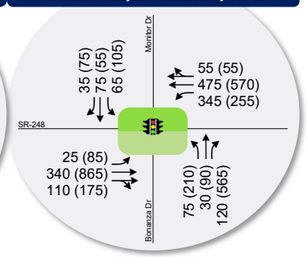
7. Deer Valley Dr/Bonanza Dr



8. Park Ave/Empire Ave/Deer Valley Dr



9. Monitor Dr/Bonanza Dr/SR-248



LEGEND

Stop Sign | Signalized | Roundabout

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 11

Future 2040 Background Saturday AM & PM Peak hour Traffic Conditions

9. Future 2040 plus Project Conditions

9.1 Purpose

The purpose of the future 2040 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2040. To analyze this impact, the projected 2040 Saturday AM and PM peak hour background traffic volumes were combined with volumes generated by the conceptual development for the Saturday AM and PM peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the conceptual project in 2040.

9.2 Traffic Volumes

Project-generated traffic (**Figure 7**) was added to the future 2040 background volumes (**Figure 11**) to yield "future 2040 plus project" Saturday AM and PM peak hour traffic volumes at the study intersections as shown in **Figure 12**.

9.3 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, future 2040 plus project Saturday AM and PM peak hour LOS were computed for each study intersection for the conceptual site development. The results of the analysis are reported in **Table 14** (see Appendix for the detailed LOS report).

Table 14: Future 2040 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	6	A
		PM		-	-	-	**65**	**E**
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC[4]	NB Left	21	C	-	-
		PM		NB Left	32	D	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	7	A	-	-
		PM		WB Right	**>300**	**F**	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	10	B	-	-
		PM		SB Right	**>300**	**F**	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	29	D	-	-
		PM		WB Left	**201**	**F**	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	26	D
		PM		-	-	-	20	C
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	21	C
		PM		-	-	-	**99**	**F**
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**91**	**F**
		PM		-	-	-	**90**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	16	B
		PM		-	-	-	32	C

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2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 14**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Doe Pass Road / Deer Valley Drive East: LOS E in the PM peak hour
    - The delays at this intersection stem from the queues extending from the Deer Valley Drive East / Deer Valley Drive West, causing northbound delays at this signal.
- Queen Esther Drive / Deer Valley Drive East: LOS F in the PM peak hour

- This is caused by the queues at the stop-controlled westbound approach at the Deer Valley Drive East / Deer Valley Drive West intersection extending past Queen Esther Drive, making it difficult for the southbound vehicles to turn onto Deer Valley Drive East.

- Deer Valley Drive East / Solamere Drive: LOS F in the PM peak hour
  - This is caused by the queues at the stop-controlled westbound approach at the Deer Valley Drive East / Deer Valley Drive West intersection extending past Solamere Drive, making it difficult for the southbound vehicles to turn onto Deer Valley Drive East.

- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour
  - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.

- Deer Valley Drive / Bonanza Drive: LOS F in the PM peak hour
  - This is caused by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue.

- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
  - This is caused by congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

It should be noted that the proposed Snow Park Village development introduces various support land uses intended to attract resort users to stay on-site after the ski resort peak hour. This will help distribute the peaking of traffic, reducing delays at the study intersections and roadways. Therefore, the results shown in **Table 14** are likely overstated.

9.4 Mitigation Measures

The Snow Park Village site plan includes realignment of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. The intersection is currently a "T"-intersection with free-flow movement north/south along Deer Valley Drive West / Deer Valley Drive, and a stop-control on the approach of Deer Valley Drive East. The proposed plan adds a signal at the intersection, as shown in **Figure 8**. Deer Valley Drive West will serve as a primary transit and auto route to access the proposed transit hub and the main P2 parking level entrance on Doe Pass Road and serve private vehicles accessing Royal Street and the Trail's End community. Deer Valley Drive East will serve as the secondary vehicular route to access the Snow Park drop-off/pick-up area and parking structure accesses that includes day skier spaces, hotel, and residences.

To evaluate how the study intersections would operate if driving behaviors do not change despite development, the traffic distribution of the background traffic at the Deer Valley Drive East / Deer Valley Drive West intersection was not modified, and project traffic was added. This was assumed to account for the historical use patterns and direct routes to the parking garages. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive East / Deer Valley Drive West intersection with roughly 25% using Deer Valley Drive East and roughly 75% using Deer Valley Drive West inbound in the AM peak hour, and roughly 40% using Deer Valley Drive East and roughly 60% using Deer Valley Drive West outbound in the PM peak hour.

Park City has a longstanding position of not mitigating certain deficient intersections within its boundaries due to the impacts of road widening and other potential mitigations to the community. As a result, potential mitigations at the intersections of Deer Valley Drive / Park Avenue / Empire Avenue, Bonanza Drive / Monitor Drive / SR-248 were not analyzed as part of this study and are therefore not included as recommendations. Further, deficiencies shown at the intersection of Deer Valley Drive / Bonanza Drive are not a result of project-generated trips or operations of the intersection itself; instead they stem from vehicle queues from the intersection of Deer Valley Drive / Park Avenue / Empire Avenue. As a result, mitigations at the intersection of Deer Valley Drive / Bonanza Drive are not recommended as part of this study. As stated earlier, Deer Valley Drive between the roundabout and SR-224 intersection is a UDOT facility. Any efforts to improve traffic will be led by UDOT.

The analysis results with the reconfigured Deer Valley Drive East / Deer Valley Drive West intersection are shown in **Table 15** (see Appendix for the detailed LOS report). As shown in **Table 15**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS B and LOS D in the AM and PM peak hour, respectively.

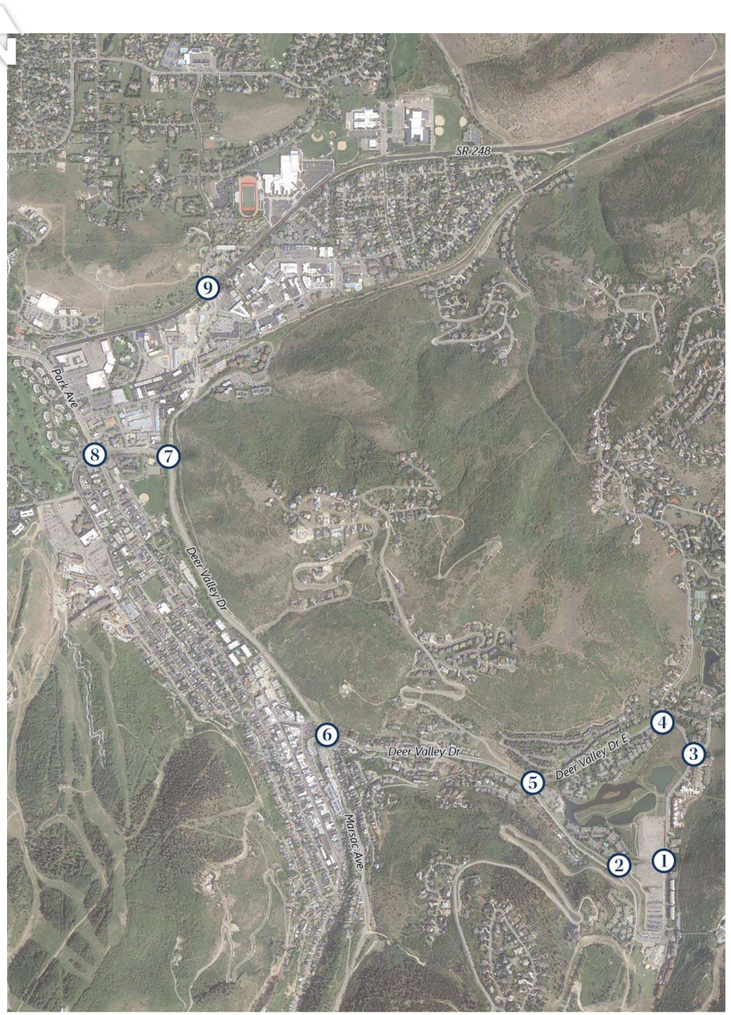
With increased traffic due to the development, the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections experience increased delays. As a mitigation, the Snow Park Village site plan includes new left-turn pockets at both the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections to improve traffic operations during peak periods and better facilitate inbound left turns, as well as a receiving lane to allow for two-stage left turns out of Solamere Drive and Queen Esther Drive.

Table 15: Future 2040 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service

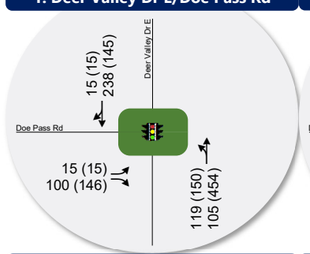
Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	5	A
		PM		-	-	-	8	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC[4]	NB Left	13	B	-	-
		PM		NB Left	20	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	6	A	-	-
		PM		WB Left	11	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	7	A	-	-
		PM		SB Left	12	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	11	B
		PM		-	-	-	44	D
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	26	D
		PM		-	-	-	20	C
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	14	B
		PM		-	-	-	**117**	**F**
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	**84**	**F**
		PM		-	-	-	**89**	**F**
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	15	B
		PM		-	-	-	31	C

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

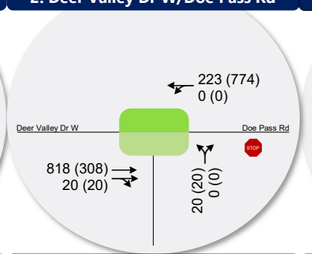
Source: Fehr & Peers.



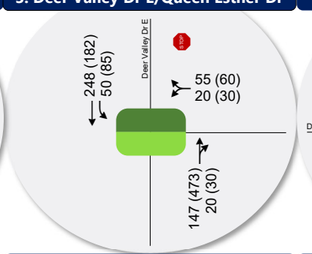
1. Deer Valley Dr E/Doe Pass Rd



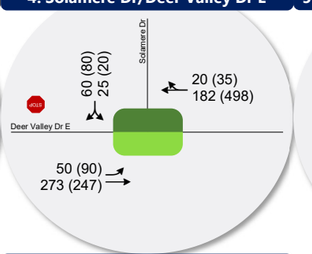
2. Deer Valley Dr W/Doe Pass Rd



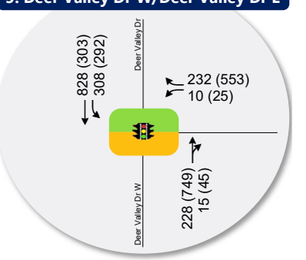
3. Deer Valley Dr E/Queen Esther Dr



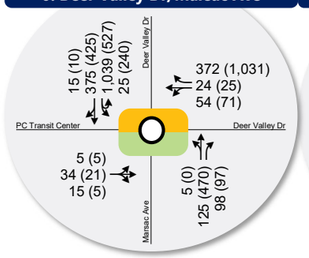
4. Solamere Dr/Deer Valley Dr E



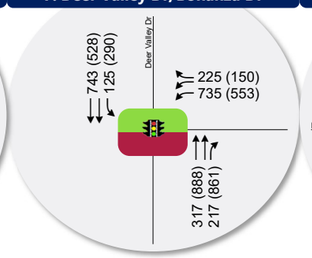
5. Deer Valley Dr W/Deer Valley Dr E



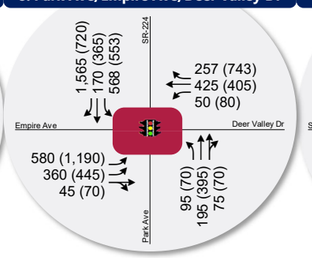
6. Deer Valley Dr/Marsac Ave



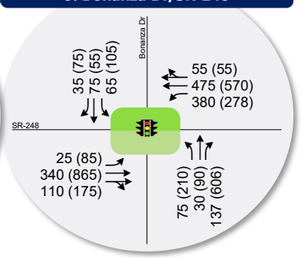
7. Deer Valley Dr/Bonanza Dr



8. Park Ave/Empire Ave/Deer Valley Dr



9. Bonanza Dr/SR-248



LEGEND

Stop Sign *Signalized* *Roundabout*

Lane Configuration AM (PM) AM (PM) AM (PM) *Peak Hour Traffic Volume per lane*

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 12

Future 2040 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

10. Roadway Analysis

The purpose of the roadway analysis is to document the Saturday peak hour roadway volumes to determine the LOS of the internal project roadways.

10.1 Analysis Results

The roadway LOS was calculated based on planning level generalized peak hour two-way volumes for roadway capacities, as shown in **Table 16**. These volumes are published by the Florida Department of Transportation (FDOT) based on planning applications of the HCM and are widely used for planning level evaluation of roadway capacity. **Table 16** shows the peak hour two-way capacity estimates for a 2-lane roadway in areas over 5,000 population not in urbanized areas.

Table 16: Roadway Level of Service Peak Hour Two-Way Traffic Thresholds

Level of Service	Peak Hour Traffic Capacity Estimates
	2 Lanes
LOS B or better	≤ 820
LOS C	821 – 1,550
LOS D	1,551 – 2,190
LOS E or worse	> 2,190

Source: Fehr & Peers, based on FDOT Generalized Peak Hour Two-Way Volumes for areas over 5,000 not in urbanized areas.

The same assumption used for previous analyses (similar traffic splits at the Deer Valley Drive East / Deer Valley Drive West intersection as current conditions) were applied for the roadway volumes.

Table 17 shows the peak hour roadway LOS analysis for each scenario. As shown in **Table 17**, all internal roadways are expected to operate at LOS C or better with the current 2-lane configuration for all scenarios.

Table 17: Snow Park Village Roadway LOS Analysis Summary

Scenario	Saturday Peak Hour	Deer Valley Dr W (South of Y-Intersection)		Deer Valley Dr E (East of Y-Intersection)	
		Two-Way Volume[1]	LOS	Two-Way Volume[1]	LOS
Existing	AM	650	A/B	400	A/B
	PM	800	A/B	620	A/B
Existing plus Project	AM	930	C	490	A/B
	PM	970	C	800	A/B
Opening Year 2024 plus Project	AM	950	C	500	A/B
	PM	990	C	810	A/B
Future 2040 plus Project	AM	1,090	C	570	A/B
	PM	1,130	C	920	C

1. Rounded up to the nearest 10.
Source: Fehr & Peers.

Existing roadway count sheets are included in the Appendix.

11. Site Circulation Analysis

The January 2022 Transportation Analysis reported conditions at external intersections, as well as the two proposed intersections on Doe Pass Road at Deer Valley Drive East and Deer Valley Drive West, which were analyzed in SimTraffic simulation software and SIDRA software. Furthermore, microsimulation analysis was conducted to evaluate on-site circulation as part of the proposed Snow Park Village. Due to the limitations of SimTraffic software in evaluating multimodal conditions and garage access operations, VISSIM microsimulation software was used for on-site circulation analysis.

11.1.1 Conditions and Assumptions

The parameters described below were used for analysis as assumptions in the VISSIM model:

11.1.1.1 Volumes

The following high-level assumptions were used to assign volumes to individual driveways and approach routing:

- 2040 Peak-hour volumes as presented in Section 9 of this study
- Trip generation as presented in Section 4 of this study
- Assumed roughly 75%/25% split of traffic using Deer Valley Drive West versus Deer Valley Drive East inbound in the AM peak hour (current patterns)
- Assumed roughly 60%/40% split of traffic using Deer Valley Drive West versus Deer Valley Drive East outbound in the PM peak hour (current patterns)
- Proportion of parking supply by garage level

The assumed intersection and driveway volumes are shown in **Figure 13**. Note that the lane configurations shown on the figure reflect proposed conditions, except for at the P2 and P3 garage accesses, which are proposed to have flex lanes that can be ingress or egress, depending on the peak hour and volume demand.

11.1.1.2 Parking Garage Gate Transaction

Based on input received from WGI, the parking garage design and operations consultant, the following parking garage gate transaction times were assumed in the model:

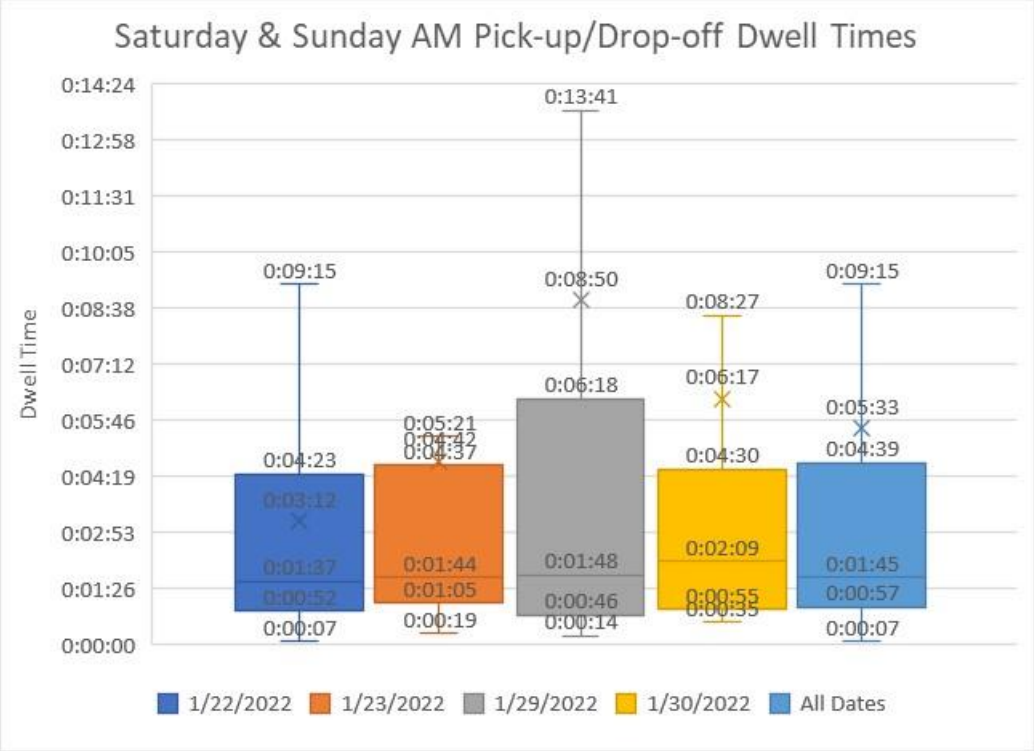
- Average of 4 seconds/vehicle for entry (this was assumed for conservative results, as the development is aiming for a system that would allow free-flow entry)
- Average of 10 seconds/vehicle for exit

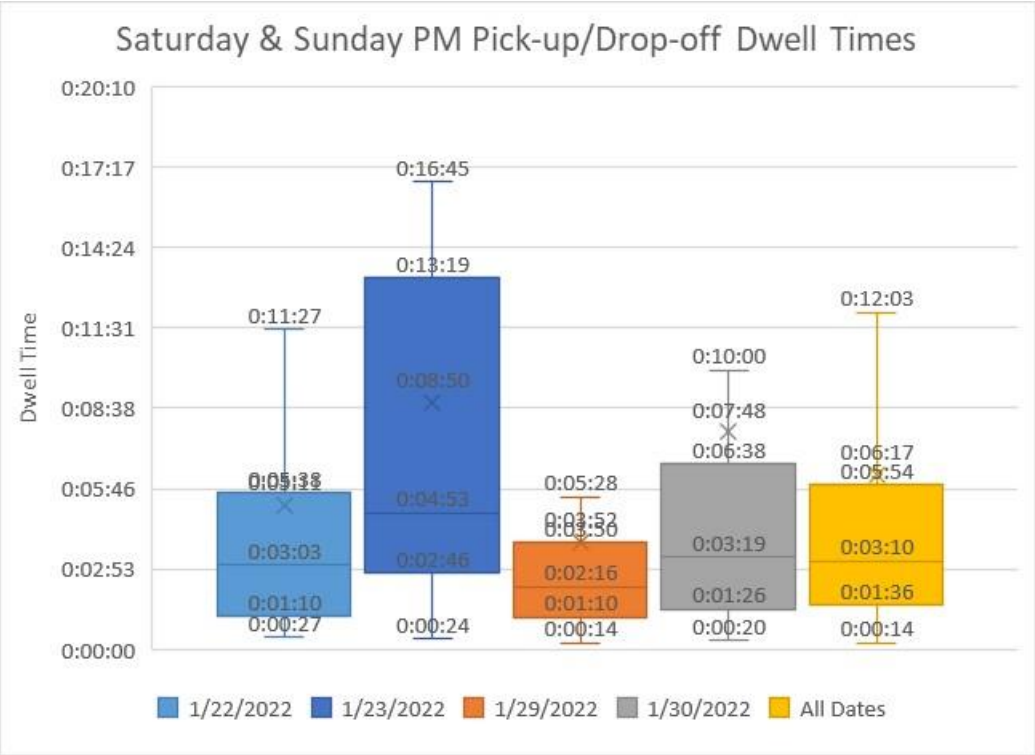
11.1.1.3 Pick-up/Drop-off

The following assumptions were made for the model regarding the proposed new pick-up/drop-off loop in front of Snow Park Lodge at the southern terminus of Deer Valley Drive East:

- 200 vehicles were allocated to use the pick-up/drop-off in both AM and PM peak hours
  - 100 vehicles as pick-up/drop-off
  - 50 vehicles as Transportation Network Company (TNC) users
  - 50 vehicles as Valet users

Video observations were recorded at the current Snow Park Lodge pick-up/drop-off as part of data collection for curbside and pedestrian activity in January 2022. These videos were used to observe a sample of dwell times for the pick-up/drop-off users to assist with the simulation modeling. The charts below show the dwell times for a sample of 100 vehicles and 95 vehicles in the weekend AM and PM peak hour, respectively. The AM peak hour dwell times ranged from 7 seconds to 1 hour 26 minutes 11 seconds, with a median of 1 minute 45 seconds. The PM peak hour dwell times ranged from 14 seconds to 1 hour 1 minute 9 seconds, with a median of 3 minutes 10 seconds. The VISSIM model was modified to reflect the dwell times from these samples at the proposed new pick-up/drop-off zone.





11.1.1.4 Other Considerations

To evaluate conditions under the most conservative analysis scenario, 2040 weekend AM and PM peak hours were analyzed.

11.1.2 Analysis Results

Intersection delay, Level of Service (LOS), and queueing results were evaluated in the VISSIM model at the following locations, as shown in **Figure 13**.

1. Doe Pass Road / P2 Parking Garage Access
2. Doe Pass Road / P1 Parking Garage Access
3. Doe Pass Road / Mobility Hub Entrance
4. Doe Pass Road / Mobility Hub Exit
5. P2 Parking Garage Access / Deer Valley Drive East
6. P3 Parking Garage Access / Deer Valley Drive East
7. P4 Parking Garage Access / Deer Valley Drive East
8. Snow Park Lodge Pick-up/Drop-off

The same analysis methodology (as described in the previous sections) was used for this analysis.

Table 18 below (see Appendix for the detailed LOS reports) shows the intersection delay and LOS results from the VISSIM simulation model. As shown in **Table 18**, all study intersections operate at acceptable LOS with the exception of the following locations:

- Doe Pass Road / Mobility Hub Exit: LOS E in the PM peak hour
    - This is caused by the stop control for the buses exiting the mobility hub onto Doe Pass Road.
- Snow Park Lodge Pick-up/Drop-off: LOS E in both AM and PM peak hours
    - This is caused by delays at the pick-up/drop-off zone that the VISSIM simulation has limitations in simulating efficient operations. This can likely be mitigated by efficient operations assisted by Deer Valley staff.

Table 18: Future 2040 Plus Project Conditions Saturday AM & PM Peak Hour Level of Service Site Circulation Results

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / P2 Parking	AM	SSSC	EB Right	12	B	-	-
		PM		NB Left	11	B	-	-
2	Doe Pass Rd / P1 Parking	AM	SSSC	NB Left	9	A	-	-
		PM		NB Left	10	B	-	-
3	Doe Pass Rd / Mobility Hub Entrance	AM	SSSC	WB Left	2	A	-	-
		PM		EB Right	3	A	-	-
4	Doe Pass Rd / Mobility Hub Exit	AM	SSSC	NB Right	33	D	-	-
		PM		NB Left	**37**	**E**	-	-
5	P2 Parking / Deer Valley Dr East	AM	SSSC	EB Left	9	A	-	-
		PM		EB Left	6	A	-	-
6	P3 Parking / Deer Valley Dr East	AM	SSSC	SB Through	5	A	-	-
		PM		EB Left	9	A	-	-
7	P4 Parking / Deer Valley Dr East	AM	SSSC	SB Through	17	C	-	-
		PM		EB Right	23	C	-	-
8	Snow Park Lodge Pick-up/Drop-off	AM	-	SB Through	**44**	**E**	-	-
		PM		SB Through	**44**	**E**	-	-

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for side-street stop controlled intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and all-way stop controlled intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

11.1.2.1 Sensitivity Analysis

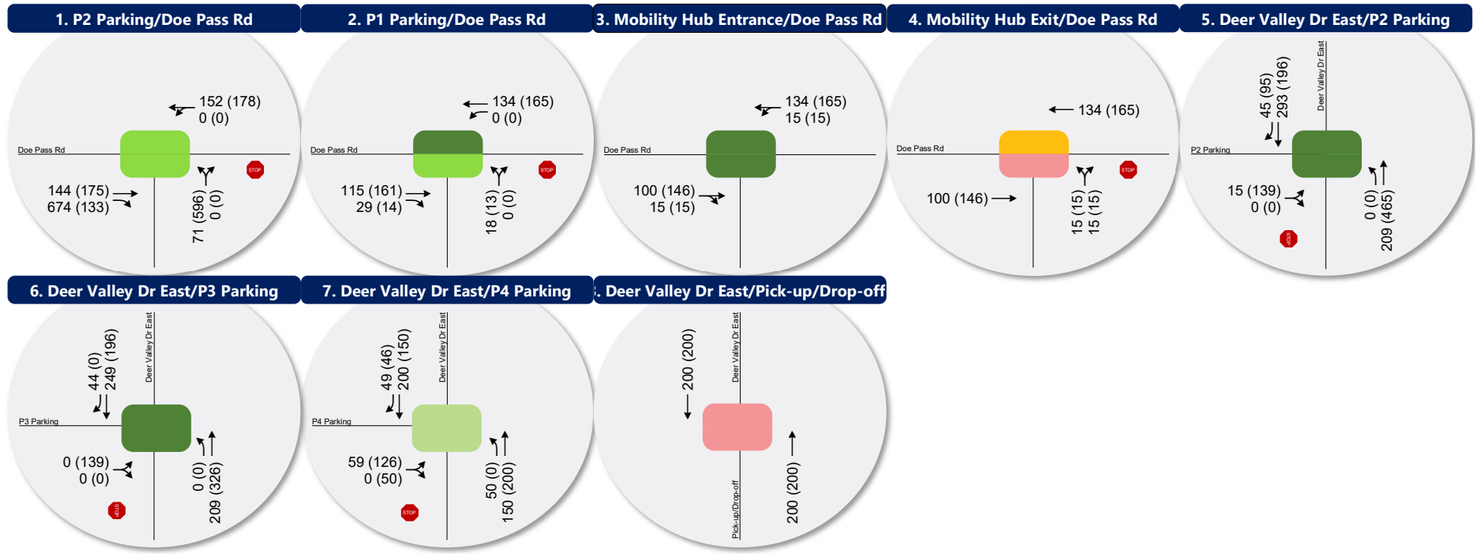
As described throughout this report, assumptions of traffic distribution at the Deer Valley Drive East / Deer Valley Drive West were made based on patterns similar to current conditions. It is likely that based on driver behavior and expectation, the actual traffic distributions will be different at the time of opening and in subsequent weeks, months, and years as preferences are established and transportation options evolve.

A sensitivity analysis shows that in the AM peak hour, the P2 access on Doe Pass Road becomes a constraint that potentially causes congestion, with inbound queues backing up onto Deer Valley Drive West under traffic conditions similar to the existing conditions (roughly 80% entering via Deer Valley Drive West).

Operations at this key driveway also depend on the transaction time for entry (assumed to be 4 seconds for the purpose of microsimulation analysis in this report, which was validated by a national parking operations consultant). As this entry transaction time is reduced due to improved technology or adjustments to when and how parking is paid for and validated, traffic distributions at the "Y" intersection have less effect on traffic operations.

To provide efficient and safe traffic circulation on-site and on the Deer Valley Drive Loop, Deer Valley and Snow Park Village will be committed to provide extensive wayfinding and traffic monitoring, especially to improve inbound operations where visitors will be informed whether to travel on Deer Valley Drive West or Deer Valley Drive East.





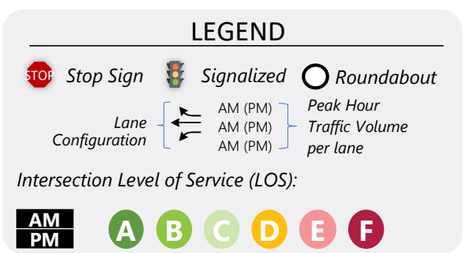


Figure 13
2040 Site Circulation Analysis Intersection LOS Results

Table 19 (see Appendix for the detailed queue report) below shows the average maximum queue for each approach at the study intersections. The following lists locations that the average maximum queue is expected to exceed the storage length in the AM peak hour:

- Doe Pass Road / P2 Parking
    - Eastbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive West intersection. This queue is caused by queue spillback beginning at the gate to enter the P2 Parking Garage Access and the high inbound volumes in the AM peak hour.
- Doe Pass Road / Mobility Hub Entrance
    - Westbound queues occasionally extend past the mobility hub exit. The average queue, however, is 1 feet, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Exit
    - Westbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive East intersection. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.

The following lists locations that the average maximum queue is expected to exceed the storage length in the PM peak hour:

- Doe Pass Road / Deer Valley Drive East
    - Eastbound queues occasionally extend past the Mobility Hub Exit. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Entrance
    - Westbound queues occasionally extend past the mobility hub exit. The average queue, however, is less than 1 feet, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Exit
    - Westbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive East intersection. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.
- Deer Valley Drive East / Deer Valley Drive West

- The simulation shows average maximum queues of over 500 feet for the westbound approach at the new signal. This queue however is not expected to reach the Solamere Drive intersection, especially with signal operations to assist in flushing out the heavy outbound movement via Deer Valley Drive East.

Table 19: Future 2040 Plus Project Conditions Saturday AM & PM Peak Hour Queues Site Circulation Analysis

Intersection				Average Maximum Queues (feet)[2]
ID	Location	Period	Approach[1]	
1	Doe Pass Rd / Deer Valley Dr East	AM	NB	75
			SB	175
			EB	100
		PM	NB	250
			SB	125
			EB	125
2	Doe Pass Rd / Deer Valley Dr West	AM	NB	50
			EB	375
			WB	25
		PM	NB	50
			EB	25
			WB	75
3	Queen Esther Dr / Deer Valley Dr East	AM	NB	0
			SB	25
			WB	100
		PM	NB	0
			SB	25
			WB	100
4	Deer Valley Dr East / Solamere Dr	AM	SB	50
			EB	0
			WB	50
		PM	SB	50
			EB	0
			WB	50
5	Deer Valley Dr East / Deer Valley Dr West	AM	NB	275
			SB	300
			WB	125
		PM	NB	525
			SB	175
			WB	350
6	Doe Pass Rd / P2 Parking	AM	NB	125
			EB	250
			WB	0

Intersection				Average Maximum Queues (feet)[2]
ID	Location	Period	Approach[1]	
		PM	NB	125
			EB	75
			WB	0
7	Doe Pass Rd / P1 Parking	AM	NB	100
			EB	0
			WB	0
		PM	NB	100
			EB	0
			WB	0
8	Doe Pass Rd / Mobility Hub Entrance	AM	EB	0
			WB	125
		PM	EB	25
			WB	125
9	Doe Pass Rd / Mobility Hub Exit	AM	NB	150
			EB	25
			WB	125
		PM	NB	150
			EB	25
			WB	125
10	P2 Parking / Deer Valley Dr East	AM	NB	0
			SB	25
			EB	75
		PM	NB	25
			SB	0
			EB	125
11	P3 Parking / Deer Valley Dr East	AM	NB	50
			SB	75
			EB	0
		PM	NB	75
			SB	50
			EB	125
12	P4 Parking / Deer Valley Dr East	AM	NB	0
			SB	25
			EB	100
		PM	NB	125

Intersection				Average Maximum Queues (feet)[2]
ID	Location	Period	Approach[1]	
			SB	0
			EB	150
13	Snow Park Lodge Pick-up/Drop-off	AM	NB	25
			SB	100
		PM	NB	225
			SB	100

Notes:
1. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
2. Rounded up to nearest 25'.

Source: Fehr & Peers.

It should be noted that the LOS results and queue results shown in **Table 18** and **Table 19** capture the delays and queues at the side-streets for vehicles turning onto the major road. However, it does not capture the delays and queues for vehicles experienced at the parking gate due to the assumed transaction time. The VISSIM simulation indicates that with the assumed gate transaction times, vehicles are expected to experience over 100 seconds of delay per vehicle to exit the garage in the PM peak hour, with potentially long internal queues.



Figure 14

2040 Site Circulation Analysis Queue Results

12. Parking Analysis

A fundamental aspect of the Snow Park Village proposal is the implementation of a constrained, structured parking supply that will require parkers to pay a daily fee. This strategy is seen as a key disincentive to traveling in Park City by single-occupant vehicle, and aligns with the City's broader mobility goals. However, Snow Park Village proposes no reductions to the parking supply and will build to the Park City LMC requirements.

12.1 Analysis Method

For the shared parking analysis of the updated land use plan, the development is proposed to include 11 buildings which include the following land uses (taken from the land use program dated October 26, 2021):

- 30,900 square feet of ballroom/event center space
- 143 multifamily housing units
- 193 hotel rooms with 4,500 square feet of hotel support uses.
- 25,900 square feet of commercial/retail space

The development is also proposed to include the Deer Valley Ski resort and other land uses in support of the resort. It should be noted that the land uses supporting the ski resort will not be parking generators; rather, the ski resort will be the parking generator, and the support land uses serve as accessories to the resort.

In The most recent submittal (November 2022), Fehr & Peers applied reductions to the recommended parking due to paid parking and shared parking. However, Snow Park Village now proposes to build the full parking supply required by the Park City LMC. From the proposed land uses that generate parking demand as listed above, and the recommended rates from the Park City zoning code, the minimum required parking supply was calculated to be 2,236 stalls.

Table 20 outlines the number of recommended stalls with recommended rates from the Park City zoning code, and the number of stalls proposed by Snow Park Village. Parking calculations are attached in the Appendix. As shown in **Table 20**, the proposed parking supply is sufficient for the proposed land use program. It should be noted that phasing and ongoing refinement of the land use program may adjust the base parking rates and recommendations.

Table 20: Snow Park Village Parking Analysis Summary

Base Recommended Stalls	Proposed Stalls
2,236	**2,262**

Source: Fehr & Peers

12.2 Parking Management

An effective and efficient parking management system is essential to maintain both a high-quality user experience and to minimize traffic impacts on adjacent roadways. An essential element to improve the efficiency of structured parking is to provide real time information regarding parking availability. In addition to implementing payment technology that expedites vehicle ingress at all driveways, Deer Valley will work with relevant partners to ensure more complete information is available to parkers.

The Snow Park Parking Management Plan is included in **Attachment B.**

13. Transit Evaluation

This section includes an evaluation of existing transit service and infrastructure, proposed transit improvements, and description of how the Snow Park Village proposal aligns with Park City's *Transit First* policy.

13.1.1 Existing Transit Service

In addition to a multitude of private shuttles and buses, there are two public transit operators providing transit service to and from Deer Valley: Park City Transit and High-Valley Transit. High Valley Transit operates one route that services Deer Valley:

- 101 – Spiro / 224 Local that services Deer Valley.

Park City Transit operates six routes the service Deer Valley:

- 1 Red: Prospector Square – Deer Valley
- 2 Green: Park Meadows/Thaynes Canyon – Deer Valley
- 3 Blue: Thaynes Canyon/Park Meadows – Deer Valley
- 5 Yellow: Prospector Square – Deer Valley
- 40 Bronze: Main Street – Royal Street – Silver Lake Lodge
- 50 Teal: Prospector Square – Deer Valley

Park City Transit Park City Transit is undergoing a short-range service plan update, with potential changes in transit service to and from Deer Valley expected in the coming year.

Local bus stops are provided along both sides of Deer Valley Drive East and Deer Valley Drive West, allowing transit riders to board buses that are Deer Valley- or Old Town-bound. At the southern end of the Deer Valley Drive loop closest to the existing Snow Park base area, there are bi-directional bus stops that can accommodate up to four buses at once. Aside from the existing bi-directional stops at Snow Park, bus stops do not include shelters. Buses providing service to Deer Valley travel in mixed traffic.

13.2 Proposed Transit Improvements

A proposed six bus-bay mobility hub at the northeast corner of Snow Park Village will provide a comfortable and appealing transit facility on-site that provides direct access to the project and relocated ski lift bases. The mobility hub will also include accommodations for cyclists and allow for electric bus charging

infrastructure. This mobility hub will allow for increased frequency of transit service which will be essential to incentivizing transit service.

To further support transit service as part of the Snow Park Village proposal, a new traffic signal with transit preemption capabilities is proposed at the Doe Pass Road / Deer Valley Drive East intersection. This will help ensure that transit vehicles accessing and exiting the proposed mobility hub with limited conflicting traffic.

Furthermore, this circulation plan includes a proposed seasonal one-way Shared Mobility Lane (SML) inbound from the Deer Valley Drive East / Deer Valley Drive West intersection along Deer Valley Drive West, accessing the mobility hub. Outbound transit traffic will have the SML which parallels general purpose traffic around the loop on Deer Valley Drive East to the Deer Valley Drive East / Deer Valley Drive West intersection. After ski season during the summer months, the SML will be open to bicycle traffic. Management, maintenance, and enforcement, year-round, will be a City responsibility.

The VISSIM simulation presented previously in chapter 11 simulates the SML and captures the impacts of the design. The simulation shows traffic circulation with minimal delays with the proposed configuration in peak ski season conditions. Because of the lack of congestion, the buses simulated in this analysis travel in near free-flow conditions. This was due to the models being calibrated to typical travel times. Bus and vehicle travel time measurements were provided by Deer Valley and Park City, which showed several outlier days with excessive travel times. However, the calibrated VISSIM model travel times were closer to the median travel times observed from the data. The Shared Mobility Lane proposed in this alternative will likely improve bus travel times in more congested conditions, such as special events, snow conditions, etc.

14. Transportation Demand Management

Park City, through its ongoing Transportation Master Plan update, has identified the laudable and ambitious goal of reducing vehicle trips by 20% throughout Park City. The City is tackling this challenge through a variety of strategies, including but not limited to the following:

- Updates to the local and regional transit system
- Coordination with partner agencies to implement greater park-and-ride capacity
- Expansion of high-quality active transportation facilities throughout Park City
- Partnerships with private developments to implement and operate comprehensive Transportation Demand Management (TDM) programs

Furthering the City's broader trip reduction goal, Deer Valley will continue to operate its TDM program, and expand on current offerings, to better align with the adopted PCMC TDM Plan (2016). A high-level summary of the Deer Valley TDM Plan is shown below in **Table 21**.

Table 21: Deer Valley TDM Measures

Measure	Status	Description
Transit pass subsidy	Existing Program	Subsidized UTA transit passes for Deer Valley employees living in Salt Lake Valley and Utah Valley
Bicycle Amenities and Perks	New Program	Bicycle repair tools and dedicated bicycle parking at key locations
Education and Promotion	Existing Program	Educational and promotional events to encourage travelers to use by modes other than driving alone.
Parking Management	New Program	Efficient, constrained, and priced parking to discourage drive-alone trips
Employee Transit	Existing Program	Operate designated employee transit to facilitate efficient employee commutes through an appealing alternative until such time as Park City Transit and/or High Valley Transit meets this need
Real-Time Messaging	New Program	Communicate traffic conditions in real time to travelers
Appoint a TDM Coordinator	New Program	Identify a staff member to oversee the TDM program

Source: Fehr & Peers.

14.1 TDM Monitoring

As the transportation landscape in Park City and Summit County changes, monitoring the use and effectiveness of Deer Valley's TDM program will be crucial to its success. In alignment with requests from Park City staff, Deer Valley will implement an annual monitoring program consisting of the following elements:

- One nine day period of vehicle counts at all Snow Park Village driveways, to be analyzed and summarized by a third-party consultant. This data will be analyzed and summarized by a third-party consultant;
- Average vehicle occupancy collected on one weekday and one weekend day, collected by a third-party vendor, to be analyzed and summarized by a third-party consultant;
- A permanent traffic count station implemented at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, installed and maintained by Deer Valley for year-round monitoring of traffic conditions;
- Ski season transit ridership, summarized at the stop and daily levels and provided by transit operators, to be analyzed and summarized by a third-party consultant;
- Available data regarding program utilization from the *Ride On Park City* platform, to be analyzed and summarized by a third-party consultant.

Analysis of this data will be submitted in an annual monitoring memorandum for City staff review and will be supported by semiannual coordination meetings with City staff and other major employers in Park City. This monitoring program will be used to enhance program offerings and avoid redundancy of service where public and private options overlap.

14.2 Regional Considerations

Park City Municipal Corporation has a stated goal of reducing traffic volumes by 20% from existing traffic volumes (the specific, reference time period is to-be-defined). Deer Valley has operated an effective and comprehensive TDM program for years in support of this goal, and the proposed opening of an additional portal to Deer Valley via Mayflower Resort will improve access to Deer Valley to any skiers visiting from the Wasatch Front or Back and not require a trip through Park City. While this change will not solve all of Park City's traffic challenges, it will likely divert a substantial portion of traffic destined for Deer Valley.

The Deer Valley TDM Plan is presented in full in **Attachment C**.

15. Conclusion/Recommendations

With proposed mitigations in place, all study intersections at which mitigations are feasible and supported by the community operate at acceptable levels of service under all Plus Project analysis scenarios. Through dedicated transit infrastructure, improved active transportation connections between the Project and Park City's existing active transportation network, a fully reworked parking system, and management of ongoing TDM offerings in addition to new measures, the Snow Park Village proposal aligns with the City's *Transit First* policy by encouraging travel by means other than driving alone.

Implementing a new traffic signal with transit preemption at the intersection of Doe Pass Road / Deer Valley Drive East will improve traffic operations and support transit. A new traffic signal at the reconfigured Y intersection of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West facilitates safer and more efficient movement for all modes. Implementing an off-street, multi-use path around the Deer Valley Drive loop will improve pedestrian and cyclist connectivity adjacent to the project site. Ongoing monitoring of TDM program effectiveness will maintain City-Deer Valley cooperation in pursuit of shared goals.

Appendix

L2 Data Collection

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Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 1

Groups Printed- General Traffic

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	**Thru**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Hard Left**	**Peds**	**App. Total**	**Hard Right**	**Thru**	**Peds**	**App. Total**	**Int. Total**
07:45 AM	71	123	0	194	19	4	0	23	2	18	0	20	237
Total	71	123	0	194	19	4	0	23	2	18	0	20	237
08:00 AM	110	101	0	211	34	2	0	36	5	21	1	27	274
08:15 AM	124	70	0	194	29	2	0	31	5	26	0	31	256
08:30 AM	117	55	0	172	53	10	0	63	4	29	0	33	268
08:45 AM	125	46	0	171	48	7	0	55	6	32	4	42	268
Total	476	272	0	748	164	21	0	185	20	108	5	133	1066
09:00 AM	111	35	0	146	54	7	0	61	2	31	0	33	240
09:15 AM	94	27	0	121	51	6	0	57	4	31	0	35	213
09:30 AM	77	42	0	119	55	13	0	68	4	43	0	47	234

Total	282	104	0	386	160	26	0	186	10	105	0	115	687

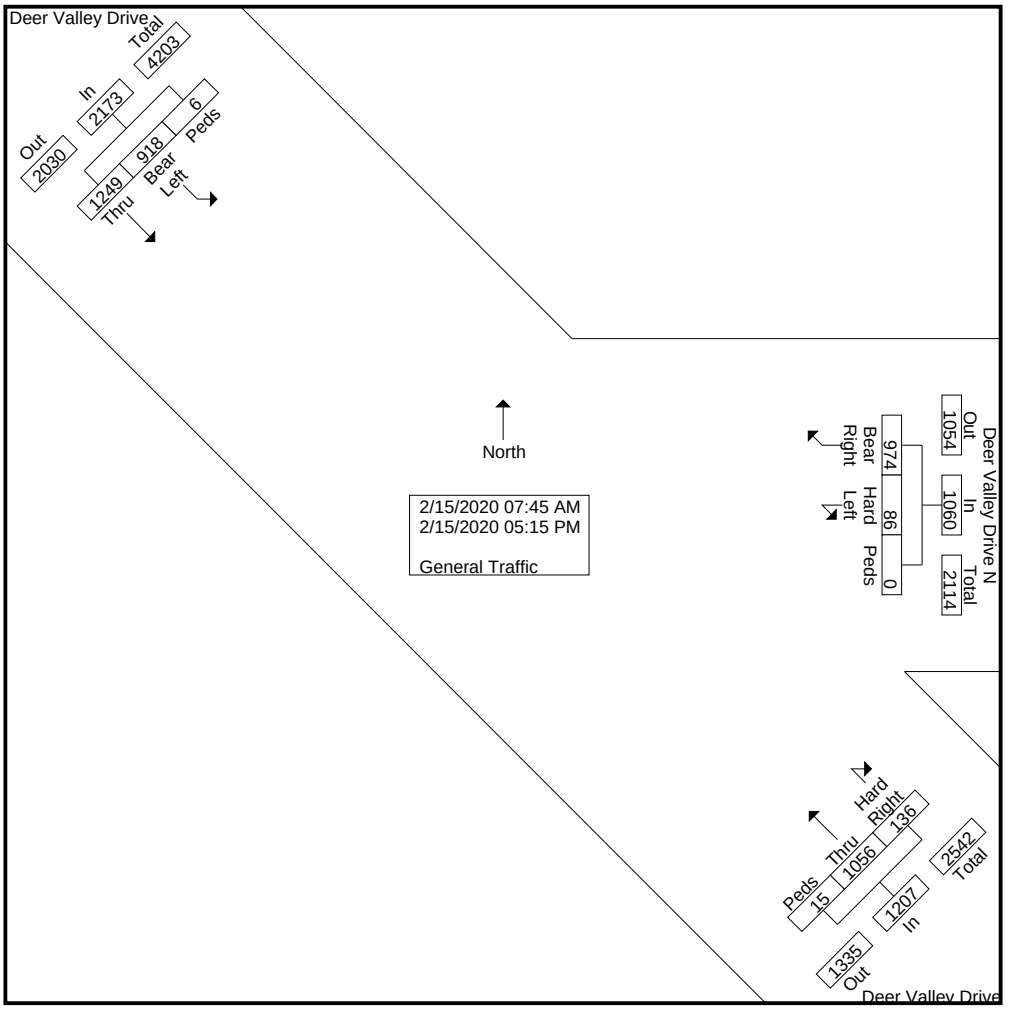
03:30 PM	81	47	0	128	67	4	0	71	13	69	0	82	281
03:45 PM	55	50	0	105	81	7	0	88	16	98	3	117	310
Total	136	97	0	233	148	11	0	159	29	167	3	199	591
04:00 PM	66	41	0	107	83	8	0	91	11	130	0	141	339
04:15 PM	46	49	6	101	73	3	0	76	18	155	0	173	350
04:30 PM	46	68	0	114	104	2	0	106	13	109	1	123	343
04:45 PM	54	58	0	112	71	5	0	76	13	91	2	106	294
Total	212	216	6	434	331	18	0	349	55	485	3	543	1326
05:00 PM	42	51	0	93	89	2	0	91	11	95	4	110	294
05:15 PM	30	55	0	85	63	4	0	67	9	78	0	87	239
Grand Total	1249	918	6	2173	974	86	0	1060	136	1056	15	1207	4440
Apprch %	57.5	42.2	0.3		91.9	8.1	0		11.3	87.5	1.2		
Total %	28.1	20.7	0.1	48.9	21.9	1.9	0	23.9	3.1	23.8	0.3	27.2	

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Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
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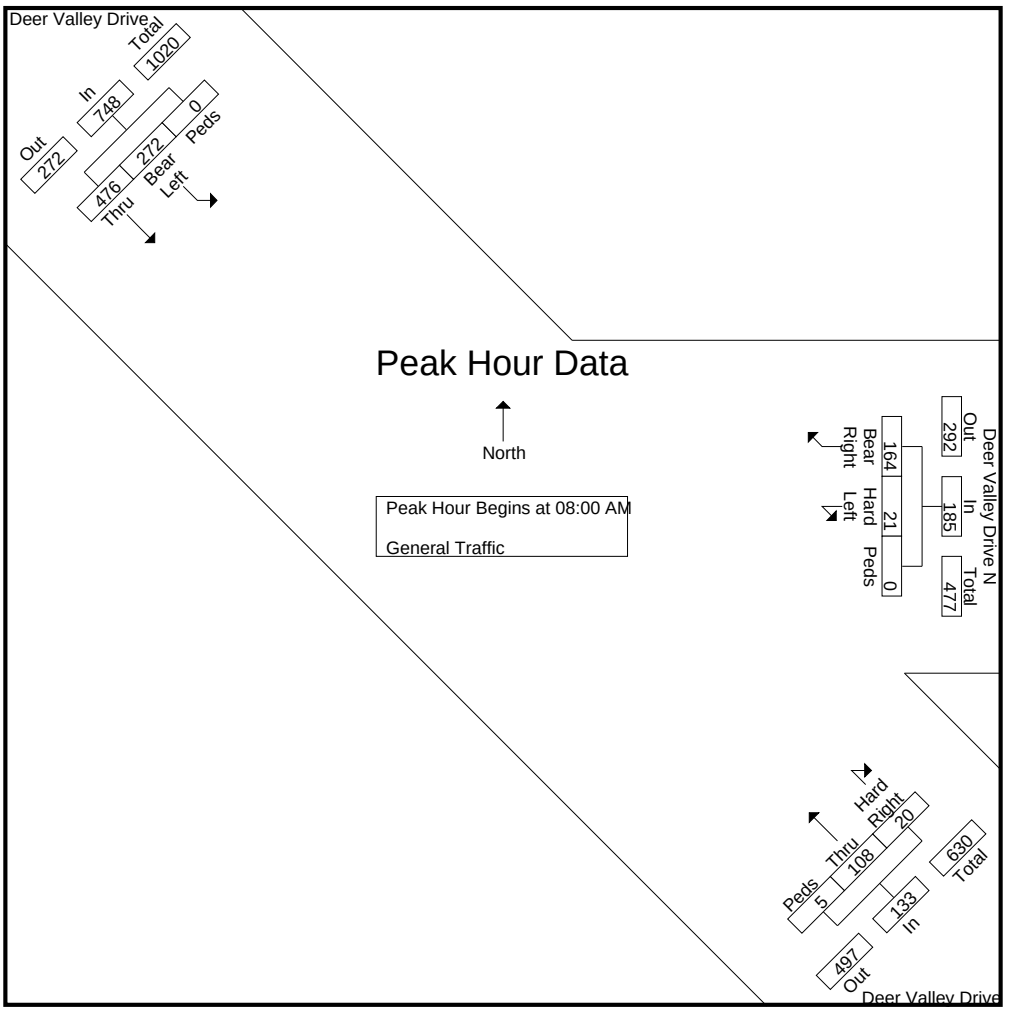
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File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
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	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	**Thru**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Hard Left**	**Peds**	**App. Total**	**Hard Right**	**Thru**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	110	**101**	0	**211**	34	2	0	36	5	21	1	27	**274**
08:15 AM	124	70	0	194	29	2	0	31	5	26	0	31	256
08:30 AM	117	55	0	172	**53**	**10**	0	**63**	4	29	0	33	268
08:45 AM	**125**	46	0	171	48	7	0	55	**6**	**32**	**4**	**42**	268
Total Volume	476	272	0	748	164	21	0	185	20	108	5	133	1066
% App. Total	63.6	36.4	0		88.6	11.4	0		15	81.2	3.8		
PHF	.952	.673	.000	.886	.774	.525	.000	.734	.833	.844	.313	.792	.973



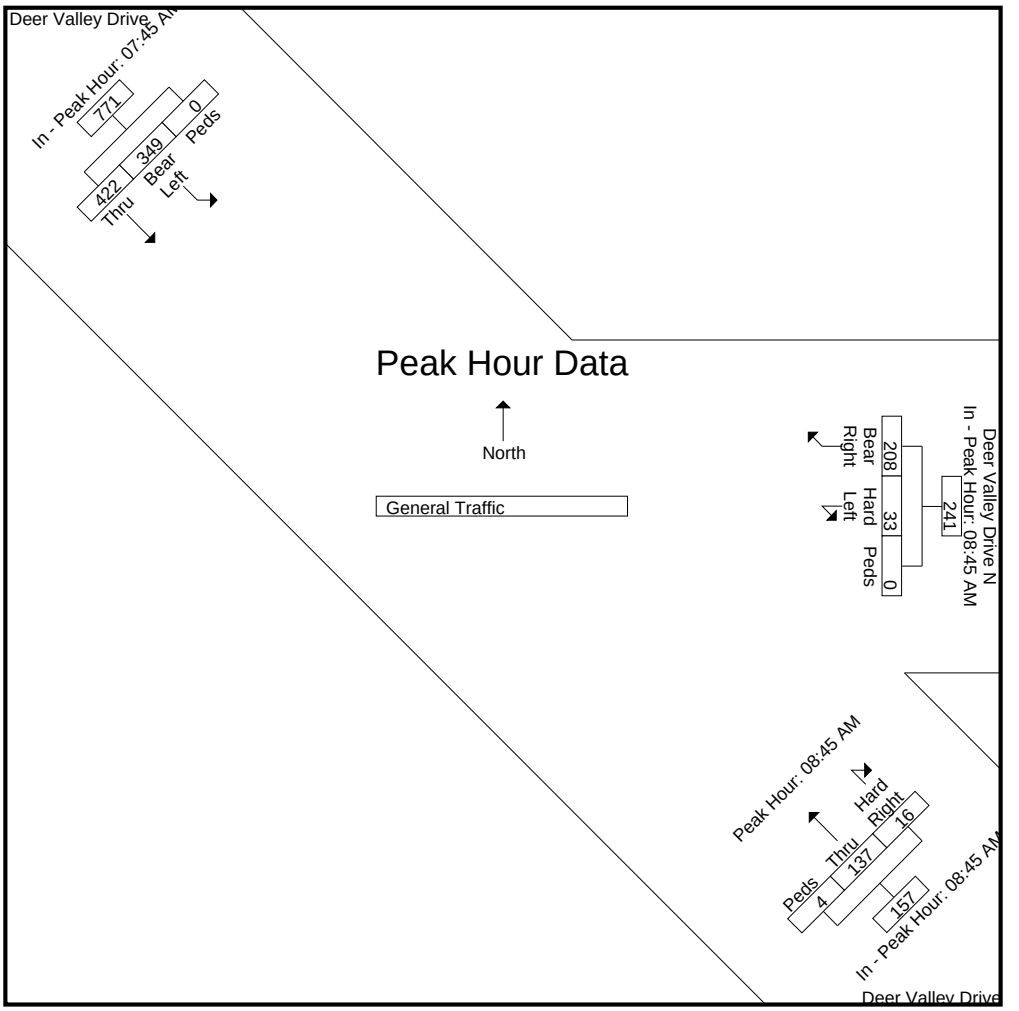
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Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 4

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 AM				08:45 AM				08:45 AM				
+0 mins.	71	**123**	0	194	48	7	0	55	**6**	32	**4**	42	
+15 mins.	110	101	0	**211**	54	7	0	61	2	31	0	33	
+30 mins.	**124**	70	0	194	51	6	0	57	4	31	0	35	
+45 mins.	117	55	0	172	**55**	**13**	0	**68**	4	**43**	0	**47**	
Total Volume	422	349	0	771	208	33	0	241	16	137	4	157	
% App. Total	54.7	45.3	0		86.3	13.7	0		10.2	87.3	2.5		
PHF	.851	.709	.000	.914	.945	.635	.000	.886	.667	.797	.250	.835	



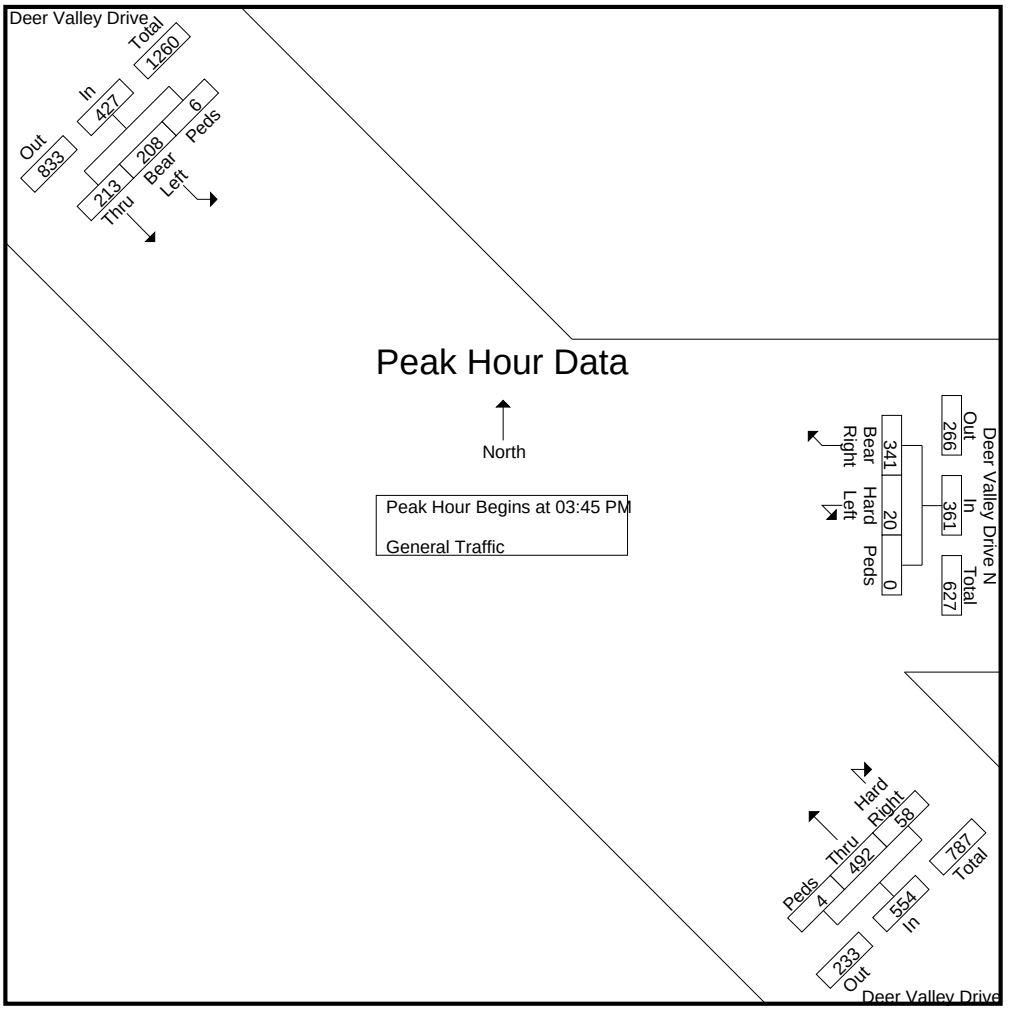
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Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 5

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	**Thru**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Hard Left**	**Peds**	**App. Total**	**Hard Right**	**Thru**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	55	50	0	105	81	7	0	88	16	98	**3**	117	310
04:00 PM	**66**	41	0	107	83	**8**	0	91	11	130	0	141	339
04:15 PM	46	49	**6**	101	73	3	0	76	**18**	**155**	0	**173**	**350**
04:30 PM	46	**68**	0	**114**	**104**	2	0	**106**	13	109	1	123	343
Total Volume	213	208	6	427	341	20	0	361	58	492	4	554	1342
% App. Total	49.9	48.7	1.4		94.5	5.5	0		10.5	88.8	0.7		
PHF	.807	.765	.250	.936	.820	.625	.000	.851	.806	.794	.333	.801	.959



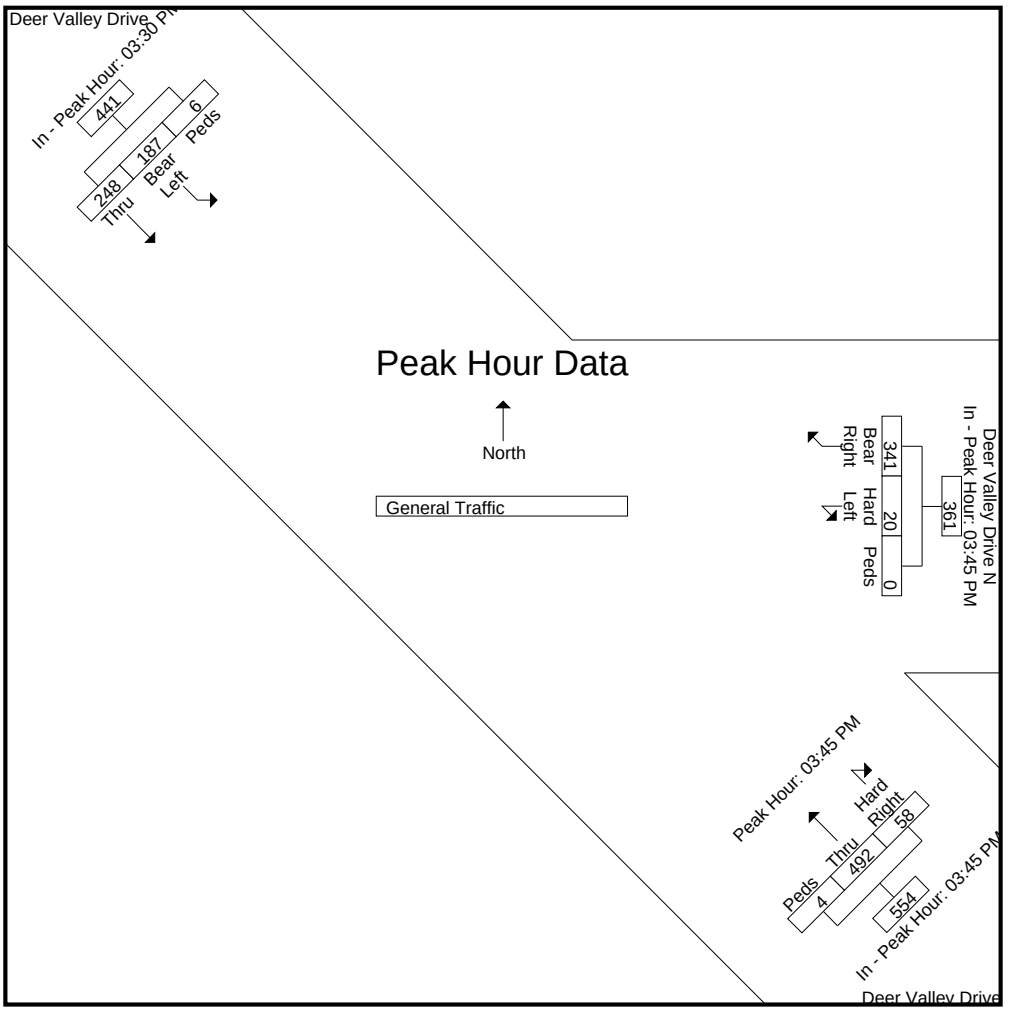
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Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 6

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	03:30 PM				03:45 PM				03:45 PM				
+0 mins.	**81**	47	0	**128**	81	7	0	88	16	98	**3**	117	
+15 mins.	55	**50**	0	105	83	**8**	0	91	11	130	0	141	
+30 mins.	66	41	0	107	73	3	0	76	**18**	**155**	0	**173**	
+45 mins.	46	49	**6**	101	**104**	2	0	**106**	13	109	1	123	
Total Volume	248	187	6	441	341	20	0	361	58	492	4	554	
% App. Total	56.2	42.4	1.4		94.5	5.5	0		10.5	88.8	0.7		
PHF	.765	.935	.250	.861	.820	.625	.000	.851	.806	.794	.333	.801	



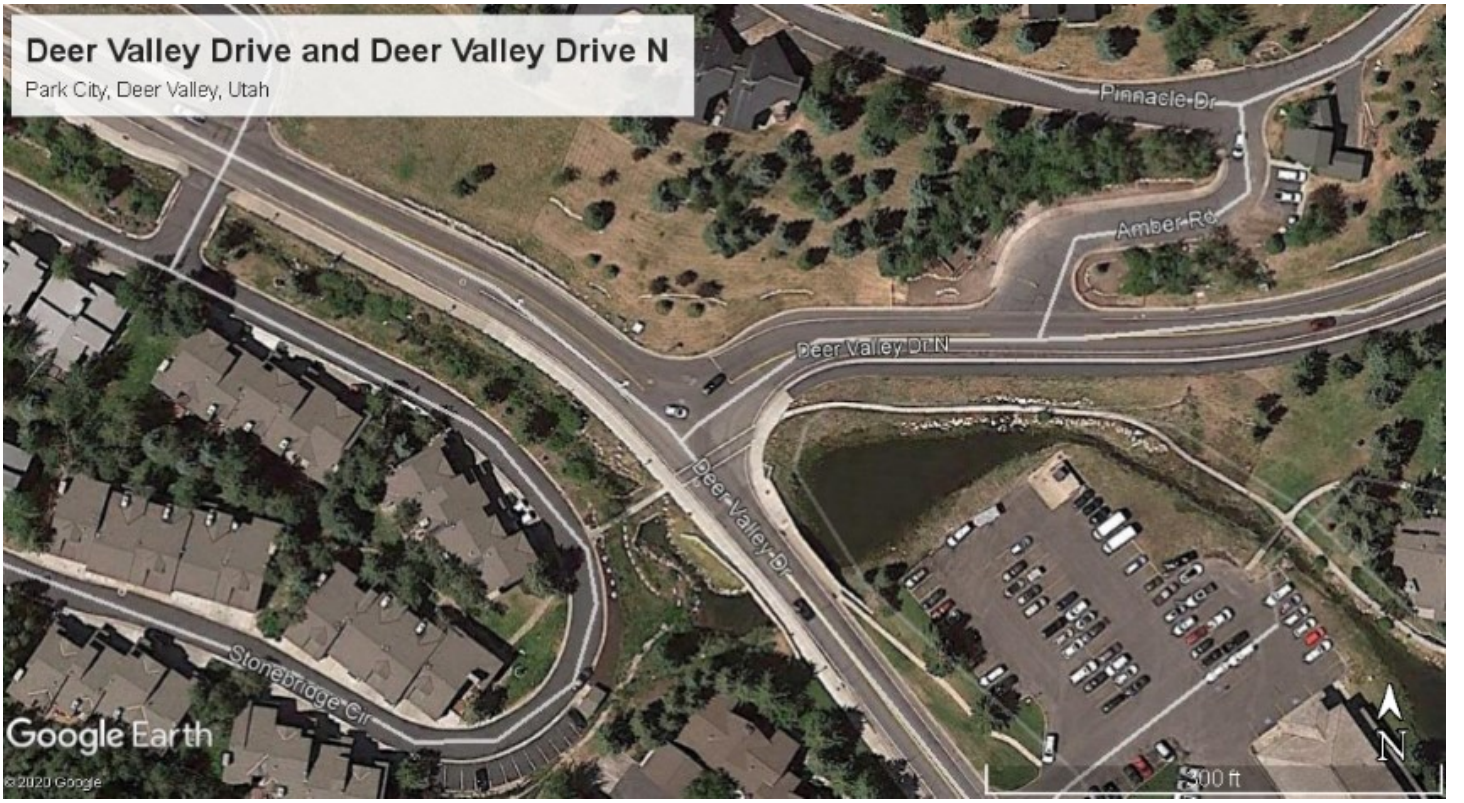
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Intersection:Deer Valley/ Deer Valley N
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Site Code : Day 1
Start Date : 2/15/2020
Page No : 7

Image 1



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Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 1

Groups Printed- General Traffic

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	**Thru**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Hard Left**	**Peds**	**App. Total**	**Hard Right**	**Thru**	**Peds**	**App. Total**	**Int. Total**
07:45 AM	53	73	0	126	21	1	0	22	2	21	0	23	171
Total	53	73	0	126	21	1	0	22	2	21	0	23	171
08:00 AM	104	59	0	163	38	0	0	38	2	19	0	21	222
08:15 AM	150	70	0	220	32	1	0	33	3	19	0	22	275
08:30 AM	160	35	0	195	36	5	0	41	5	33	0	38	274
08:45 AM	173	39	0	212	38	1	0	39	2	48	0	50	301
Total	587	203	0	790	144	7	0	151	12	119	0	131	1072
09:00 AM	144	32	0	176	50	0	0	50	5	47	1	53	279
09:15 AM	128	36	0	164	53	4	0	57	2	42	0	44	265
09:30 AM	149	35	0	184	43	5	0	48	2	31	1	34	266

Total	421	103	0	524	146	9	0	155	9	120	2	131	810

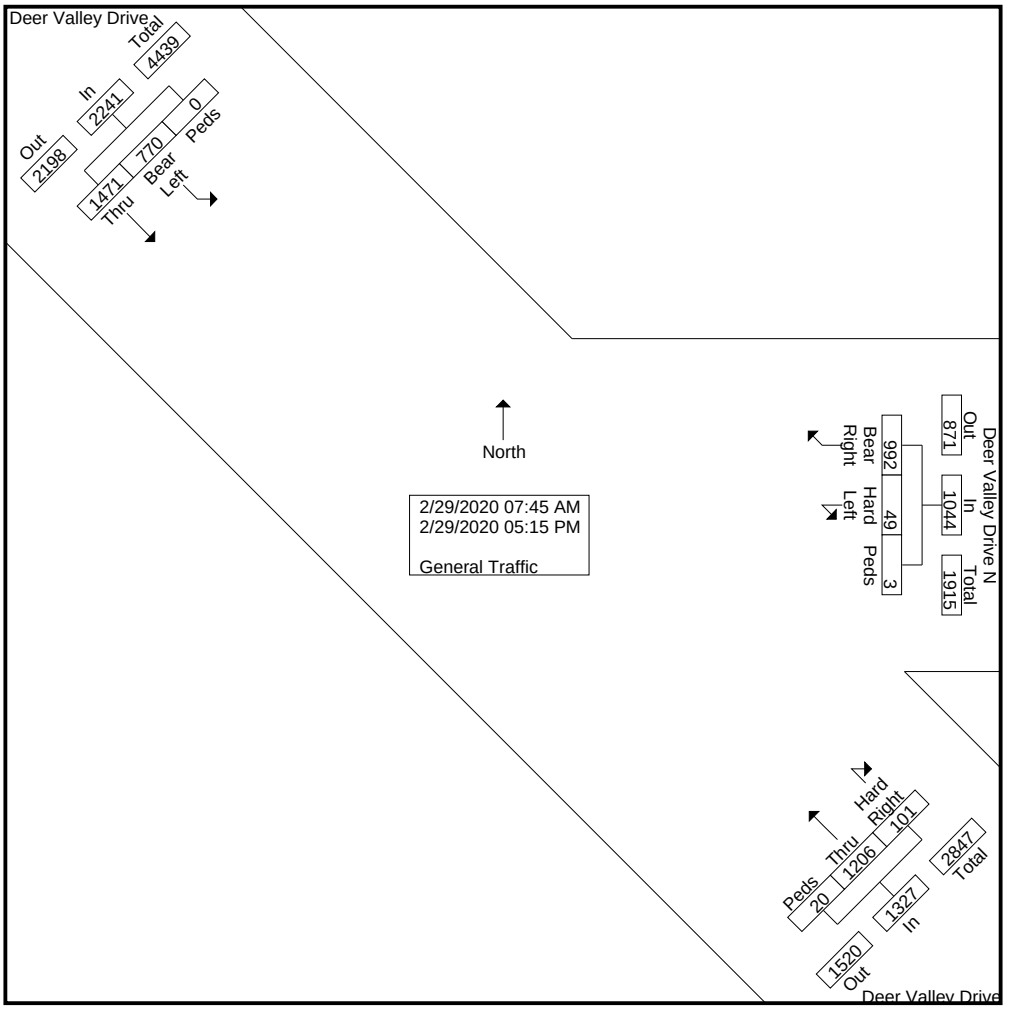
03:30 PM	66	48	0	114	103	3	1	107	10	111	0	121	342
03:45 PM	51	54	0	105	95	4	0	99	10	116	1	127	331
Total	117	102	0	219	198	7	1	206	20	227	1	248	673
04:00 PM	43	45	0	88	102	8	0	110	12	159	1	172	370
04:15 PM	63	52	0	115	76	8	2	86	9	140	0	149	350
04:30 PM	47	38	0	85	104	2	0	106	13	121	1	135	326
04:45 PM	57	61	0	118	66	2	0	68	6	97	4	107	293
Total	210	196	0	406	348	20	2	370	40	517	6	563	1339
05:00 PM	52	44	0	96	80	4	0	84	11	113	2	126	306
05:15 PM	31	49	0	80	55	1	0	56	7	89	9	105	241
Grand Total	1471	770	0	2241	992	49	3	1044	101	1206	20	1327	4612
Apprch %	65.6	34.4	0		95	4.7	0.3		7.6	90.9	1.5		
Total %	31.9	16.7	0	48.6	21.5	1.1	0.1	22.6	2.2	26.1	0.4	28.8	

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Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 2



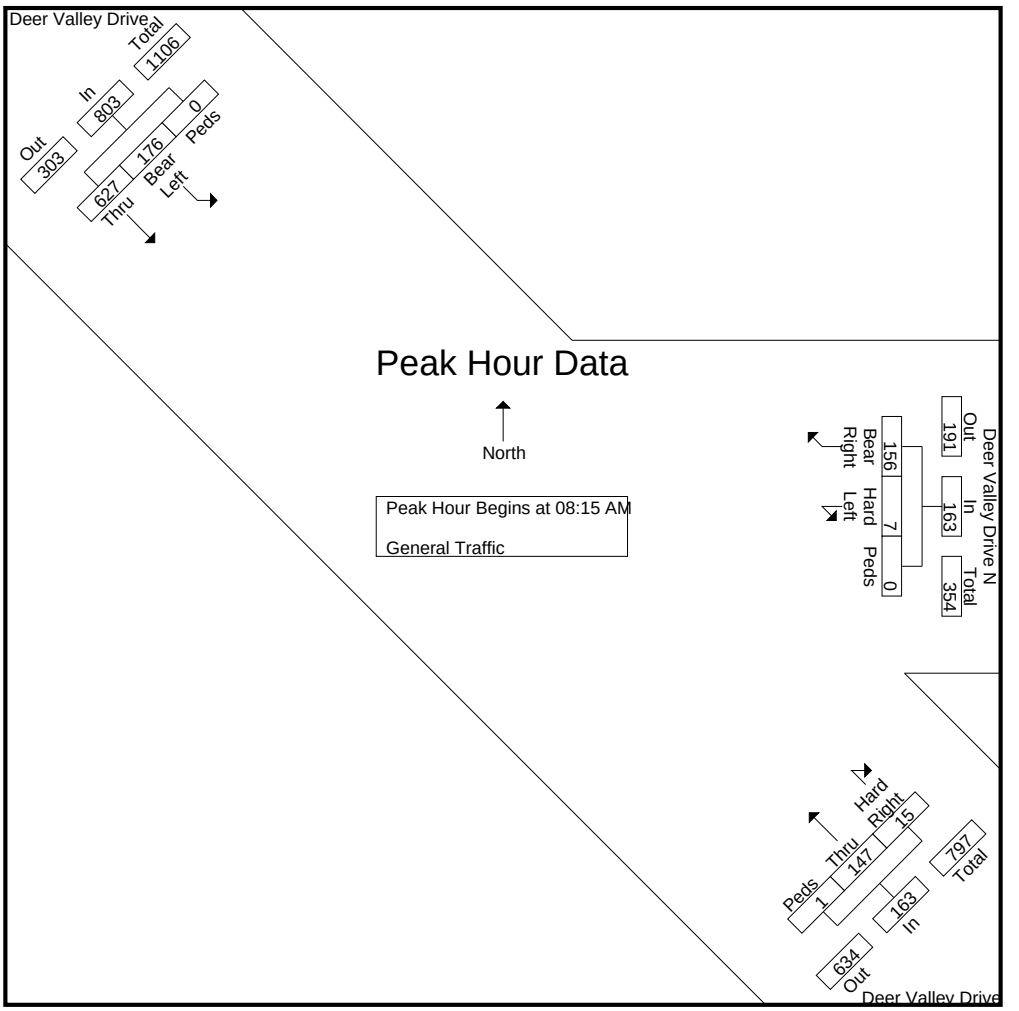
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Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
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	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	**Thru**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Hard Left**	**Peds**	**App. Total**	**Hard Right**	**Thru**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:15 AM													
08:15 AM	150	**70**	0	**220**	32	1	0	33	3	19	0	22	275
08:30 AM	160	35	0	195	36	**5**	0	41	**5**	33	0	38	274
08:45 AM	**173**	39	0	212	38	1	0	39	2	**48**	0	50	**301**
09:00 AM	144	32	0	176	**50**	0	0	**50**	5	47	**1**	**53**	279
Total Volume	627	176	0	803	156	7	0	163	15	147	1	163	1129
% App. Total	78.1	21.9	0		95.7	4.3	0		9.2	90.2	0.6		
PHF	.906	.629	.000	.913	.780	.350	.000	.815	.750	.766	.250	.769	.938



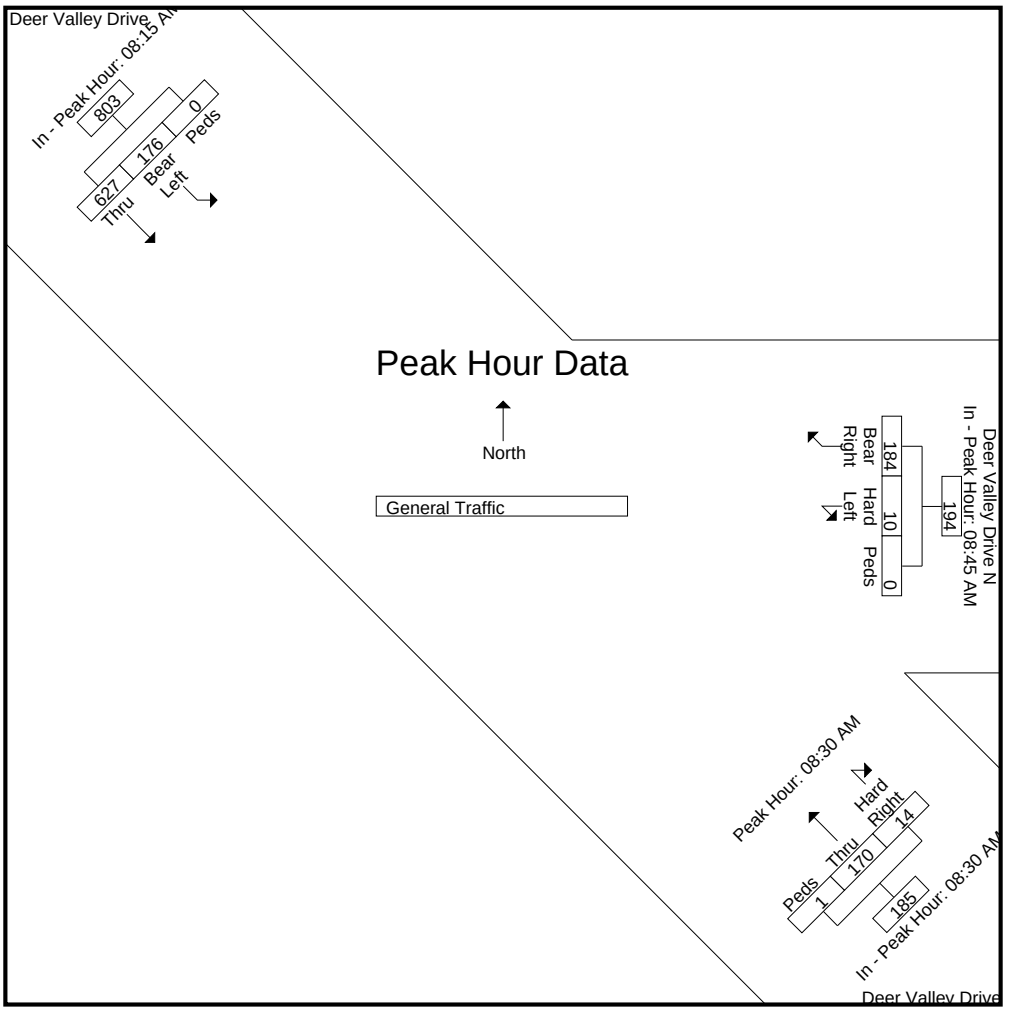
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 4

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	**Thru**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Hard Left**	**Peds**	**App. Total**	**Hard Right**	**Thru**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:15 AM				08:45 AM				08:30 AM				
+0 mins.	150	**70**	0	**220**	38	1	0	39	**5**	33	0	38	
+15 mins.	160	35	0	195	50	0	0	50	2	**48**	0	50	
+30 mins.	**173**	39	0	212	**53**	4	0	**57**	5	47	**1**	**53**	
+45 mins.	144	32	0	176	43	**5**	0	48	2	42	0	44	
Total Volume	627	176	0	803	184	10	0	194	14	170	1	185	
% App. Total	78.1	21.9	0		94.8	5.2	0		7.6	91.9	0.5		
PHF	.906	.629	.000	.913	.868	.500	.000	.851	.700	.885	.250	.873	



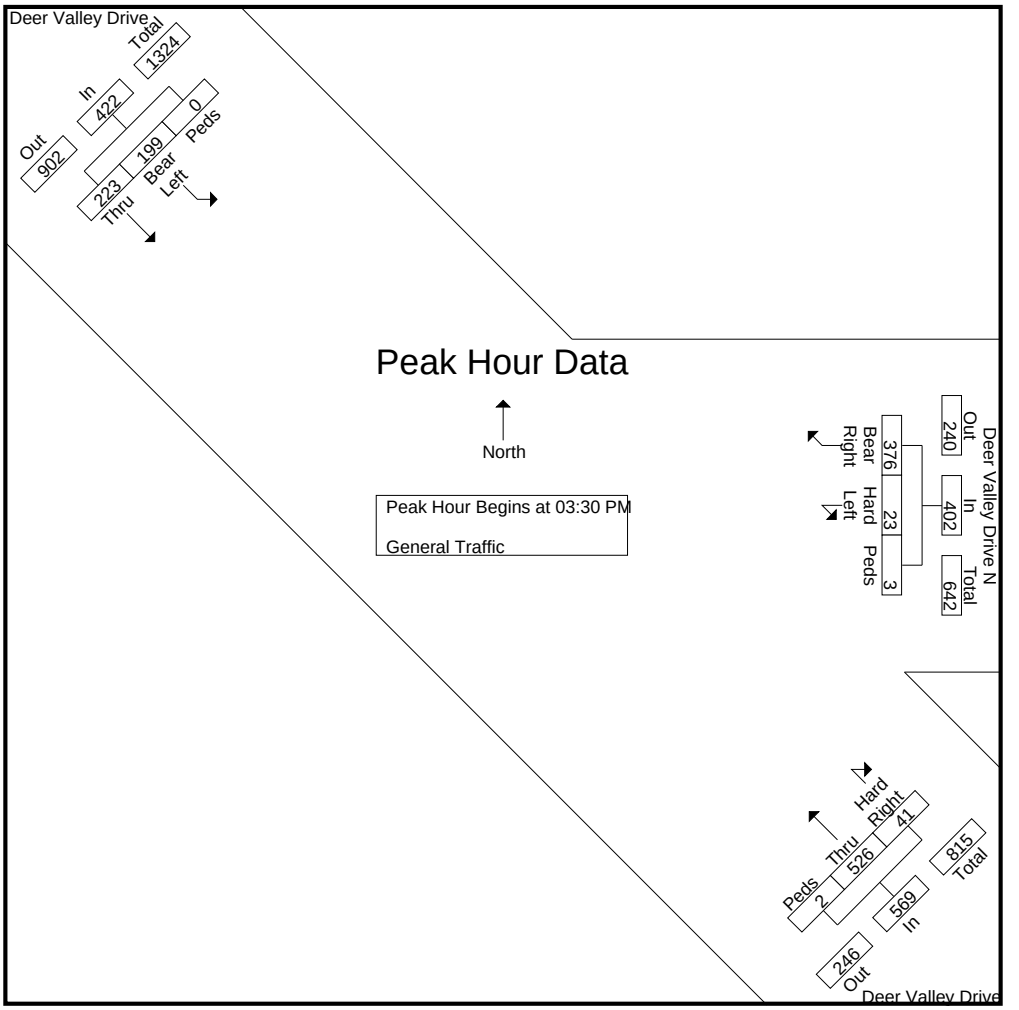
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Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 5

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	**Thru**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Hard Left**	**Peds**	**App. Total**	**Hard Right**	**Thru**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	**66**	48	0	114	**103**	3	1	107	10	111	0	121	342
03:45 PM	51	**54**	0	105	95	4	0	99	10	116	**1**	127	331
04:00 PM	43	45	0	88	102	**8**	0	**110**	**12**	**159**	1	**172**	**370**
04:15 PM	63	52	0	**115**	76	8	**2**	86	9	140	0	149	350
Total Volume	223	199	0	422	376	23	3	402	41	526	2	569	1393
% App. Total	52.8	47.2	0		93.5	5.7	0.7		7.2	92.4	0.4		
PHF	.845	.921	.000	.917	.913	.719	.375	.914	.854	.827	.500	.827	.941



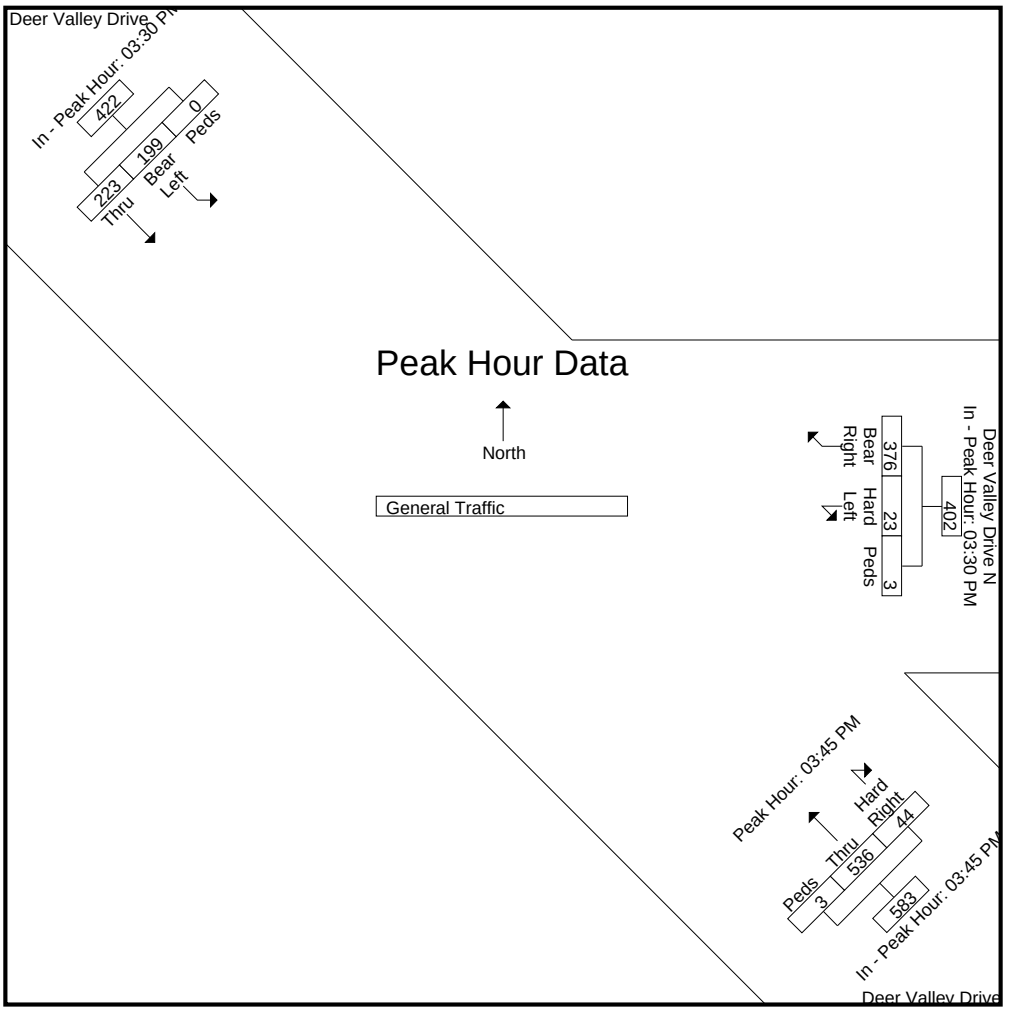
L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 6

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	03:30 PM				03:30 PM				03:45 PM				
+0 mins.	**66**	48	0	114	**103**	3	1	107	10	116	**1**	127	
+15 mins.	51	**54**	0	105	95	4	0	99	12	**159**	1	**172**	
+30 mins.	43	45	0	88	102	**8**	0	**110**	9	140	0	149	
+45 mins.	63	52	0	**115**	76	8	**2**	86	**13**	121	1	135	
Total Volume	223	199	0	422	376	23	3	402	44	536	3	583	
% App. Total	52.8	47.2	0		93.5	5.7	0.7		7.5	91.9	0.5		
PHF	.845	.921	.000	.917	.913	.719	.375	.914	.846	.843	.750	.847	



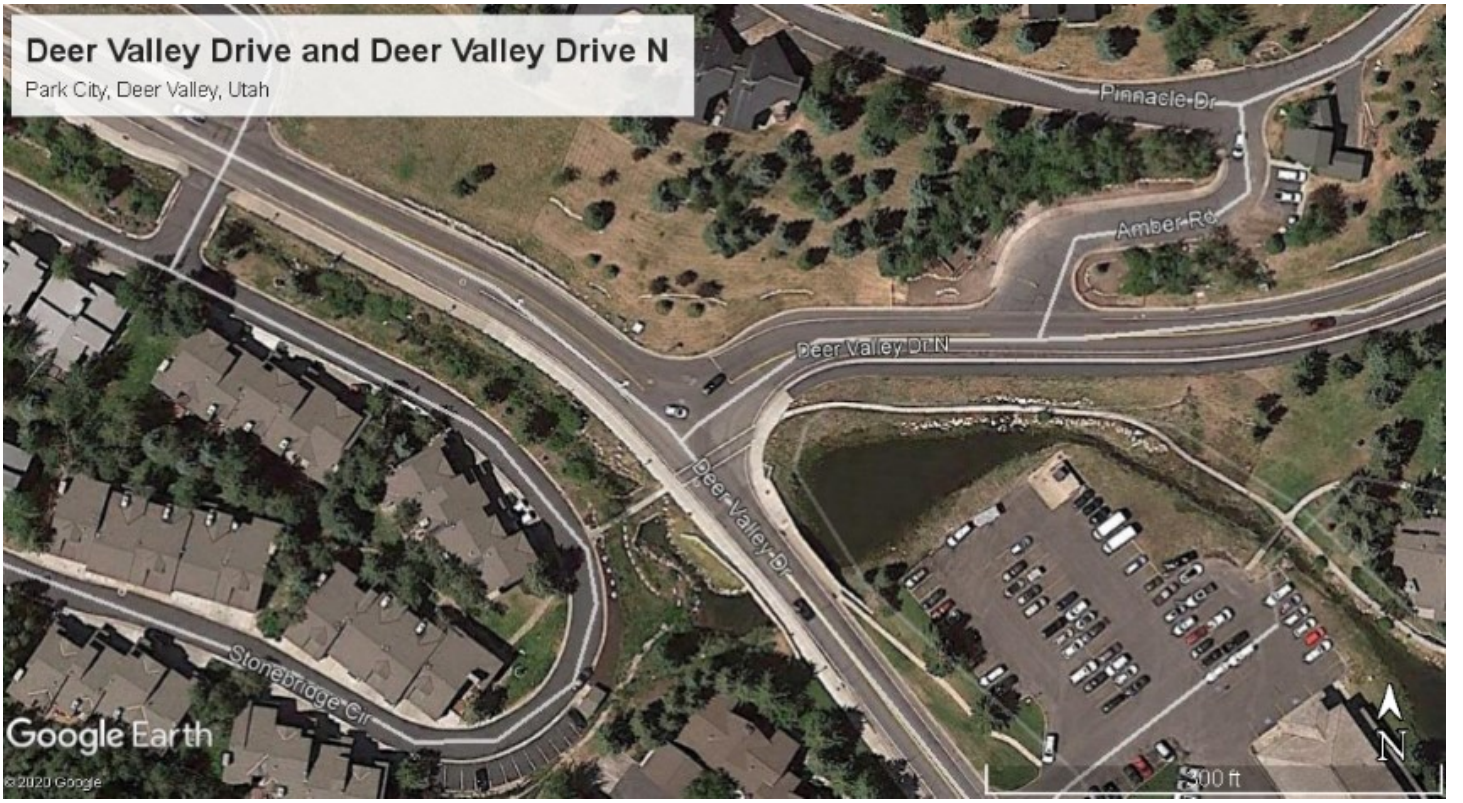
L2 Data Collection

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Study: FEHR0119
Intersection:Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 7

Image 1



L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 1

Groups Printed- General Traffic - Turns

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:45 AM	1	105	141	0	247	37	2	5	0	44	3	19	0	1	23	1	3	1	0	5	319
Total	1	105	141	0	247	37	2	5	0	44	3	19	0	1	23	1	3	1	0	5	319
08:00 AM	2	59	173	0	234	30	2	1	0	33	12	23	0	1	36	1	3	0	1	5	308
08:15 AM	3	78	171	0	252	46	3	4	0	53	12	22	0	1	35	0	3	0	2	5	345
08:30 AM	1	79	171	0	251	39	4	11	0	54	13	22	0	2	37	3	7	0	1	11	353
08:45 AM	2	74	178	0	254	55	4	6	2	67	16	26	1	3	46	3	6	1	4	14	381
Total	8	290	693	0	991	170	13	22	2	207	53	93	1	7	154	7	19	1	8	35	1387
09:00 AM	3	70	140	0	213	74	4	4	2	84	8	31	0	8	47	4	3	1	6	14	358
09:15 AM	1	74	114	3	192	63	2	6	2	73	9	31	0	1	41	0	4	0	1	5	311
09:30 AM	1	66	116	0	183	75	0	2	2	79	7	35	0	0	42	0	3	1	1	5	309

Total	5	210	370	3	588	212	6	12	6	236	24	97	0	9	130	4	10	2	8	24	978

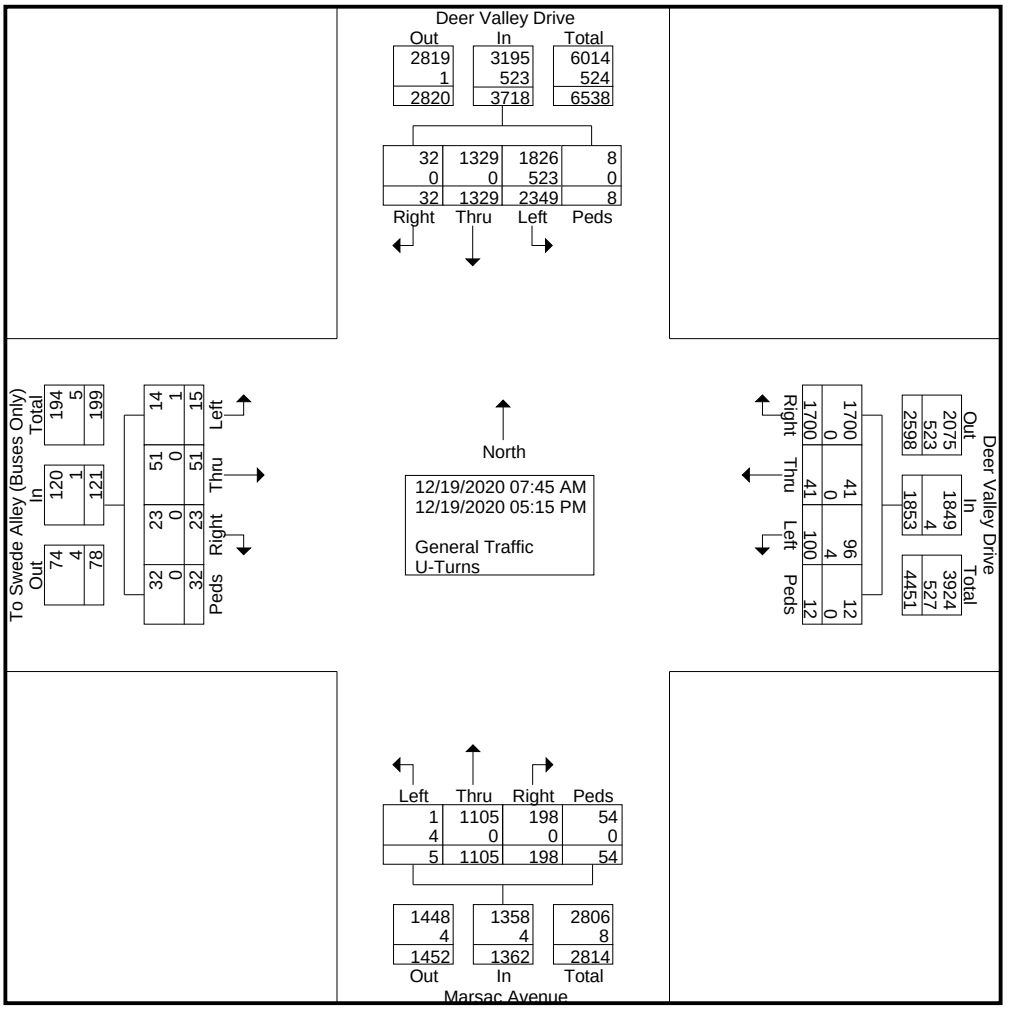
03:30 PM	5	97	155	0	257	155	2	7	0	164	18	97	0	5	120	4	0	3	0	7	548
03:45 PM	2	90	162	0	254	157	4	9	0	170	17	116	0	7	140	2	4	1	4	11	575
Total	7	187	317	0	511	312	6	16	0	334	35	213	0	12	260	6	4	4	4	18	1123
04:00 PM	1	101	141	0	243	177	1	12	0	190	9	106	1	7	123	1	2	0	3	6	562
04:15 PM	1	93	129	5	228	180	3	9	1	193	16	106	1	2	125	0	3	0	2	5	551
04:30 PM	2	91	144	0	237	176	4	5	0	185	16	100	0	7	123	2	2	4	1	9	554
04:45 PM	3	83	145	0	231	139	3	10	0	152	16	135	1	3	155	0	4	1	0	5	543
Total	7	368	559	5	939	672	11	36	1	720	57	447	3	19	526	3	11	5	6	25	2210
05:00 PM	1	74	135	0	210	129	3	5	1	138	11	104	0	3	118	1	2	1	2	6	472
05:15 PM	3	95	134	0	232	168	0	4	2	174	15	132	1	3	151	1	2	1	4	8	565
Grand Total	32	1329	2349	8	3718	1700	41	100	12	1853	198	1105	5	54	1362	23	51	15	32	121	7054
Apprch %	0.9	35.7	63.2	0.2		91.7	2.2	5.4	0.6		14.5	81.1	0.4	4		19	42.1	12.4	26.4		
Total %	0.5	18.8	33.3	0.1	52.7	24.1	0.6	1.4	0.2	26.3	2.8	15.7	0.1	0.8	19.3	0.3	0.7	0.2	0.5	1.7	
General Traffic	32	1329	1826	8	3195	1700	41	96	12	1849	198	1105	1	54	1358	23	51	14	32	120	6522
% General Traffic	100	100	77.7	100	85.9	100	100	96	100	99.8	100	100	20	100	99.7	100	100	93.3	100	99.2	92.5
U-Turns	0	0	523	0	523	0	0	4	0	4	0	0	4	0	4	0	0	1	0	1	532
% U-Turns	0	0	22.3	0	14.1	0	0	4	0	0.2	0	0	80	0	0.3	0	0	6.7	0	0.8	7.5

L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 2



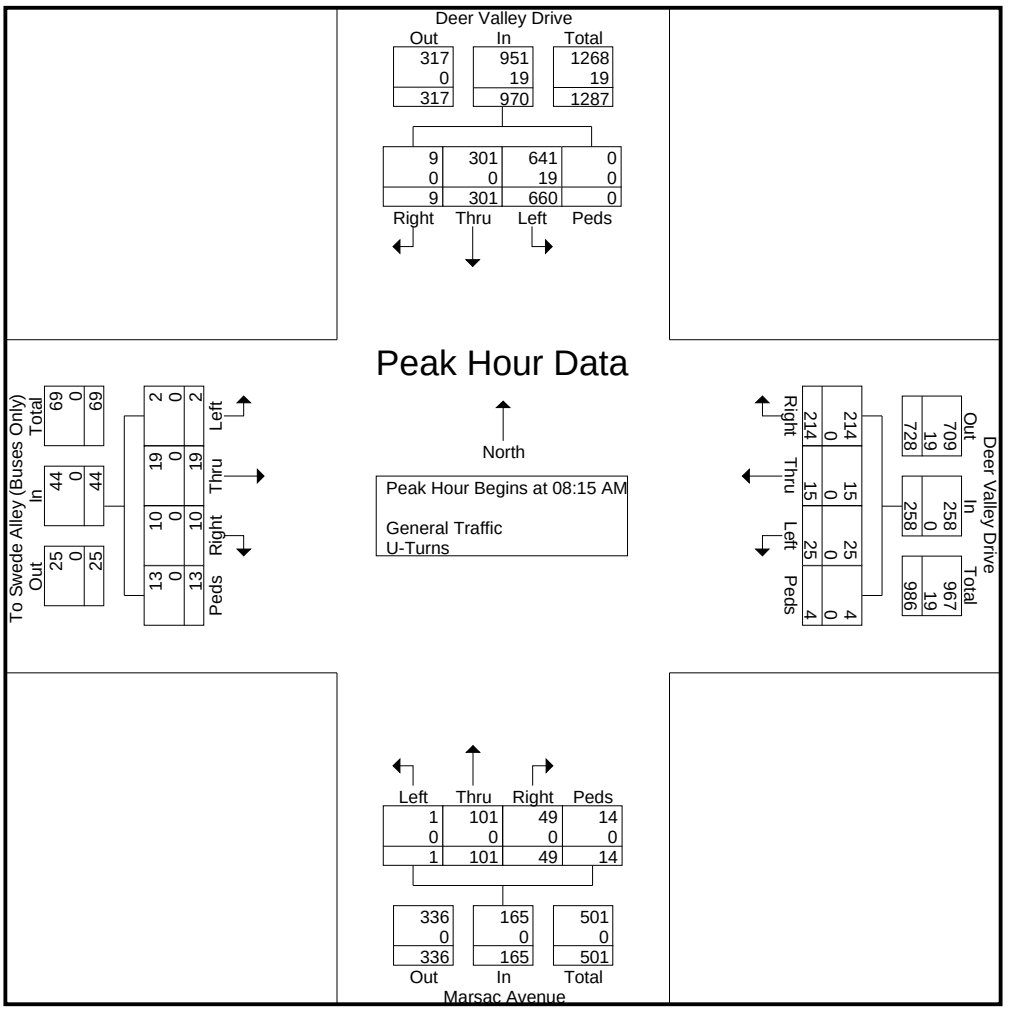
L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 3

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	**3**	78	171	0	252	46	3	4	0	53	12	22	0	1	35	0	3	0	2	5	345
08:30 AM	1	**79**	171	0	251	39	**4**	**11**	0	54	13	22	0	2	37	3	**7**	0	1	11	353
08:45 AM	2	74	**178**	0	**254**	55	4	6	**2**	67	**16**	26	**1**	3	46	3	6	**1**	4	**14**	**381**
09:00 AM	3	70	140	0	213	**74**	4	4	2	**84**	8	**31**	0	**8**	**47**	**4**	3	1	**6**	14	358
Total Volume	9	301	660	0	970	214	15	25	4	258	49	101	1	14	165	10	19	2	13	44	1437
% App. Total	0.9	31	68	0		82.9	5.8	9.7	1.6		29.7	61.2	0.6	8.5		22.7	43.2	4.5	29.5		
PHF	.750	.953	.927	.000	.955	.723	.938	.568	.500	.768	.766	.815	.250	.438	.878	.625	.679	.500	.542	.786	.943
General Traffic	9	301	641	0	951	214	15	25	4	258	49	101	1	14	165	10	19	2	13	44	1418
% General Traffic	100	100	97.1	0	98.0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	98.7
U-Turns	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
% U-Turns	0	0	2.9	0	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3



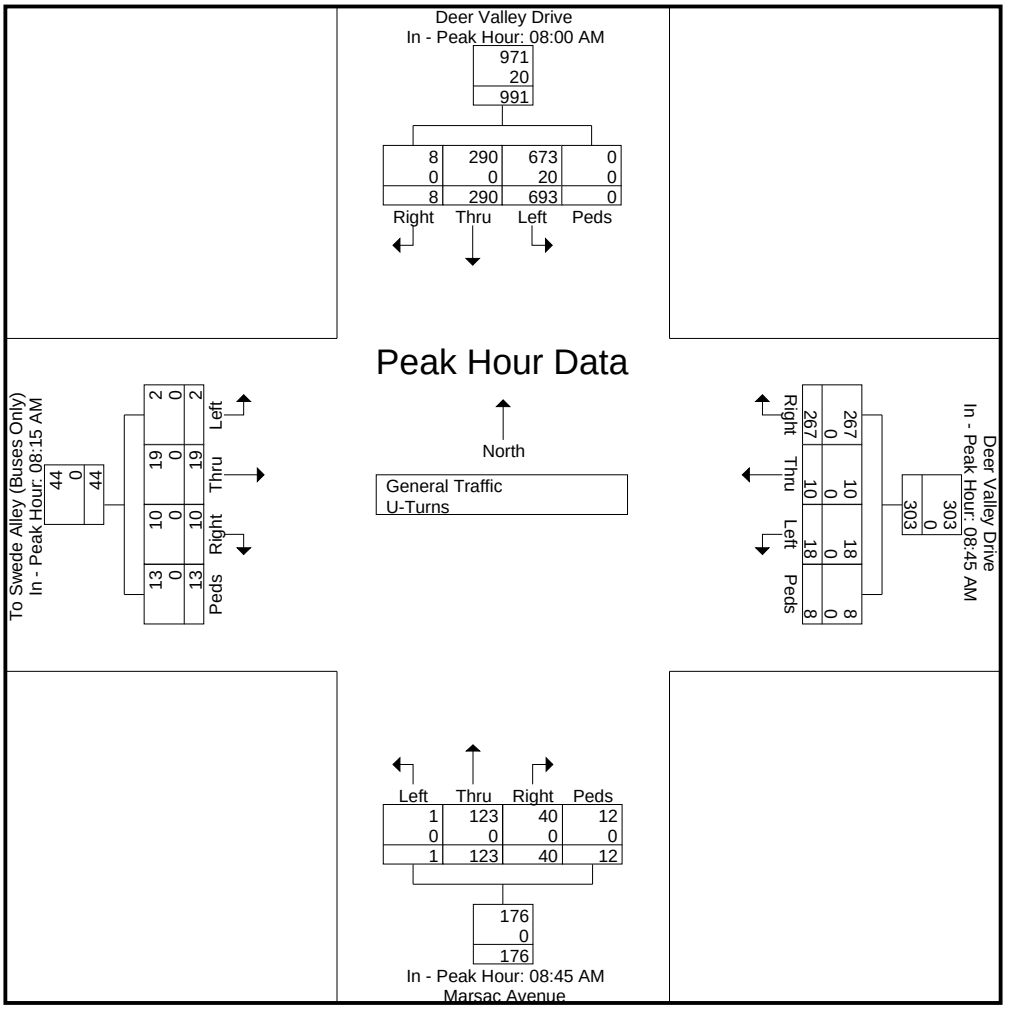
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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 4

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					08:45 AM					08:45 AM					08:15 AM					
+0 mins.	2	59	173	0	234	55	**4**	**6**	**2**	67	**16**	26	**1**	3	46	0	3	0	2	5	
+15 mins.	**3**	78	171	0	252	74	4	4	2	**84**	8	31	0	**8**	**47**	3	**7**	0	1	11	
+30 mins.	1	**79**	171	0	251	63	2	6	2	73	9	31	0	1	41	3	6	**1**	4	**14**	
+45 mins.	2	74	**178**	0	**254**	**75**	0	2	2	79	7	**35**	0	0	42	**4**	3	1	**6**	14	
Total Volume	8	290	693	0	991	267	10	18	8	303	40	123	1	12	176	10	19	2	13	44	
% App. Total	0.8	29.3	69.9	0		88.1	3.3	5.9	2.6		22.7	69.9	0.6	6.8		22.7	43.2	4.5	29.5		
PHF	.667	.918	.973	.000	.975	.890	.625	.750	1.000	.902	.625	.879	.250	.375	.936	.625	.679	.500	.542	.786	
General Traffic	8	290	673	0	971	267	10	18	8	303	40	123	1	12	176	10	19	2	13	44	
% General Traffic	100	100	97.1	0	98	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
U-Turns	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% U-Turns	0	0	2.9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



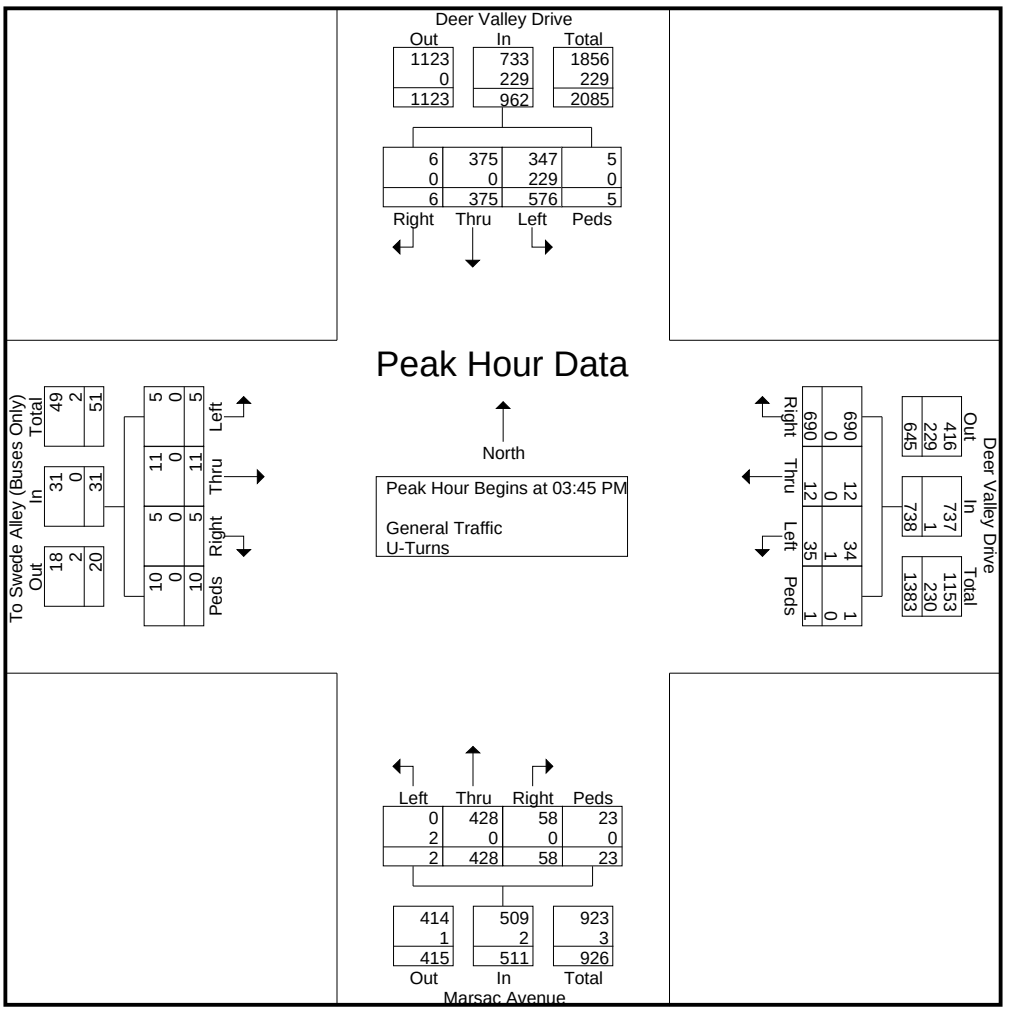
L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 5

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	**2**	90	**162**	0	**254**	157	**4**	9	0	170	**17**	**116**	0	**7**	**140**	**2**	**4**	1	**4**	**11**	**575**
04:00 PM	1	**101**	141	0	243	177	1	**12**	0	190	9	106	**1**	7	123	1	2	0	3	6	562
04:15 PM	1	93	129	**5**	228	**180**	3	9	**1**	**193**	16	106	1	2	125	0	3	0	2	5	551
04:30 PM	2	91	144	0	237	176	4	5	0	185	16	100	0	7	123	2	2	**4**	1	9	554
Total Volume	6	375	576	5	962	690	12	35	1	738	58	428	2	23	511	5	11	5	10	31	2242
% App. Total	0.6	39	59.9	0.5		93.5	1.6	4.7	0.1		11.4	83.8	0.4	4.5		16.1	35.5	16.1	32.3		
PHF	.750	.928	.889	.250	.947	.958	.750	.729	.250	.956	.853	.922	.500	.821	.913	.625	.688	.313	.625	.705	.975
General Traffic	6	375	347	5	733	690	12	34	1	737	58	428	0	23	509	5	11	5	10	31	2010
% General Traffic	100	100	60.2	100	76.2	100	100	97.1	100	99.9	100	100	0	100	99.6	100	100	100	100	100	89.7
U-Turns	0	0	229	0	229	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	232
% U-Turns	0	0	39.8	0	23.8	0	0	2.9	0	0.1	0	0	100	0	0.4	0	0	0	0	0	10.3



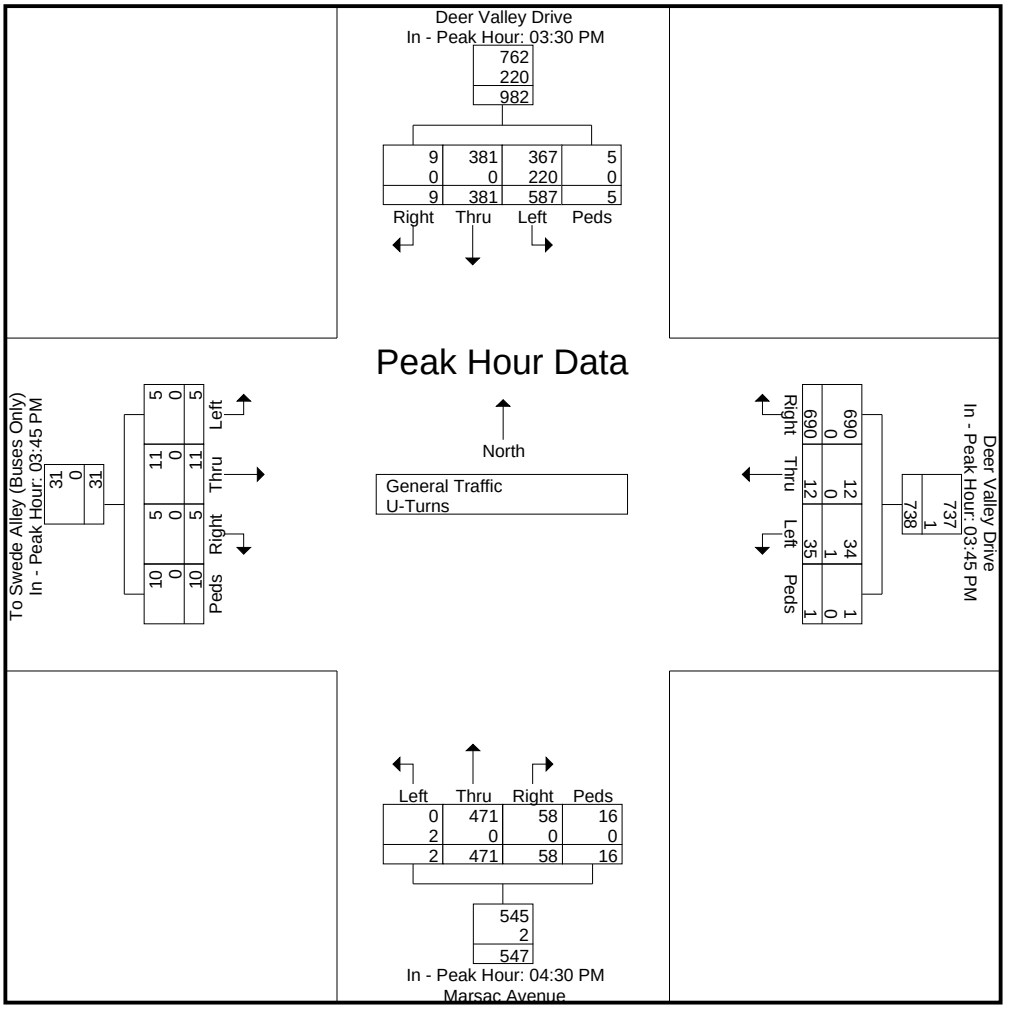
L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 6

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:45 PM					04:30 PM					03:45 PM					
+0 mins.	**5**	97	155	0	**257**	157	**4**	9	0	170	**16**	100	0	**7**	123	**2**	**4**	1	**4**	**11**	
+15 mins.	2	90	**162**	0	254	177	1	**12**	0	190	16	**135**	**1**	3	**155**	1	2	0	3	6	
+30 mins.	1	**101**	141	0	243	**180**	3	9	**1**	**193**	11	104	0	3	118	0	3	0	2	5	
+45 mins.	1	93	129	**5**	228	176	4	5	0	185	15	132	1	3	151	2	2	**4**	1	9	
Total Volume	9	381	587	5	982	690	12	35	1	738	58	471	2	16	547	5	11	5	10	31	
% App. Total	0.9	38.8	59.8	0.5		93.5	1.6	4.7	0.1		10.6	86.1	0.4	2.9		16.1	35.5	16.1	32.3		
PHF	.450	.943	.906	.250	.955	.958	.750	.729	.250	.956	.906	.872	.500	.571	.882	.625	.688	.313	.625	.705	
General Traffic	9	381	367	5	762	690	12	34	1	737	58	471	0	16	545	5	11	5	10	31	
% General Traffic	100	100	62.5	100	77.6	100	100	97.1	100	99.9	100	100	0	100	99.6	100	100	100	100	100	
U-Turns	0	0	220	0	220	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	
% U-Turns	0	0	37.5	0	22.4	0	0	2.9	0	0.1	0	0	100	0	0.4	0	0	0	0	0	



L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 7

Image 1



L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 1

Groups Printed- General Traffic

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	**Bear Right**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Left**	**Peds**	**App. Total**	**Right**	**Bear Left**	**Peds**	**App. Total**	**Int. Total**
07:45 AM	34	138	0	172	21	37	0	58	137	13	0	150	380
Total	34	138	0	172	21	37	0	58	137	13	0	150	380
08:00 AM	26	111	0	137	30	42	0	72	147	8	0	155	364
08:15 AM	49	115	0	164	24	60	0	84	141	14	0	155	403
08:30 AM	51	113	0	164	23	48	0	71	137	23	0	160	395
08:45 AM	40	130	0	170	32	58	0	90	137	23	0	160	420
Total	166	469	0	635	109	208	0	317	562	68	0	630	1582
09:00 AM	28	111	0	139	49	57	0	106	120	29	0	149	394
09:15 AM	22	85	0	107	27	70	0	97	112	34	0	146	350
09:30 AM	26	90	0	116	38	54	0	92	121	30	0	151	359

Total	76	286	0	362	114	181	0	295	353	93	0	446	1103

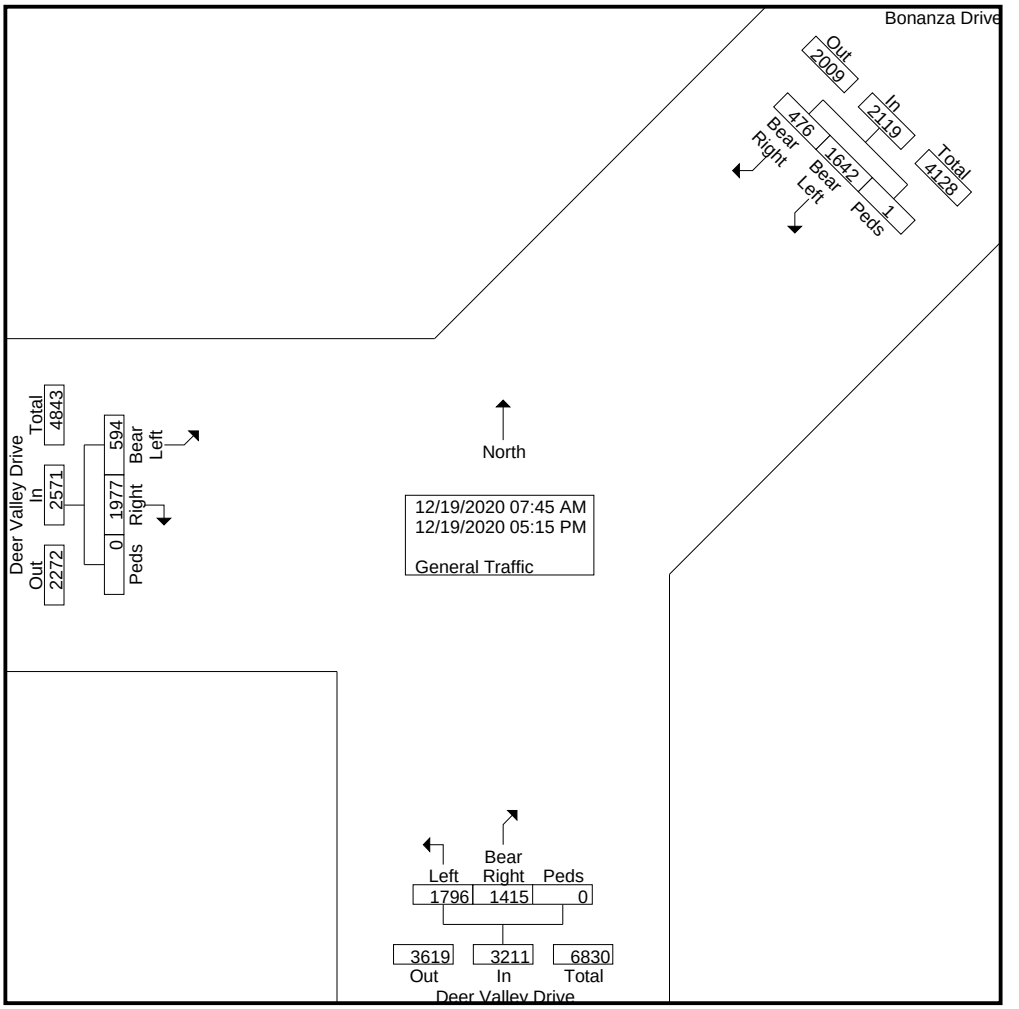
03:30 PM	23	90	0	113	146	174	0	320	120	58	0	178	611
03:45 PM	41	110	1	152	147	184	0	331	110	67	0	177	660
Total	64	200	1	265	293	358	0	651	230	125	0	355	1271
04:00 PM	25	92	0	117	155	175	0	330	119	59	0	178	625
04:15 PM	26	103	0	129	142	177	0	319	110	63	0	173	621
04:30 PM	31	94	0	125	176	182	0	358	99	50	0	149	632
04:45 PM	17	86	0	103	130	166	0	296	121	44	0	165	564
Total	99	375	0	474	603	700	0	1303	449	216	0	665	2442
05:00 PM	21	81	0	102	136	171	0	307	110	41	0	151	560
05:15 PM	16	93	0	109	139	141	0	280	136	38	0	174	563
Grand Total	476	1642	1	2119	1415	1796	0	3211	1977	594	0	2571	7901
Apprch %	22.5	77.5	0		44.1	55.9	0		76.9	23.1	0		
Total %	6	20.8	0	26.8	17.9	22.7	0	40.6	25	7.5	0	32.5	

L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 2



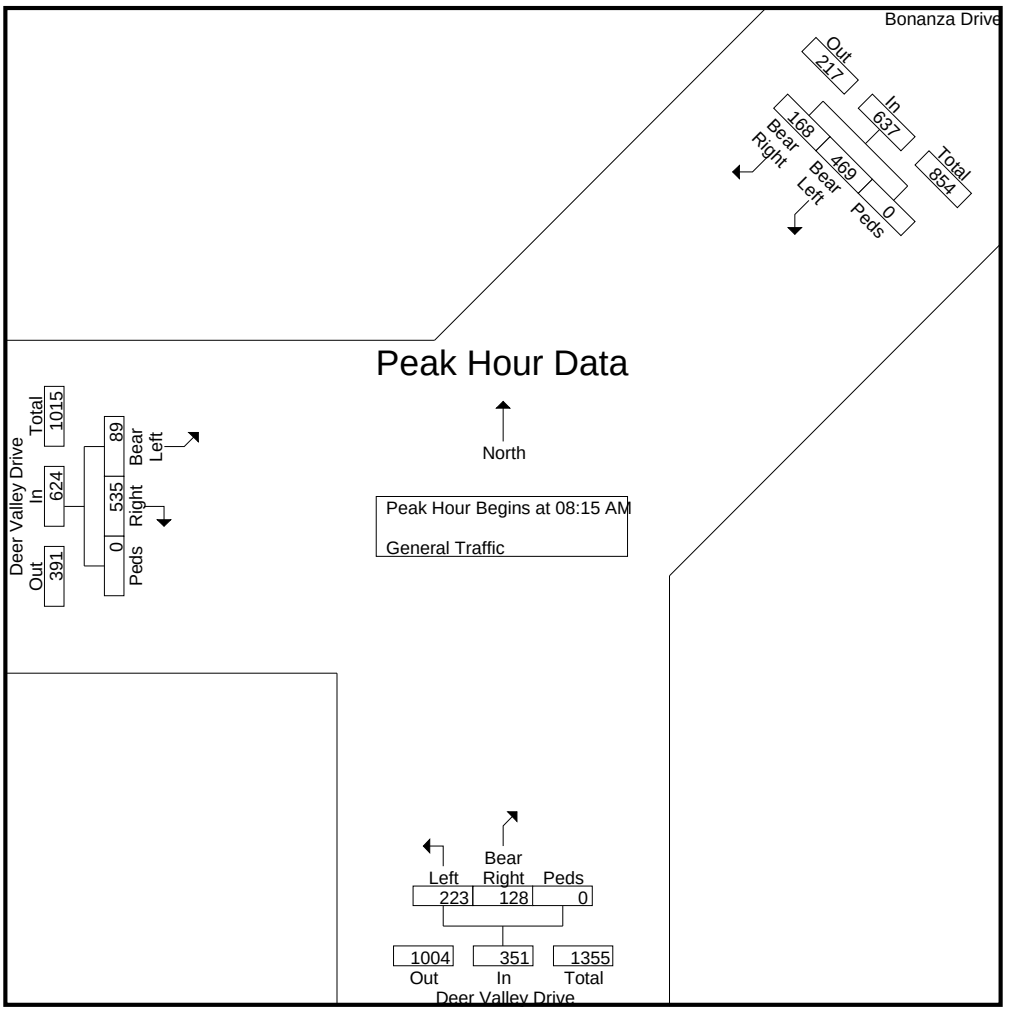
L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 3

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	Bear Right	Bear Left	**Peds**	**App. Total**	Bear Right	**Left**	**Peds**	**App. Total**	**Right**	Bear Left	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:15 AM													
08:15 AM	49	115	0	164	24	**60**	0	84	**141**	14	0	155	403
08:30 AM	**51**	113	0	164	23	48	0	71	137	23	0	**160**	395
08:45 AM	40	**130**	0	**170**	32	58	0	90	137	23	0	160	**420**
09:00 AM	28	111	0	139	**49**	57	0	**106**	120	**29**	0	149	394
Total Volume	168	469	0	637	128	223	0	351	535	89	0	624	1612
% App. Total	26.4	73.6	0		36.5	63.5	0		85.7	14.3	0		
PHF	.824	.902	.000	.937	.653	.929	.000	.828	.949	.767	.000	.975	.960



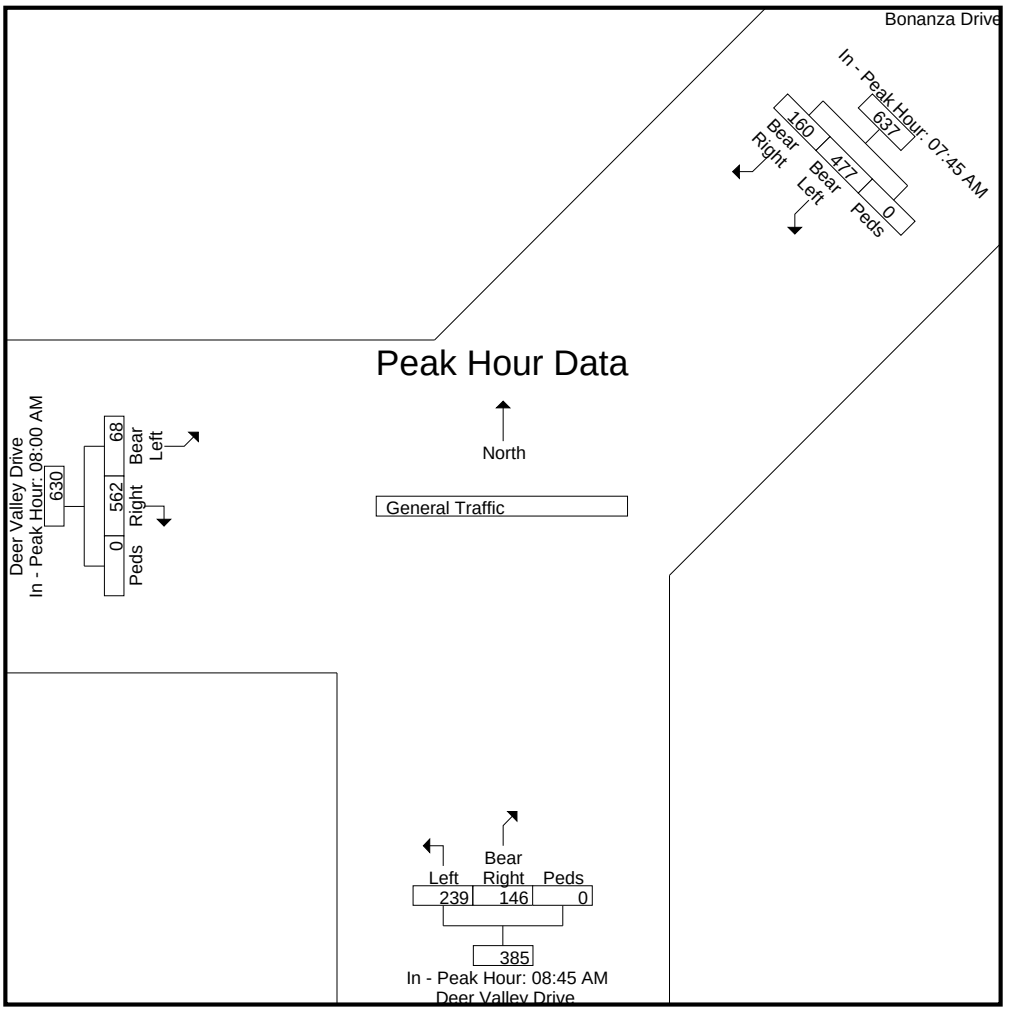
L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 4

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	**Bear Right**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Left**	**Peds**	**App. Total**	**Right**	**Bear Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 AM				08:45 AM				08:00 AM				
+0 mins.	34	**138**	0	**172**	32	58	0	90	**147**	8	0	155	
+15 mins.	26	111	0	137	**49**	57	0	**106**	141	14	0	155	
+30 mins.	49	115	0	164	27	**70**	0	97	137	**23**	0	**160**	
+45 mins.	**51**	113	0	164	38	54	0	92	137	23	0	160	
Total Volume	160	477	0	637	146	239	0	385	562	68	0	630	
% App. Total	25.1	74.9	0		37.9	62.1	0		89.2	10.8	0		
PHF	.784	.864	.000	.926	.745	.854	.000	.908	.956	.739	.000	.984	



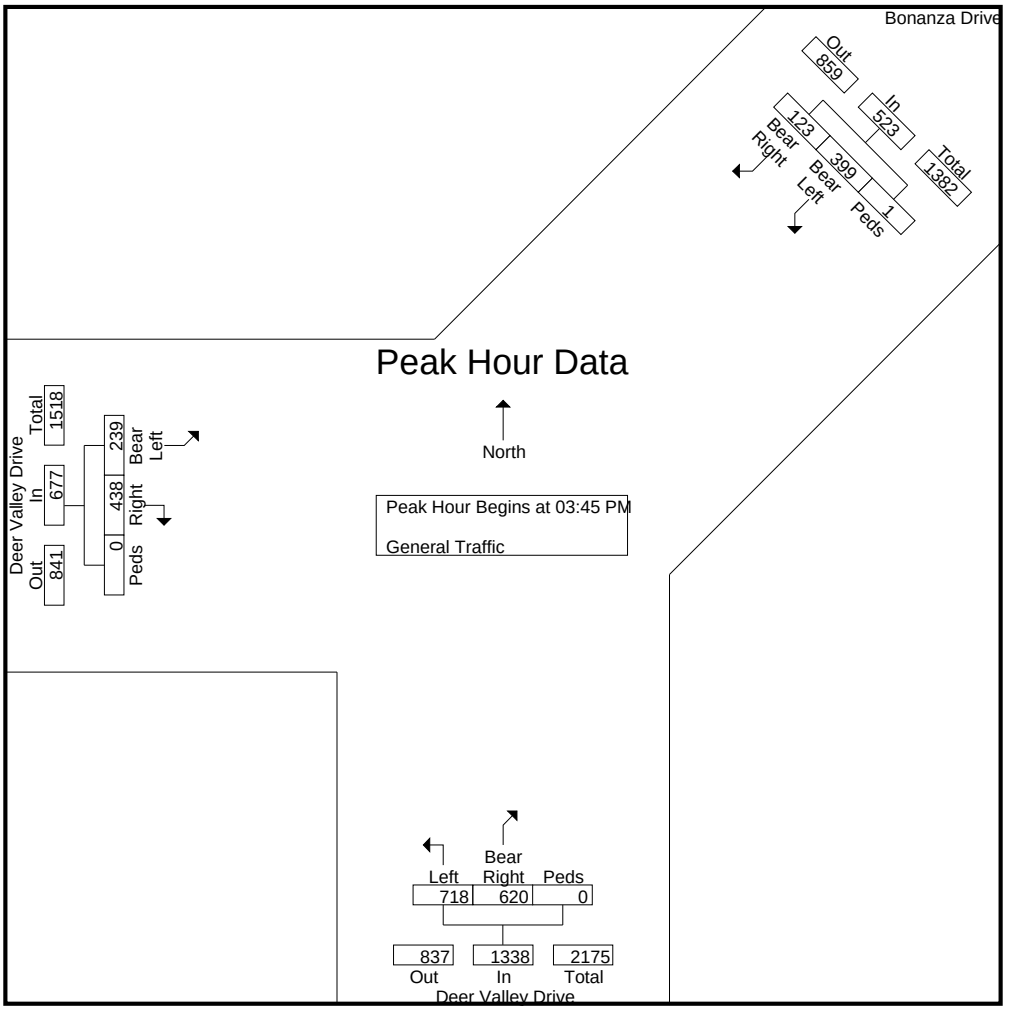
L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 5

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	**Bear Right**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Left**	**Peds**	**App. Total**	**Right**	**Bear Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	**41**	**110**	**1**	**152**	147	**184**	0	331	110	**67**	0	177	**660**
04:00 PM	25	92	0	117	155	175	0	330	**119**	59	0	**178**	625
04:15 PM	26	103	0	129	142	177	0	319	110	63	0	173	621
04:30 PM	31	94	0	125	**176**	182	0	**358**	99	50	0	149	632
Total Volume	123	399	1	523	620	718	0	1338	438	239	0	677	2538
% App. Total	23.5	76.3	0.2		46.3	53.7	0		64.7	35.3	0		
PHF	.750	.907	.250	.860	.881	.976	.000	.934	.920	.892	.000	.951	.961



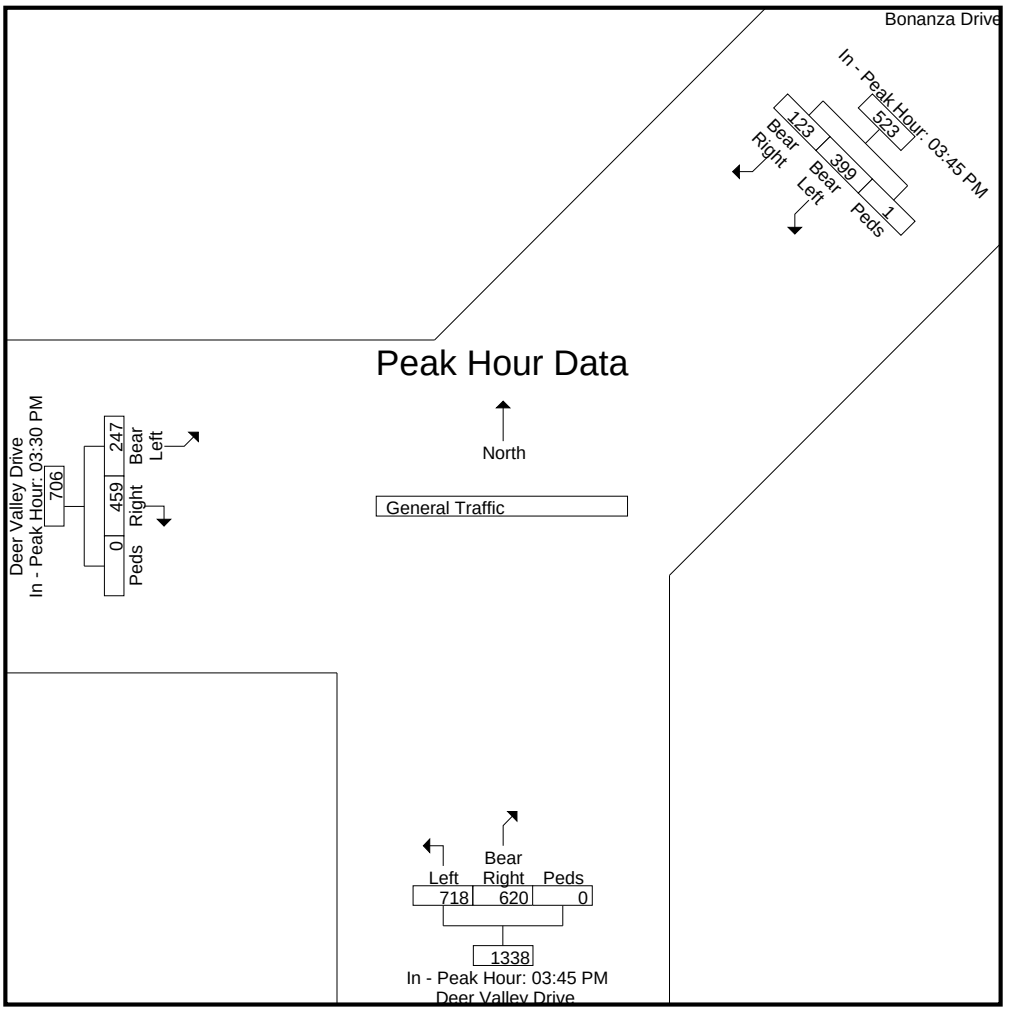
L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 6

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	**Bear Right**	**Bear Left**	**Peds**	**App. Total**	**Bear Right**	**Left**	**Peds**	**App. Total**	**Right**	**Bear Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	03:45 PM				03:45 PM				03:30 PM				
+0 mins.	**41**	**110**	**1**	**152**	147	**184**	0	331	**120**	58	0	**178**	
+15 mins.	25	92	0	117	155	175	0	330	110	**67**	0	177	
+30 mins.	26	103	0	129	142	177	0	319	119	59	0	178	
+45 mins.	31	94	0	125	**176**	182	0	**358**	110	63	0	173	
Total Volume	123	399	1	523	620	718	0	1338	459	247	0	706	
% App. Total	23.5	76.3	0.2		46.3	53.7	0		65	35	0		
PHF	.750	.907	.250	.860	.881	.976	.000	.934	.956	.922	.000	.992	



L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 7

Image 1



FEHR PEERS

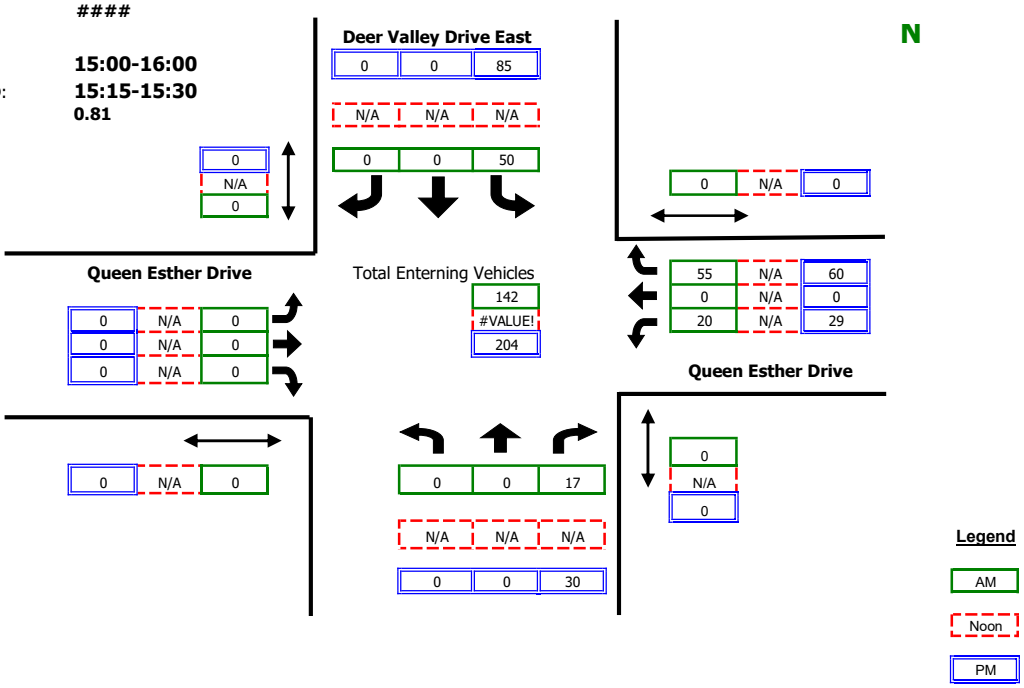
Intersection Turning Movement Summary

Intersection:	**Deer Valley Drive East/Queen Esther Drive**	**Date:**	**3-3-22, Thu**
	North/South: Deer Valley Drive East	**Day of Week Adjustment:**	**100.0%**
	East/West: Queen Esther Drive	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**Snow Park Development**	**Growth Rate:**	**0.0%**
Project No:	**UT20-2245**	**Number of Years:**	**0**
Weather:			

AM PEAK HOUR PERIOD: **9:00-10:00**
AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
AM PHF: **0.99**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **15:00-16:00**
PM PEAK 15 MINUTE PERIOD: **15:15-15:30**
PM PHF: **0.81**



RAW COUNT SUMMARIES	Deer Valley Drive East Northbound				Deer Valley Drive East Southbound				Queen Esther Drive Eastbound				Queen Esther Drive Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	0	0	4	0	0	0	0	0	0	0	5	0	4	0	13
8:15-8:30	0	0	8	0	7	0	0	0	0	0	0	0	9	0	13	0	37
8:30-8:45	0	0	6	0	6	0	0	0	0	0	0	0	5	0	11	0	28
8:45-9:00	0	0	2	0	11	0	0	0	0	0	0	0	10	0	9	0	32
9:00-9:15	0	0	5	0	9	0	0	0	0	0	0	0	7	0	14	0	35
9:15-9:30	0	0	5	0	17	0	0	0	0	0	0	0	4	0	10	0	36
9:30-9:45	0	0	2	0	10	0	0	0	0	0	0	0	6	0	18	0	36
9:45-10:00	0	0	5	0	14	0	0	0	0	0	0	0	3	0	13	0	35

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30-14:45	0	0	9	0	9	0	0	0	0	0	0	0	5	0	14	0	37
14:45-15:00	0	0	5	0	21	0	0	0	0	0	0	0	3	0	17	0	46
15:00-15:15	0	0	5	0	23	0	0	0	0	0	0	0	3	0	18	0	49
15:15-15:30	0	0	9	0	26	0	0	0	0	0	0	0	11	0	17	0	63
15:30-15:45	0	0	6	0	19	0	0	0	0	0	0	0	8	0	9	0	42
15:45-16:00	0	0	10	0	17	0	0	0	0	0	0	0	7	0	16	0	50
16:00-16:15	0	0	5	0	18	0	0	0	0	0	0	0	4	0	13	0	40
16:15-16:30	0	0	7	0	25	0	0	0	0	0	0	0	4	0	8	0	44

FEHR PEERS

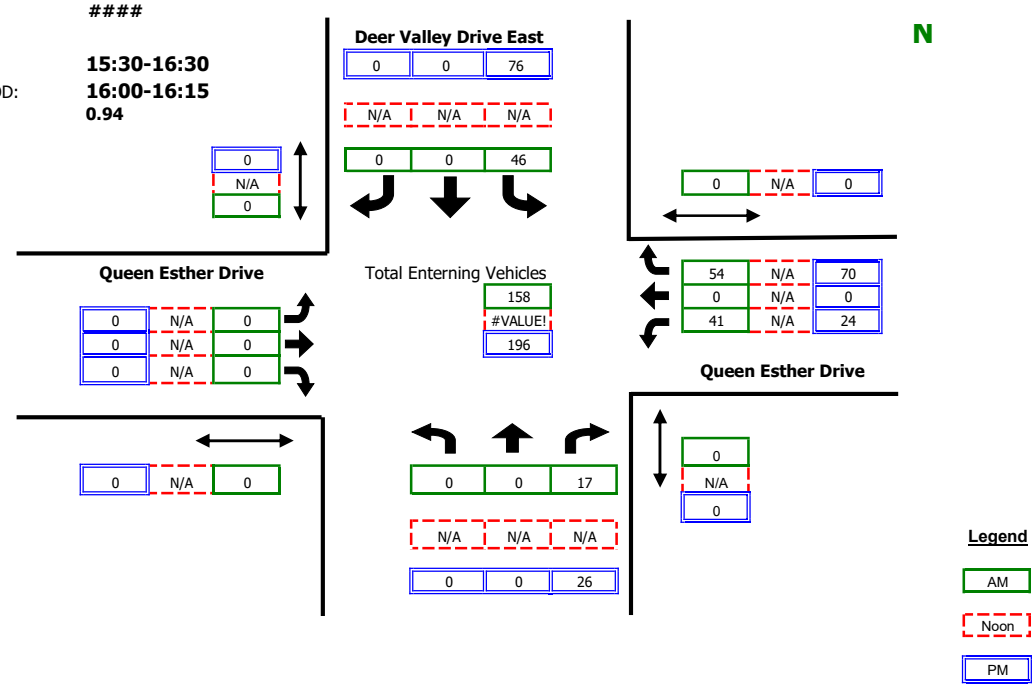
Intersection Turning Movement Summary

Intersection:	**Deer Valley Drive East/Queen Esther Drive**	**Date:**	**3-4-22, Fri**
	North/South: Deer Valley Drive East	**Day of Week Adjustment:**	**100.0%**
	East/West: Queen Esther Drive	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**Snow Park Development**	**Growth Rate:**	**0.0%**
Project No:	**UT20-2245**	**Number of Years:**	**0**
Weather:			

AM PEAK HOUR PERIOD: **8:45-9:45**
AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
AM PHF: **0.77**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **15:30-16:30**
PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
PM PHF: **0.94**



RAW COUNT SUMMARIES	Deer Valley Drive East Northbound				Deer Valley Drive East Southbound				Queen Esther Drive Eastbound				Queen Esther Drive Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
8:00-8:15	0	0	4	0	12	0	0	0	0	0	0	0	3	0	18	0	37
8:15-8:30	0	0	3	0	11	0	0	0	0	0	0	0	10	0	9	0	33
8:30-8:45	0	0	5	0	11	0	0	0	0	0	0	0	6	0	10	0	32
8:45-9:00	0	0	2	0	16	0	0	0	0	0	0	0	13	0	20	0	51
9:00-9:15	0	0	5	0	5	0	0	0	0	0	0	0	7	0	9	0	26
9:15-9:30	0	0	6	0	10	0	0	0	0	0	0	0	5	0	10	0	31
9:30-9:45	0	0	4	0	15	0	0	0	0	0	0	0	16	0	15	0	50
9:45-10:00	0	0	10	0	10	0	0	0	0	0	0	0	7	0	15	0	42
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
14:30-14:45	0	0	6	0	14	0	0	0	0	0	0	0	5	0	9	0	34
14:45-15:00	0	0	8	0	19	0	0	0	0	0	0	0	6	0	23	0	56
15:00-15:15	0	0	8	0	11	0	0	0	0	0	0	0	8	0	18	0	45
15:15-15:30	0	0	8	0	16	0	0	0	0	0	0	0	7	0	15	0	46
15:30-15:45	0	0	2	0	10	0	0	0	0	0	0	0	8	0	21	0	41
15:45-16:00	0	0	7	0	26	0	0	0	0	0	0	0	3	0	15	0	51
16:00-16:15	0	0	7	0	18	0	0	0	0	0	0	0	7	0	20	0	52
16:15-16:30	0	0	10	0	22	0	0	0	0	0	0	0	6	0	14	0	52

FEHR PEERS

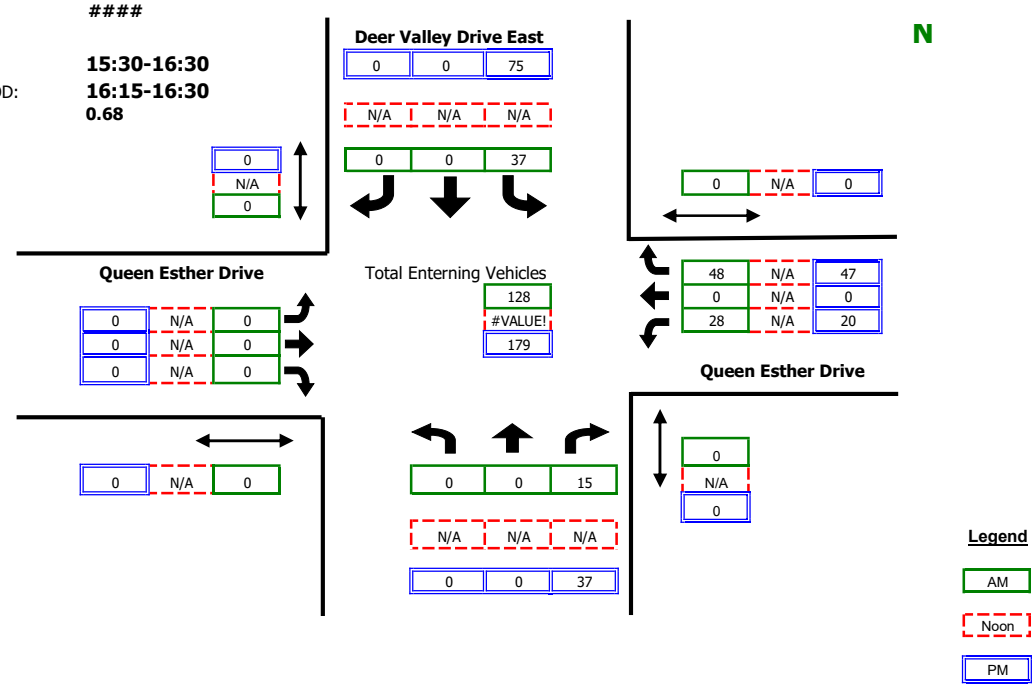
Intersection Turning Movement Summary

Intersection:	**Deer Valley Drive East/Queen Esther Drive**	**Date:**	**3-5-22, Sat**
	North/South: Deer Valley Drive East	**Day of Week Adjustment:**	**100.0%**
	East/West: Queen Esther Drive	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**Snow Park Development**	**Growth Rate:**	**0.0%**
Project No:	**UT20-2245**	**Number of Years:**	**0**
Weather:			

AM PEAK HOUR PERIOD: **8:45-9:45**
AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
AM PHF: **0.86**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **15:30-16:30**
PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
PM PHF: **0.68**



RAW COUNT SUMMARIES	Deer Valley Drive East Northbound				Deer Valley Drive East Southbound				Queen Esther Drive Eastbound				Queen Esther Drive Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
8:00-8:15	0	0	6	0	10	0	0	0	0	0	0	0	4	0	4	0	24
8:15-8:30	0	0	1	0	7	0	0	0	0	0	0	0	10	0	4	0	22
8:30-8:45	0	0	7	0	6	0	0	0	0	0	0	0	10	0	10	0	33
8:45-9:00	0	0	5	0	12	0	0	0	0	0	0	0	10	0	10	0	37
9:00-9:15	0	0	4	0	9	0	0	0	0	0	0	0	6	0	10	0	29
9:15-9:30	0	0	3	0	10	0	0	0	0	0	0	0	4	0	9	0	26
9:30-9:45	0	0	3	0	6	0	0	0	0	0	0	0	8	0	19	0	36
9:45-10:00	0	0	4	0	10	0	0	0	0	0	0	0	7	0	9	0	30
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
14:30-14:45	0	0	7	0	23	0	0	0	0	0	0	0	4	0	10	0	44
14:45-15:00	0	0	4	0	16	0	0	0	0	0	0	0	7	0	15	0	42
15:00-15:15	0	0	2	0	9	0	0	0	0	0	0	0	6	0	7	0	24
15:15-15:30	0	0	4	0	12	0	0	0	0	0	0	0	2	0	11	0	29
15:30-15:45	0	0	6	0	14	0	0	0	0	0	0	0	7	0	9	0	36
15:45-16:00	0	0	5	0	14	0	0	0	0	0	0	0	4	0	11	0	34
16:00-16:15	0	0	11	0	16	0	0	0	0	0	0	0	6	0	10	0	43
16:15-16:30	0	0	15	0	31	0	0	0	0	0	0	0	3	0	17	0	66

FEHR PEERS

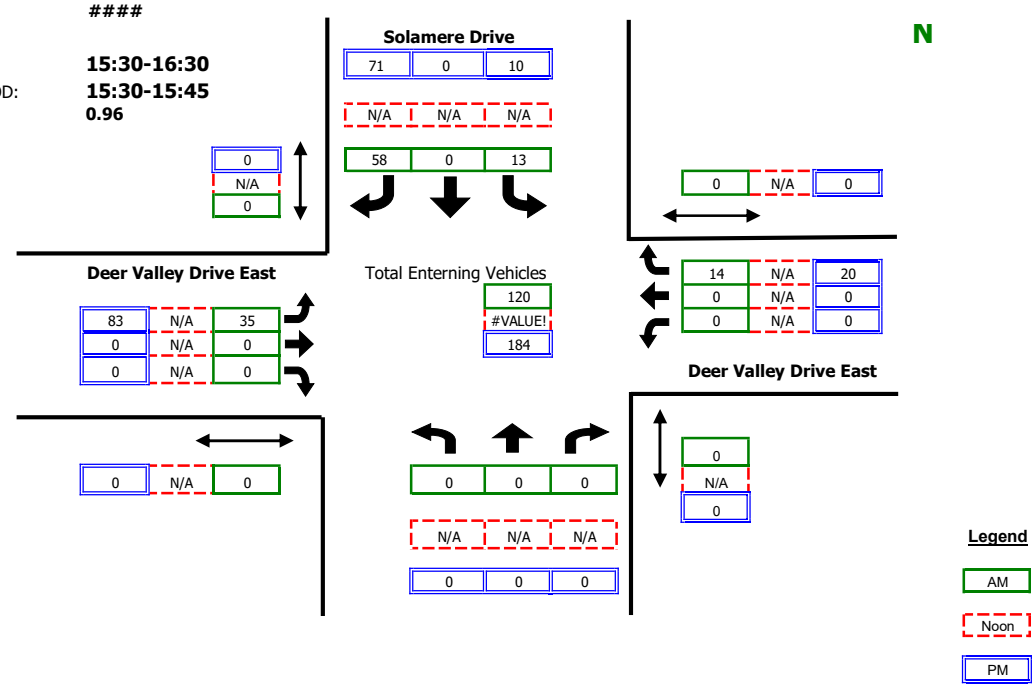
Intersection Turning Movement Summary

Intersection:	**Solamere Drive/Deer Valley Drive East**	**Date:**	**3-3-22, Thu**
	North/South: Solamere Drive	**Day of Week Adjustment:**	**100.0%**
	East/West: Deer Valley Drive East	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**Snow Park Development**	**Growth Rate:**	**0.0%**
Project No:	**UT20-2245**	**Number of Years:**	**0**
Weather:			

AM PEAK HOUR PERIOD: **8:30-9:30**
AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
AM PHF: **0.83**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **15:30-16:30**
PM PEAK 15 MINUTE PERIOD: **15:30-15:45**
PM PHF: **0.96**



RAW COUNT SUMMARIES	Solamere Drive Northbound				Solamere Drive Southbound				Deer Valley Drive East Eastbound				Deer Valley Drive East Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
8:00-8:15	0	0	0	0	4	0	7	0	11	0	0	0	0	0	0	0	22
8:15-8:30	0	0	0	0	2	0	10	0	10	0	0	0	0	0	1	0	23
8:30-8:45	0	0	0	0	2	0	24	0	7	0	0	0	0	0	3	0	36
8:45-9:00	0	0	0	0	4	0	12	0	9	0	0	0	0	0	3	0	28
9:00-9:15	0	0	0	0	3	0	12	0	7	0	0	0	0	0	5	0	27
9:15-9:30	0	0	0	0	4	0	10	0	12	0	0	0	0	0	3	0	29
9:30-9:45	0	0	0	0	1	0	10	0	17	0	0	0	0	0	3	0	31
9:45-10:00	0	0	0	0	4	0	8	0	9	0	0	0	0	0	4	0	25
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
14:30-14:45	0	0	0	0	3	0	23	0	16	0	0	0	0	0	6	0	48
14:45-15:00	0	0	0	0	2	0	17	0	16	0	0	0	0	0	4	0	39
15:00-15:15	0	0	0	0	1	0	20	0	19	0	0	0	0	0	3	0	43
15:15-15:30	0	0	0	0	5	0	17	0	18	0	0	0	0	0	7	0	47
15:30-15:45	0	0	0	0	3	0	24	0	14	0	0	0	0	0	7	0	48
15:45-16:00	0	0	0	0	2	0	15	0	25	0	0	0	0	0	2	0	44
16:00-16:15	0	0	0	0	5	0	15	0	20	0	0	0	0	0	4	0	44
16:15-16:30	0	0	0	0	0	0	17	0	24	0	0	0	0	0	7	0	48

FEHR PEERS

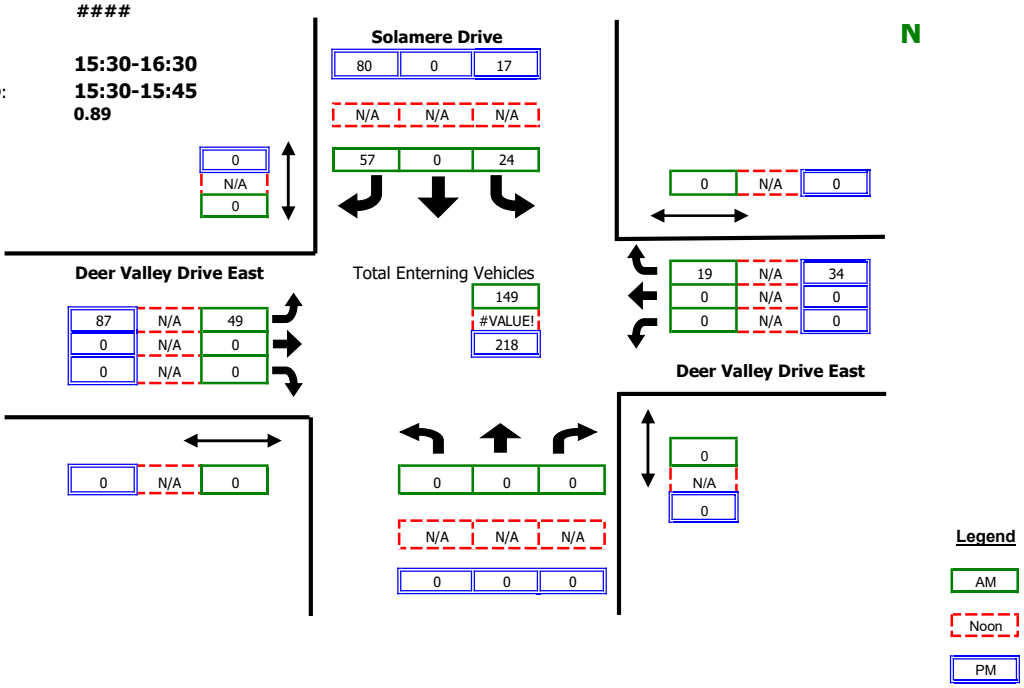
Intersection Turning Movement Summary

Intersection:	**Solamere Drive/Deer Valley Drive East**	**Date:**	**3-4-22, Fri**
	North/South: Solamere Drive	**Day of Week Adjustment:**	**100.0%**
	East/West: Deer Valley Drive East	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**Snow Park Development**	**Growth Rate:**	**0.0%**
Project No:	**UT20-2245**	**Number of Years:**	**0**
Weather:			

AM PEAK HOUR PERIOD: **8:45-9:45**
AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
AM PHF: **0.93**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **15:30-16:30**
PM PEAK 15 MINUTE PERIOD: **15:30-15:45**
PM PHF: **0.89**



RAW COUNT SUMMARIES	Solamere Drive Northbound				Solamere Drive Southbound				Deer Valley Drive East Eastbound				Deer Valley Drive East Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	0	0	2	0	6	0	6	0	0	0	0	0	1	0	15
8:15-8:30	0	0	0	0	5	0	13	0	9	0	0	0	0	0	2	0	29
8:30-8:45	0	0	0	0	7	0	8	0	9	0	0	0	0	0	2	0	26
8:45-9:00	0	0	0	0	8	0	11	0	11	0	0	0	0	0	7	0	37
9:00-9:15	0	0	0	0	6	0	13	0	11	0	0	0	0	0	3	0	33
9:15-9:30	0	0	0	0	4	0	17	0	16	0	0	0	0	0	3	0	40
9:30-9:45	0	0	0	0	6	0	16	0	11	0	0	0	0	0	6	0	39
9:45-10:00	0	0	0	0	4	0	19	0	10	0	0	0	0	0	2	0	35

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30-14:45	0	0	0	0	0	0	21	0	15	0	0	0	0	0	1	0	37
14:45-15:00	0	0	0	0	6	0	11	0	20	0	0	0	0	0	1	0	38
15:00-15:15	0	0	0	0	2	0	16	0	17	0	0	0	0	0	7	0	42
15:15-15:30	0	0	0	0	4	0	15	0	19	0	0	0	0	0	1	0	39
15:30-15:45	0	0	0	0	5	0	24	0	20	0	0	0	0	0	12	0	61
15:45-16:00	0	0	0	0	3	0	16	0	17	0	0	0	0	0	5	0	41
16:00-16:15	0	0	0	0	4	0	21	0	21	0	0	0	0	0	8	0	54
16:15-16:30	0	0	0	0	5	0	19	0	29	0	0	0	0	0	9	0	62

FEHR PEERS

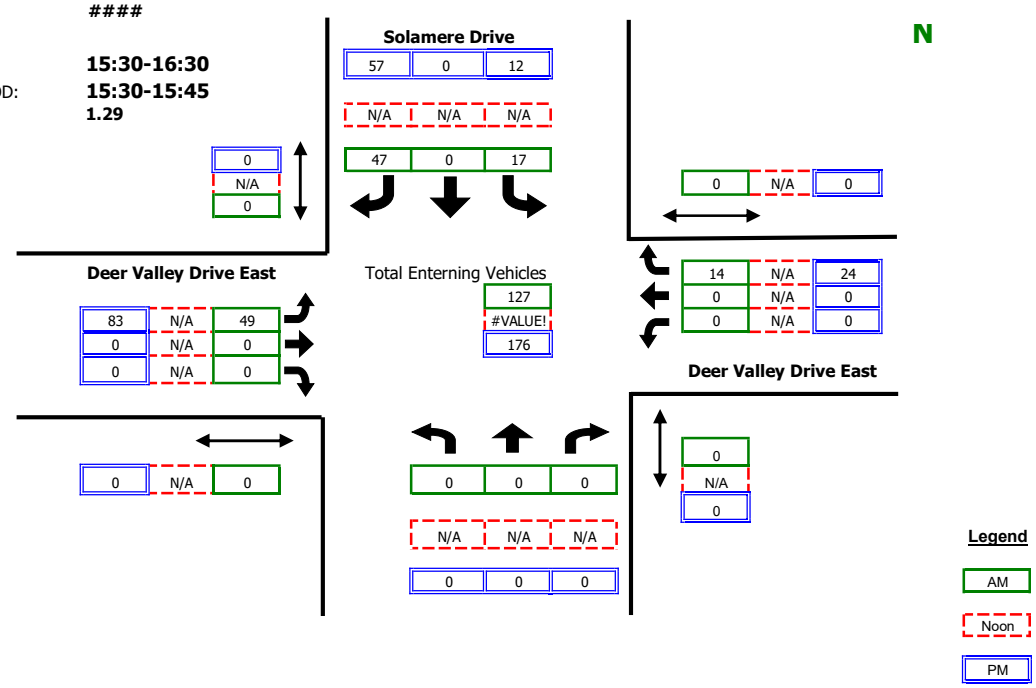
Intersection Turning Movement Summary

Intersection:	**Solamere Drive/Deer Valley Drive East**	**Date:**	**3-5-22, Sat**
	North/South: Solamere Drive	**Day of Week Adjustment:**	**100.0%**
	East/West: Deer Valley Drive East	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**Snow Park Development**	**Growth Rate:**	**0.0%**
Project No:	**UT20-2245**	**Number of Years:**	**0**
Weather:			

AM PEAK HOUR PERIOD: **9:00-10:00**
AM PEAK 15 MINUTE PERIOD: **9:45-10:00**
AM PHF: **0.76**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **15:30-16:30**
PM PEAK 15 MINUTE PERIOD: **15:30-15:45**
PM PHF: **1.29**



RAW COUNT SUMMARIES	Solamere Drive Northbound				Solamere Drive Southbound				Deer Valley Drive East Eastbound				Deer Valley Drive East Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	0	0	2	0	12	0	4	0	0	0	0	0	2	0	20
8:15-8:30	0	0	0	0	5	0	6	0	5	0	0	0	0	0	1	0	17
8:30-8:45	0	0	0	0	9	0	15	0	8	0	0	0	0	0	0	0	32
8:45-9:00	0	0	0	0	6	0	15	0	4	0	0	0	0	0	6	0	31
9:00-9:15	0	0	0	0	5	0	4	0	8	0	0	0	0	0	2	0	19
9:15-9:30	0	0	0	0	1	0	12	0	13	0	0	0	0	0	5	0	31
9:30-9:45	0	0	0	0	8	0	9	0	14	0	0	0	0	0	4	0	35
9:45-10:00	0	0	0	0	3	0	22	0	14	0	0	0	0	0	3	0	42

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30-14:45	0	0	0	0	4	0	9	0	17	0	0	0	0	0	6	0	36
14:45-15:00	0	0	0	0	3	0	12	0	2	0	0	0	0	0	2	0	19
15:00-15:15	0	0	0	0	3	0	8	0	7	0	0	0	0	0	7	0	25
15:15-15:30	0	0	0	0	2	0	11	0	16	0	0	0	0	0	1	0	30
15:30-15:45	0	0	0	0	2	0	11	0	17	0	0	0	0	0	4	0	34
15:45-16:00	0	0	0	0	5	0	13	0	20	0	0	0	0	0	10	0	48
16:00-16:15	0	0	0	0	3	0	15	0	25	0	0	0	0	0	9	0	52
16:15-16:30	0	0	0	0	2	0	18	0	21	0	0	0	0	0	1	0	42

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr E of the DV Dr Split Intersect VOL D1
DV Dr east of the DV Dr Split Intersect
Deer Valley, Idaho
Site Code: Day 1

Start Time	15-Feb-20 Sat	WB	EB							Total
12:00 AM		*	*							*
12:15		10	8							18
12:30		6	6							12
12:45		6	7							13
01:00		4	2							6
01:15		0	1							1
01:30		3	4							7
01:45		3	6							9
02:00		1	4							5
02:15		0	2							2
02:30		0	0							0
02:45		0	0							0
03:00		0	1							1
03:15		1	0							1
03:30		2	0							2
03:45		0	0							0
04:00		0	0							0
04:15		1	1							2
04:30		1	0							1
04:45		1	0							1
05:00		0	0							0
05:15		1	2							3
05:30		3	0							3
05:45		1	3							4
06:00		0	8							8
06:15		3	1							4
06:30		3	16							19
06:45		9	30							39
07:00		14	38							52
07:15		15	60							75
07:30		22	**94**							**116**
07:45		22	**127**							**149**
08:00		32	**106**							**138**
08:15		29	**64**							**93**
08:30		54	62							116
08:45		48	52							100
09:00		56	32							88
09:15		**51**	26							77
09:30		**65**	46							111
09:45		**68**	36							104
10:00		**66**	29							95
10:15		42	29							71
10:30		61	46							107
10:45		56	36							92
11:00		52	38							90
11:15		54	38							92
11:30		60	34							94
11:45		55	33							88
Total		981	1128							2109
Percent		46.5%	53.5%							
Peak	-	09:15	07:30	-	-	-	-	-	-	07:30
Vol.	-	250	391	-	-	-	-	-	-	496
P.H.F.		0.919	0.770							0.832

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr E of the DV Dr Split Intersect VOL D1
DV Dr east of the DV Dr Split Intersect
Deer Valley, Idaho
Site Code: Day 1

Start Time	15-Feb-20 Sat	WB	EB							Total
12:00 PM		90	44							134
12:15		53	30							83
12:30		58	36							94
12:45		84	34							118
01:00		50	50							100
01:15		66	38							104
01:30		48	45							93
01:45		62	40							102
02:00		75	36							111
02:15		66	42							108
02:30		64	37							101
02:45		49	46							95
03:00		61	58							119
03:15		80	48							128
03:30		80	58							138
03:45		**92**	55							**147**
04:00		**100**	52							**152**
04:15		**78**	**64**							**142**
04:30		**109**	**70**							**179**
04:45		72	**62**							134
05:00		84	**59**							143
05:15		64	56							120
05:30		84	58							142
05:45		72	58							130
06:00		73	38							111
06:15		58	59							117
06:30		61	61							122
06:45		51	48							99
07:00		45	53							98
07:15		34	43							77
07:30		42	41							83
07:45		45	36							81
08:00		40	36							76
08:15		32	35							67
08:30		45	40							85
08:45		34	34							68
09:00		36	30							66
09:15		27	30							57
09:30		24	24							48
09:45		34	32							66
10:00		23	24							47
10:15		16	26							42
10:30		20	13							33
10:45		9	10							19
11:00		10	7							17
11:15		*	*							*
11:30		*	*							*
11:45		*	*							*
Total		2500	1896							4396
Percent		56.9%	43.1%							
Peak	-	15:45	16:15	-	-	-	-	-	-	15:45
Vol.	-	379	255	-	-	-	-	-	-	620
P.H.F.		0.869	0.911							0.866
Grand Total		3481	3024							6505
Percent		53.5%	46.5%							

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr N of Parking & S of Queen Esther VOL D1
DV Dr N 0f Parking & S of Queen Esther
Deer Valley, Utah
Site Code: Day 1

Start Time	15-Feb-20 Sat	SB	NB							Total
12:00 AM		*	*							*
12:15		*	*							*
12:30		3	2							5
12:45		1	2							3
01:00		0	1							1
01:15		0	1							1
01:30		3	2							5
01:45		1	0							1
02:00		1	0							1
02:15		2	0							2
02:30		0	0							0
02:45		0	0							0
03:00		0	0							0
03:15		0	0							0
03:30		0	2							2
03:45		0	0							0
04:00		0	0							0
04:15		1	3							4
04:30		0	0							0
04:45		0	0							0
05:00		2	0							2
05:15		1	1							2
05:30		0	1							1
05:45		1	0							1
06:00		6	0							6
06:15		1	1							2
06:30		9	2							11
06:45		23	4							27
07:00		31	5							36
07:15		61	8							69
07:30		**81**	13							94
07:45		**106**	10							**116**
08:00		**122**	26							**148**
08:15		**73**	25							**98**
08:30		72	48							**120**
08:45		47	44							91
09:00		40	**48**							88
09:15		38	**44**							82
09:30		36	**50**							86
09:45		27	**46**							73
10:00		21	45							66
10:15		20	33							53
10:30		28	38							66
10:45		21	29							50
11:00		22	34							56
11:15		19	23							42
11:30		21	34							55
11:45		19	24							43
Total		960	649							1609
Percent		59.7%	40.3%							
Peak	-	07:30	09:00	-	-	-	-	-	-	07:45
Vol.	-	382	188	-	-	-	-	-	-	482
P.H.F.		0.783	0.940							0.814

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr N of Parking & S of Queen Esther VOL D1
DV Dr N 0f Parking & S of Queen Esther
Deer Valley, Utah
Site Code: Day 1

Start Time	15-Feb-20 Sat	SB	NB							Total
12:00 PM		22	40							62
12:15		19	28							47
12:30		27	36							63
12:45		19	32							51
01:00		25	26							51
01:15		13	37							50
01:30		20	31							51
01:45		16	41							57
02:00		15	46							61
02:15		21	38							59
02:30		24	44							68
02:45		27	36							63
03:00		28	51							79
03:15		26	56							82
03:30		**47**	62							109
03:45		**44**	**72**							**116**
04:00		**29**	**80**							**109**
04:15		**36**	**82**							**118**
04:30		40	**86**							**126**
04:45		34	52							86
05:00		24	48							72
05:15		22	34							56
05:30		28	62							90
05:45		22	40							62
06:00		14	36							50
06:15		16	33							49
06:30		14	20							34
06:45		16	16							32
07:00		20	23							43
07:15		12	12							24
07:30		8	15							23
07:45		10	16							26
08:00		11	13							24
08:15		8	18							26
08:30		12	15							27
08:45		7	12							19
09:00		15	24							39
09:15		10	13							23
09:30		5	16							21
09:45		5	16							21
10:00		8	17							25
10:15		8	9							17
10:30		4	11							15
10:45		4	8							12
11:00		*	*							*
11:15		*	*							*
11:30		*	*							*
11:45		*	*							*
Total		835	1503							2338
Percent		35.7%	64.3%							
Peak	-	15:30	15:45	-	-	-	-	-	-	15:45
Vol.	-	156	320	-	-	-	-	-	-	469
P.H.F.		0.830	0.930							0.931
Grand Total		1795	2152							3947
Percent		45.5%	54.5%							

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr S of the DV Dr Split Intersect VOL D1
DV Dr south of the DV Dr Split Intersect
Deer Valley, Utah
Site Code: Day 1

Start Time	15-Feb-20 Sat	SB	NB							Total
12:00 AM		6	10							16
12:15		3	6							9
12:30		2	9							11
12:45		4	2							6
01:00		4	3							7
01:15		3	2							5
01:30		0	2							2
01:45		2	1							3
02:00		4	4							8
02:15		0	3							3
02:30		0	0							0
02:45		1	0							1
03:00		1	1							2
03:15		4	1							5
03:30		1	1							2
03:45		1	0							1
04:00		1	3							4
04:15		0	1							1
04:30		0	0							0
04:45		0	1							1
05:00		4	1							5
05:15		2	3							5
05:30		1	0							1
05:45		1	0							1
06:00		4	4							8
06:15		4	2							6
06:30		21	6							27
06:45		28	10							38
07:00		32	10							42
07:15		36	13							49
07:30		62	26							88
07:45		70	22							92
08:00		**114**	28							142
08:15		**127**	30							**157**
08:30		**129**	38							**167**
08:45		**134**	41							**175**
09:00		113	34							**147**
09:15		98	34							132
09:30		90	**48**							138
09:45		98	**44**							142
10:00		75	**42**							117
10:15		62	**46**							108
10:30		48	43							91
10:45		48	40							88
11:00		54	50							104
11:15		48	40							88
11:30		42	31							73
11:45		66	40							106
Total		1648	776							2424
Percent		68.0%	32.0%							
Peak	-	08:00	09:30	-	-	-	-	-	-	08:15
Vol.	-	504	180	-	-	-	-	-	-	646
P.H.F.		0.940	0.938							0.923

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr S of the DV Dr Split Intersect VOL D1
DV Dr south of the DV Dr Split Intersect
Deer Valley, Utah
Site Code: Day 1

Start Time	15-Feb-20 Sat	SB	NB							Total
12:00 PM		44	47							91
12:15		46	34							80
12:30		54	25							79
12:45		43	43							86
01:00		46	36							82
01:15		51	39							90
01:30		45	53							98
01:45		42	40							82
02:00		57	54							111
02:15		54	70							124
02:30		53	78							131
02:45		62	66							128
03:00		63	71							134
03:15		**77**	74							151
03:30		**82**	86							168
03:45		**64**	**112**							**176**
04:00		**77**	**146**							**223**
04:15		53	**170**							**223**
04:30		53	**122**							**175**
04:45		60	106							166
05:00		46	108							154
05:15		34	90							124
05:30		52	116							168
05:45		38	116							154
06:00		48	56							104
06:15		38	48							86
06:30		38	34							72
06:45		40	26							66
07:00		30	24							54
07:15		22	38							60
07:30		34	25							59
07:45		40	30							70
08:00		26	22							48
08:15		31	22							53
08:30		11	18							29
08:45		27	22							49
09:00		18	28							46
09:15		16	21							37
09:30		12	12							24
09:45		16	23							39
10:00		10	19							29
10:15		16	24							40
10:30		9	7							16
10:45		*	*							*
11:00		*	*							*
11:15		*	*							*
11:30		*	*							*
11:45		*	*							*
Total		1778	2401							4179
Percent		42.5%	57.5%							
Peak	-	15:15	15:45	-	-	-	-	-	-	15:45
Vol.	-	300	550	-	-	-	-	-	-	797
P.H.F.		0.915	0.809							0.893
Grand Total		3426	3177							6603
Percent		51.9%	48.1%							

MXD+ Vehicle Trip Generation Reduction Percent			
	Daily	AM Peak Hour	PM Peak Hour
Internal Capture	1.9%	3.7%	10.6%
Shift to Transit	3%	1.9%	2.9%
Shift to Walk/Bike	4.6%	5.6%	3.4%

Advanced MXD+ Results

Predicted Probabilities	Daily			AM			PM		
Productions	HBW	HBO	NHB	HBW	HBO	NHB	HBW	HBO	NHB
Internal Capture	4.35%	1.53%	1.45%	5.00%	2.88%	1.52%	21.06%	7.42%	7.04%
Walking External	2.59%	6.40%	0.30%	3.11%	8.32%	0.30%	2.59%	6.40%	0.30%
Transit External	0.25%	3.38%	4.43%	0.35%	3.72%	4.43%	0.35%	3.38%	4.43%
Attractions	HBW	HBO	NHB	HBW	HBO	NHB	HBW	HBO	NHB
Internal Capture	4.28%	1.51%	1.45%	5.00%	2.88%	1.52%	21.06%	7.42%	7.04%
Walking External	2.56%	6.38%	0.30%	3.07%	7.66%	0.30%	2.56%	6.38%	0.30%
Transit External	0.25%	3.35%	4.44%	0.34%	4.69%	6.21%	0.34%	3.35%	4.44%

Number of Trips	Daily			AM			PM		
Productions	HBW	HBO	NHB	HBW	HBO	NHB	HBW	HBO	NHB
Internal Capture	7	9	2	1	1	0	4	5	2
Walking External	5	35	0	1	2	0	0	2	0
Transit External	0	18	6	0	1	0	0	1	1
Attractions	HBW	HBO	NHB	HBW	HBO	NHB	HBW	HBO	NHB
Internal Capture	7	9	2	1	1	0	4	5	2
Walking External	2	43	1	0	3	0	0	5	0
Transit External	0	23	9	0	1	0	0	3	1

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	70	74	105.4%	0.3	0.2	A
	Right Turn	17	19	112.4%	0.3	0.6	A
	Subtotal	87	93	106.8%	0.3	0.2	A
SB	Left Turn	50	50	99.4%	4.1	0.3	A
	Through	116	116	99.6%	0.9	0.3	A
	Right Turn						
	Subtotal	166	165	99.5%	1.8	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	18	91.0%	5.8	1.2	A
	Through						
	Right Turn	55	56	101.6%	5.2	0.6	A
	Subtotal	75	74	98.8%	5.4	0.5	A
Total		328	332	101.3%	2.3	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	24	23	95.4%	6.8	2.3	A
	Through						
	Right Turn	57	60	104.6%	5.8	0.4	A
	Subtotal	81	83	101.9%	5.9	0.4	A
EB	Left Turn	49	49	100.0%	4.2	0.8	A
	Through	142	144	101.1%	1.3	0.4	A
	Right Turn						
	Subtotal	191	193	100.8%	2.0	0.5	A
WB	Left Turn						
	Through	106	108	101.7%	1.1	0.2	A
	Right Turn	19	21	110.0%	1.3	0.6	A
	Subtotal	125	129	103.0%	1.1	0.2	A
Total		397	404	101.7%	2.6	0.2	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	147	148	100.6%	1.1	0.6	A
	Right Turn	15	15	98.7%	1.0	1.7	A
	Subtotal	162	163	100.4%	1.1	0.5	A
SB	Left Turn	176	176	100.2%	5.3	0.9	A
	Through	627	645	102.9%	3.7	0.6	A
	Right Turn						
	Subtotal	803	822	102.3%	4.0	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	7	7	97.1%	15.3	8.3	C
	Through						
	Right Turn	156	161	103.2%	4.2	0.9	A
	Subtotal	163	168	102.9%	4.9	0.8	A
Total		1,128	1,152	102.1%	3.8	0.5	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	263	266	101.2%	13.0	2.4	B
	Right Turn	151	158	104.8%	3.7	0.8	A
	Subtotal	414	424	102.5%	9.5	1.7	A
SB	Left Turn	105	101	96.4%	12.9	1.8	B
	Through	631	635	100.7%	8.9	1.2	A
	Right Turn						
	Subtotal	736	737	100.1%	9.4	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	553	558	101.0%	15.8	1.5	B
	Through						
	Right Turn	198	196	98.7%	5.4	1.5	A
	Subtotal	751	754	100.4%	13.0	1.5	B
Total		1,901	1,915	100.7%	10.8	1.0	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	36	35	96.1%	32.0	10.4	C
	Through	191	196	102.4%	52.3	3.8	D
	Right Turn	67	74	110.0%	17.5	6.3	B
	Subtotal	294	304	103.3%	42.7	4.9	D
SB	Left Turn	477	429	90.0%	206.7	15.7	F
	Through	169	154	90.8%	173.8	18.6	F
	Right Turn	901	853	94.6%	62.6	9.2	E
	Subtotal	1,547	1,436	92.8%	117.7	10.8	F
EB	Left Turn	320	316	98.7%	40.5	6.2	D
	Through	172	175	101.7%	26.9	8.7	C
	Right Turn	16	17	104.4%	19.7	18.3	B
	Subtotal	508	508	99.9%	35.2	5.4	D
WB	Left Turn	50	49	98.2%	53.8	9.2	D
	Through	253	281	110.9%	42.0	6.4	D
	Right Turn	215	215	99.9%	8.4	1.3	A
	Subtotal	518	545	105.1%	29.9	4.1	C
Total		2,867	2,791	97.4%	77.1	4.5	E

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	64	64	99.8%	22.0	4.6	C
	Through	28	30	106.4%	23.3	7.8	C
	Right Turn	101	100	98.9%	3.2	0.9	A
	Subtotal	193	194	100.3%	12.7	2.6	B
SB	Left Turn	54	54	100.6%	16.7	4.9	B
	Through	71	71	99.4%	26.4	5.1	C
	Right Turn	29	30	101.7%	4.3	1.0	A
	Subtotal	154	154	100.3%	18.4	3.0	B
EB	Left Turn	22	20	92.7%	12.9	3.6	B
	Through	230	234	101.6%	16.4	2.4	B
	Right Turn	95	98	103.2%	8.2	2.5	A
	Subtotal	347	352	101.5%	13.9	2.2	B
WB	Left Turn	287	284	98.9%	13.8	1.7	B
	Through	324	323	99.7%	7.7	1.7	A
	Right Turn	47	47	100.2%	3.7	1.9	A
	Subtotal	658	654	99.4%	10.0	1.3	B
Total		1,352	1,354	100.1%	12.4	1.5	B

MOVEMENT SUMMARY

Site: 101 [Existing AM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.157	13.4	LOS B	0.6	14.5	0.63	0.63	0.63	33.7
8	T1	127	3.0	0.157	7.8	LOS A	0.6	14.5	0.63	0.63	0.63	34.3
18b	R3	62	3.0	0.157	7.8	LOS A	0.6	14.5	0.63	0.63	0.63	32.5
Approach		189	3.5	0.157	7.9	LOS A	0.6	14.5	0.63	0.63	0.63	33.7
SouthEast: RoadName												
3bx	L3	32	3.0	0.142	4.3	LOS A	0.5	14.7	0.29	0.17	0.29	35.9
3ax	L1	19	100.0	0.142	7.1	LOS A	0.5	14.7	0.29	0.17	0.29	34.5
18ax	R1	269	3.0	0.142	4.3	LOS A	0.6	15.2	0.29	0.17	0.29	35.6
Approach		320	8.8	0.142	4.4	LOS A	0.6	15.2	0.29	0.17	0.29	35.5
North: Deer Valley Drive												
7u	U	23	3.0	0.748	14.3	LOS B	8.6	221.4	0.52	0.26	0.52	30.4
7a	L1	804	3.0	0.748	14.3	LOS B	8.6	221.4	0.52	0.26	0.52	29.5
4	T1	378	3.0	0.748	8.1	LOS A	8.6	221.4	0.32	0.15	0.32	33.5
14	R2	12	100.0	0.204	7.2	LOS A	0.9	23.5	0.20	0.09	0.20	34.5
Approach		1217	3.9	0.748	12.3	LOS B	8.6	221.4	0.45	0.23	0.45	30.7
West: Transit Center												
5	L2	2	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.6
12a	R1	23	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.2
12	R2	13	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	28.6
Approach		38	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.0
All Vehicles		1765	6.9	0.748	10.5	LOS B	8.6	221.4	0.45	0.27	0.45	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	293	298	101.6%	1.0	0.3	A
	Right Turn	30	33	111.3%	0.8	0.6	A
	Subtotal	323	331	102.5%	1.0	0.3	A
SB	Left Turn	85	81	95.4%	4.6	0.7	A
	Through	78	78	99.9%	1.2	0.4	A
	Right Turn						
	Subtotal	163	159	97.5%	2.9	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	29	100.7%	8.5	4.0	A
	Through						
	Right Turn	60	60	100.7%	6.0	0.9	A
	Subtotal	89	90	100.7%	6.6	1.4	A
Total		575	580	100.8%	2.4	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	17	19	112.4%	10.6	4.9	B
	Through						
	Right Turn	80	87	108.6%	7.1	2.1	A
	Subtotal	97	106	109.3%	7.7	2.2	A
EB	Left Turn	87	84	96.4%	5.3	0.9	A
	Through	146	138	94.7%	1.9	0.8	A
	Right Turn						
	Subtotal	233	222	95.3%	3.3	0.9	A
WB	Left Turn						
	Through	319	324	101.6%	1.2	0.2	A
	Right Turn	34	35	102.1%	1.0	0.5	A
	Subtotal	353	359	101.6%	1.2	0.2	A
Total		683	687	100.6%	3.0	0.6	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	536	536	100.0%	3.4	0.3	A
	Right Turn	44	45	102.3%	3.2	1.3	A
	Subtotal	580	581	100.2%	3.4	0.3	A
SB	Left Turn	189	178	94.2%	8.5	2.0	A
	Through	204	205	100.6%	2.0	0.5	A
	Right Turn						
	Subtotal	393	383	97.5%	5.0	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	25	113.6%	39.3	37.1	E
	Through						
	Right Turn	377	382	101.2%	31.9	17.5	D
	Subtotal	399	407	101.9%	32.3	18.3	D
Total		1,372	1,371	99.9%	12.2	5.4	B

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	754	744	98.6%	29.8	7.7	C
	Right Turn	651	660	101.4%	20.8	8.4	C
	Subtotal	1,405	1,404	99.9%	25.6	7.8	C
SB	Left Turn	251	205	81.6%	19.8	1.7	B
	Through	460	431	93.6%	7.8	1.0	A
	Right Turn						
	Subtotal	711	635	89.4%	11.5	1.5	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	419	415	99.0%	23.4	4.0	C
	Through						
	Right Turn	129	129	99.8%	13.3	8.1	B
	Subtotal	548	544	99.2%	20.8	5.1	C
Total		2,664	2,583	96.9%	21.2	5.2	C

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	34	96.3%	26.9	5.4	C
	Through	395	387	98.1%	48.2	4.5	D
	Right Turn	68	74	108.1%	26.7	8.6	C
	Subtotal	498	495	99.3%	44.0	4.2	D
SB	Left Turn	495	389	78.7%	208.5	18.4	F
	Through	363	286	78.8%	164.0	18.2	F
	Right Turn	364	294	80.9%	44.7	5.1	D
	Subtotal	1,222	970	79.4%	147.7	13.7	F
EB	Left Turn	633	526	83.1%	87.2	7.4	F
	Through	277	240	86.5%	70.2	16.8	E
	Right Turn	36	30	83.6%	65.0	22.4	E
	Subtotal	946	796	84.1%	81.4	10.3	F
WB	Left Turn	75	74	98.9%	73.7	14.1	E
	Through	239	285	119.4%	56.1	8.1	E
	Right Turn	640	624	97.6%	40.2	5.9	D
	Subtotal	954	984	103.1%	47.7	3.3	D
Total		3,620	3,244	89.6%	84.3	3.4	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	176	166	94.4%	34.5	8.0	C
	Through	89	93	104.5%	29.9	6.0	C
	Right Turn	479	455	95.0%	11.2	2.4	B
	Subtotal	744	714	96.0%	19.4	2.8	B
SB	Left Turn	90	88	98.2%	30.0	5.6	C
	Through	55	50	91.5%	34.5	7.9	C
	Right Turn	63	59	92.9%	5.5	1.2	A
	Subtotal	208	197	94.8%	23.9	3.5	C
EB	Left Turn	71	68	96.3%	15.8	3.5	B
	Through	584	589	100.9%	26.4	3.4	C
	Right Turn	149	148	99.3%	21.2	4.8	C
	Subtotal	804	805	100.2%	24.6	3.1	C
WB	Left Turn	218	216	99.1%	17.7	3.0	B
	Through	384	386	100.5%	11.3	2.2	B
	Right Turn	46	49	106.3%	6.8	4.2	A
	Subtotal	648	651	100.4%	13.1	1.7	B
Total		2,404	2,367	98.5%	19.7	1.9	B

MOVEMENT SUMMARY

Site: 101 [Existing PM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.344	13.5	LOS B	1.5	38.8	0.64	0.65	0.68	32.9
8	T1	454	3.0	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	33.8
18b	R3	62	3.0	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	32.1
Approach		516	3.2	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	33.6
SouthEast: RoadName												
3bx	L3	36	3.0	0.559	14.3	LOS B	3.7	97.6	0.74	0.91	1.23	31.7
3ax	L1	13	100.0	0.559	19.1	LOS C	3.7	97.6	0.74	0.91	1.23	30.4
18ax	R1	732	3.0	0.559	14.2	LOS B	3.8	98.4	0.75	0.91	1.23	31.0
Approach		782	4.6	0.559	14.3	LOS B	3.8	98.4	0.75	0.91	1.23	31.0
North: Deer Valley Drive												
7u	U	242	3.0	0.617	10.2	LOS B	5.3	134.5	0.36	0.17	0.36	31.9
7a	L1	368	3.0	0.617	10.2	LOS B	5.3	134.5	0.36	0.17	0.36	31.0
4	T1	398	3.0	0.617	7.1	LOS A	5.3	134.5	0.27	0.12	0.27	33.7
14	R2	6	100.0	0.169	6.8	LOS A	0.7	18.8	0.18	0.08	0.18	34.6
Approach		1014	3.6	0.617	9.0	LOS A	5.3	134.5	0.32	0.15	0.32	32.2
West: Transit Center												
5	L2	5	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	31.0
12a	R1	12	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	30.5
12	R2	5	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	29.9
Approach		22	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	30.5
All Vehicles		2334	4.8	0.617	10.8	LOS B	5.3	134.5	0.54	0.52	0.71	32.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	119	119	99.7%	7.2	2.3	A
	Through	67	69	103.6%	4.7	1.1	A
	Right Turn						
	Subtotal	186	188	101.1%	6.2	1.7	A
SB	Left Turn						
	Through	194	200	103.2%	5.3	1.6	A
	Right Turn	15	16	105.3%	1.9	1.0	A
	Subtotal	209	216	103.4%	5.1	1.4	A
EB	Left Turn	15	15	100.0%	10.7	4.6	B
	Through						
	Right Turn	100	99	99.0%	5.4	1.1	A
	Subtotal	115	114	99.1%	6.3	1.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		510	518	101.6%	5.7	1.2	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	20	101.5%	7.9	2.2	A
	Through						
	Right Turn						
	Subtotal	20	20	101.5%	7.9	2.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	702	711	101.3%	3.7	0.6	A
	Right Turn	20	21	104.0%	2.2	1.2	A
	Subtotal	722	732	101.4%	3.7	0.6	A
WB	Left Turn						
	Through	185	183	98.9%	0.3	0.1	A
	Right Turn						
	Subtotal	185	183	98.9%	0.3	0.1	A
Total		927	935	100.9%	3.2	0.5	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	112	114	102.1%	0.9	0.2	A
	Right Turn	17	21	125.3%	1.0	0.6	A
	Subtotal	129	136	105.1%	0.9	0.1	A
SB	Left Turn	50	49	97.0%	4.0	0.3	A
	Through	204	213	104.4%	1.2	0.3	A
	Right Turn						
	Subtotal	254	261	102.9%	1.7	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	22	108.0%	7.5	2.8	A
	Through						
	Right Turn	55	52	94.0%	5.3	0.3	A
	Subtotal	75	73	97.7%	5.9	0.8	A
Total		458	470	102.7%	2.1	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	24	24	97.9%	8.2	2.6	A
	Through						
	Right Turn	57	56	97.5%	5.7	0.7	A
	Subtotal	81	79	97.7%	6.5	1.1	A
EB	Left Turn	49	49	99.8%	4.4	0.6	A
	Through	230	236	102.8%	1.7	0.5	A
	Right Turn						
	Subtotal	279	285	102.3%	2.2	0.3	A
WB	Left Turn						
	Through	148	145	97.7%	1.0	0.3	A
	Right Turn	19	20	103.7%	0.8	0.4	A
	Subtotal	167	164	98.4%	0.9	0.2	A
Total		527	529	100.3%	2.5	0.3	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	190	190	100.0%	1.4	0.4	A
	Right Turn	15	14	96.0%	1.4	1.3	A
	Subtotal	205	204	99.7%	1.4	0.3	A
SB	Left Turn	264	271	102.7%	7.1	0.6	A
	Through	715	721	100.8%	4.3	0.3	A
	Right Turn						
	Subtotal	979	992	101.3%	5.0	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	7	7	97.1%	26.3	26.8	D
	Through						
	Right Turn	198	194	97.7%	5.6	1.2	A
	Subtotal	205	200	97.7%	6.4	1.4	A
Total		1,389	1,396	100.5%	4.7	0.4	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	305	299	98.1%	13.3	2.0	B
	Right Turn	168	161	96.0%	3.1	0.9	A
	Subtotal	473	461	97.4%	9.6	1.4	A
SB	Left Turn	105	90	85.6%	13.2	1.9	B
	Through	719	660	91.8%	9.8	1.2	A
	Right Turn						
	Subtotal	824	750	91.0%	10.2	1.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	588	589	100.2%	16.0	2.1	B
	Through						
	Right Turn	198	196	99.0%	5.7	1.1	A
	Subtotal	786	785	99.9%	13.3	1.7	B
Total		2,083	1,996	95.8%	11.3	1.0	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	36	38	104.4%	31.1	6.3	C
	Through	191	194	101.7%	49.3	4.9	D
	Right Turn	67	68	102.1%	15.3	5.9	B
	Subtotal	294	300	102.1%	39.3	5.1	D
SB	Left Turn	565	435	77.0%	215.8	13.6	F
	Through	169	139	82.0%	174.7	19.3	F
	Right Turn	901	715	79.3%	55.4	10.9	E
	Subtotal	1,635	1,289	78.8%	119.7	6.7	F
EB	Left Turn	320	314	98.2%	39.3	4.6	D
	Through	172	177	102.7%	31.2	6.4	C
	Right Turn	16	16	99.4%	21.7	12.3	C
	Subtotal	508	507	99.7%	36.0	4.9	D
WB	Left Turn	50	47	93.4%	59.7	16.5	E
	Through	253	281	111.1%	43.7	6.9	D
	Right Turn	257	248	96.6%	9.1	3.1	A
	Subtotal	560	576	102.9%	31.0	3.8	C
Total		2,997	2,672	89.1%	75.1	3.9	E

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	64	57	89.5%	21.3	4.2	C
	Through	28	27	97.9%	22.2	7.6	C
	Right Turn	118	109	92.5%	2.7	0.6	A
	Subtotal	210	194	92.3%	11.0	2.2	B
SB	Left Turn	54	52	96.5%	19.2	3.9	B
	Through	71	72	102.0%	24.5	5.0	C
	Right Turn	29	29	99.3%	4.0	0.9	A
	Subtotal	154	153	99.5%	18.6	2.2	B
EB	Left Turn	22	21	96.4%	10.8	3.3	B
	Through	230	226	98.3%	18.6	2.7	B
	Right Turn	95	97	102.4%	8.8	2.6	A
	Subtotal	347	345	99.3%	15.3	2.2	B
WB	Left Turn	322	319	98.9%	13.8	2.6	B
	Through	324	324	100.0%	8.7	1.4	A
	Right Turn	47	46	98.7%	4.6	2.1	A
	Subtotal	693	689	99.4%	10.8	1.5	B
Total		1,404	1,381	98.3%	12.8	1.1	B

MOVEMENT SUMMARY

Site: 101 [Existing Plus Project AM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.204	16.4	LOS C	0.7	18.5	0.68	0.68	0.68	32.7
8	T1	127	3.0	0.204	9.8	LOS A	0.7	18.5	0.68	0.68	0.68	33.3
18b	R3	81	3.0	0.204	9.8	LOS A	0.7	18.5	0.68	0.68	0.68	31.6
Approach		209	3.5	0.204	9.9	LOS A	0.7	18.5	0.68	0.68	0.68	32.6
SouthEast: RoadName												
3bx	L3	41	3.0	0.181	4.7	LOS A	0.7	19.5	0.30	0.18	0.30	35.8
3ax	L1	23	100.0	0.181	7.5	LOS A	0.7	19.5	0.30	0.18	0.30	34.3
18ax	R1	346	3.0	0.181	4.6	LOS A	0.8	20.1	0.30	0.18	0.30	35.4
Approach		411	8.5	0.181	4.8	LOS A	0.8	20.1	0.30	0.18	0.30	35.3
North: Deer Valley Drive												
7u	U	23	3.0	0.858	21.2	LOS C	13.6	349.0	0.81	0.45	0.81	27.8
7a	L1	963	3.0	0.858	21.2	LOS C	13.6	349.0	0.81	0.45	0.81	27.1
4	T1	378	3.0	0.858	9.3	LOS A	13.6	349.0	0.39	0.21	0.39	33.1
14	R2	12	100.0	0.235	7.6	LOS A	1.1	27.7	0.24	0.12	0.24	34.3
Approach		1376	3.8	0.858	17.8	LOS C	13.6	349.0	0.69	0.38	0.69	28.5
West: Transit Center												
5	L2	2	100.0	0.231	23.6	LOS C	0.4	16.9	0.73	0.74	0.75	27.8
12a	R1	33	100.0	0.231	23.6	LOS C	0.4	16.9	0.73	0.74	0.75	27.4
12	R2	13	100.0	0.231	23.6	LOS C	0.4	16.9	0.73	0.74	0.75	26.9
Approach		48	100.0	0.231	23.6	LOS C	0.4	16.9	0.73	0.74	0.75	27.3
All Vehicles		2043	7.0	0.858	14.5	LOS B	13.6	349.0	0.61	0.38	0.61	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	147	97.9%	10.0	3.6	B
	Through	377	376	99.8%	7.5	2.7	A
	Right Turn						
	Subtotal	527	523	99.2%	8.2	2.9	A
SB	Left Turn						
	Through	97	92	94.6%	4.3	1.5	A
	Right Turn	15	20	130.0%	2.3	0.8	A
	Subtotal	112	111	99.4%	3.9	1.2	A
EB	Left Turn	15	15	101.3%	17.9	10.4	B
	Through						
	Right Turn	146	143	97.9%	6.6	3.0	A
	Subtotal	161	158	98.3%	7.7	3.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		800	792	99.1%	7.4	2.6	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	17	85.5%	15.5	8.6	C
	Through						
	Right Turn						
	Subtotal	20	17	85.5%	15.5	8.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	264	260	98.6%	1.7	0.6	A
	Right Turn	20	19	93.5%	0.6	0.6	A
	Subtotal	284	279	98.2%	1.7	0.5	A
WB	Left Turn						
	Through	664	673	101.3%	2.2	0.1	A
	Right Turn						
	Subtotal	664	673	101.3%	2.2	0.1	A
Total		968	969	100.1%	2.2	0.3	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	396	400	101.0%	1.4	0.2	A
	Right Turn	30	29	95.0%	1.6	0.7	A
	Subtotal	426	429	100.6%	1.4	0.2	A
SB	Left Turn	85	84	98.5%	4.9	0.5	A
	Through	135	137	101.6%	1.5	0.4	A
	Right Turn						
	Subtotal	220	221	100.4%	2.7	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	24	84.1%	10.8	2.7	B
	Through						
	Right Turn	60	61	101.5%	7.7	2.1	A
	Subtotal	89	85	95.8%	8.5	1.8	A
Total		735	735	99.9%	2.6	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	17	17	99.4%	13.4	12.8	B
	Through						
	Right Turn	80	74	92.8%	9.6	6.8	A
	Subtotal	97	91	93.9%	10.2	7.1	B
EB	Left Turn	87	89	102.8%	5.4	0.7	A
	Through	203	202	99.7%	2.2	0.6	A
	Right Turn						
	Subtotal	290	292	100.6%	3.1	0.6	A
WB	Left Turn						
	Through	422	424	100.4%	2.6	2.8	A
	Right Turn	34	35	101.5%	3.0	4.5	A
	Subtotal	456	458	100.4%	2.6	2.9	A
Total		843	841	99.7%	3.7	2.3	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	640	651	101.7%	3.0	0.2	A
	Right Turn	44	44	100.9%	2.5	0.8	A
	Subtotal	684	695	101.7%	3.0	0.2	A
SB	Left Turn	246	247	100.6%	9.5	1.7	A
	Through	262	257	98.2%	2.1	0.4	A
	Right Turn						
	Subtotal	508	505	99.3%	5.8	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	19	85.9%	128.3	30.8	F
	Through						
	Right Turn	480	436	90.9%	125.0	18.2	F
	Subtotal	502	455	90.7%	125.3	17.9	F
Total		1,694	1,655	97.7%	39.3	4.3	E

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	857	840	98.0%	44.8	24.2	D
	Right Turn	692	697	100.8%	38.1	29.4	D
	Subtotal	1,549	1,537	99.3%	41.7	26.5	D
SB	Left Turn	251	212	84.5%	18.3	3.1	B
	Through	518	473	91.3%	6.7	1.0	A
	Right Turn						
	Subtotal	769	685	89.1%	10.4	1.4	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	442	428	96.9%	20.9	2.7	C
	Through						
	Right Turn	129	132	101.9%	9.9	2.5	A
	Subtotal	571	560	98.0%	18.4	2.7	B
Total		2,889	2,782	96.3%	29.1	14.3	C

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	33	93.1%	39.3	9.0	D
	Through	395	397	100.6%	64.0	7.4	E
	Right Turn	68	65	94.9%	44.0	12.8	D
	Subtotal	498	494	99.3%	59.2	7.4	E
SB	Left Turn	553	492	88.9%	163.8	11.4	F
	Through	363	323	89.0%	129.2	4.7	F
	Right Turn	364	319	87.6%	41.9	4.3	D
	Subtotal	1,280	1,134	88.6%	120.6	8.2	F
EB	Left Turn	633	469	74.1%	105.2	6.6	F
	Through	277	199	71.9%	75.3	13.8	E
	Right Turn	36	25	69.7%	64.9	24.0	E
	Subtotal	946	693	73.3%	94.7	7.7	F
WB	Left Turn	75	75	99.3%	97.3	18.6	F
	Through	239	295	123.6%	66.7	18.8	E
	Right Turn	743	719	96.8%	35.3	4.7	D
	Subtotal	1,057	1,089	103.0%	48.2	6.5	D
Total		3,781	3,410	90.2%	82.8	3.4	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	176	173	98.2%	36.7	3.8	D
	Through	89	94	105.7%	27.4	6.6	C
	Right Turn	520	499	95.9%	12.1	2.8	B
	Subtotal	785	765	97.5%	19.7	3.1	B
SB	Left Turn	90	88	97.4%	32.6	7.3	C
	Through	55	51	93.5%	39.1	10.0	D
	Right Turn	63	65	102.5%	5.4	0.9	A
	Subtotal	208	204	97.9%	25.3	4.8	C
EB	Left Turn	71	74	104.5%	14.2	3.2	B
	Through	584	583	99.8%	26.2	3.6	C
	Right Turn	149	144	96.9%	21.8	3.1	C
	Subtotal	804	801	99.7%	24.3	3.4	C
WB	Left Turn	241	239	99.0%	19.0	1.5	B
	Through	384	387	100.8%	10.7	1.6	B
	Right Turn	46	46	100.9%	8.3	2.9	A
	Subtotal	671	672	100.2%	13.6	1.3	B
Total		2,468	2,443	99.0%	20.1	2.0	C

MOVEMENT SUMMARY

Site: 101 [Existing Plus Project PM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.390	15.6	LOS C	1.9	48.1	0.68	0.74	0.86	32.2
8	T1	454	3.0	0.390	10.6	LOS B	1.9	48.1	0.68	0.74	0.86	33.0
18b	R3	74	3.0	0.390	10.6	LOS B	1.9	48.1	0.68	0.74	0.86	31.4
Approach		528	3.2	0.390	10.6	LOS B	1.9	48.1	0.68	0.74	0.86	32.8
SouthEast: RoadName												
3bx	L3	58	3.0	0.713	20.7	LOS C	6.6	175.2	0.82	1.13	1.74	29.1
3ax	L1	23	100.0	0.713	25.4	LOS D	6.6	175.2	0.82	1.13	1.74	27.9
18ax	R1	910	3.0	0.713	20.4	LOS C	6.9	176.8	0.83	1.13	1.73	28.5
Approach		991	5.3	0.713	20.5	LOS C	6.9	176.8	0.83	1.13	1.73	28.6
North: Deer Valley Drive												
7u	U	242	3.0	0.702	12.9	LOS B	6.8	174.2	0.54	0.32	0.54	30.8
7a	L1	466	3.0	0.702	12.9	LOS B	6.8	174.2	0.54	0.32	0.54	29.9
4	T1	398	3.0	0.702	8.1	LOS A	6.8	174.2	0.37	0.21	0.37	33.3
14	R2	6	100.0	0.192	7.3	LOS A	0.8	21.7	0.25	0.13	0.25	34.4
Approach		1112	3.5	0.702	11.1	LOS B	6.8	174.2	0.48	0.28	0.48	31.2
West: Transit Center												
5	L2	5	100.0	0.110	16.3	LOS C	0.2	8.1	0.65	0.65	0.65	30.2
12a	R1	18	100.0	0.110	16.3	LOS C	0.2	8.1	0.65	0.65	0.65	29.8
12	R2	5	100.0	0.110	16.3	LOS C	0.2	8.1	0.65	0.65	0.65	29.2
Approach		28	100.0	0.110	16.3	LOS C	0.2	8.1	0.65	0.65	0.65	29.8
All Vehicles		2660	5.1	0.713	14.6	LOS B	6.9	176.8	0.65	0.69	1.02	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	119	108	91.0%	5.5	2.3	A
	Through	67	93	138.2%	3.9	2.4	A
	Right Turn						
	Subtotal	186	201	108.0%	4.6	1.6	A
SB	Left Turn						
	Through	194	211	108.6%	2.9	1.3	A
	Right Turn	15	15	101.3%	1.4	2.4	A
	Subtotal	209	226	108.0%	2.8	1.3	A
EB	Left Turn	15	14	94.0%	7.2	0.9	A
	Through						
	Right Turn	100	90	89.6%	5.5	2.1	A
	Subtotal	115	104	90.2%	6.3	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		510	530	104.0%	4.2	1.1	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	20	100.5%	11.5	2.6	B
	Through						
	Right Turn						
	Subtotal	20	20	100.5%	11.5	2.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	702	709	101.0%	1.2	0.2	A
	Right Turn	20	21	107.0%	1.3	0.4	A
	Subtotal	722	731	101.2%	1.2	0.2	A
WB	Left Turn						
	Through	185	172	92.9%	0.7	0.1	A
	Right Turn						
	Subtotal	185	172	92.9%	0.7	0.1	A
Total		927	923	99.5%	1.3	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	112	135	120.9%	0.1	0.1	A
	Right Turn	17	17	101.2%	0.1	0.1	A
	Subtotal	129	153	118.3%	0.1	0.1	A
SB	Left Turn	50	49	98.2%	3.5	0.4	A
	Through	204	226	110.9%	0.4	0.1	A
	Right Turn						
	Subtotal	254	275	108.4%	1.0	0.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	19	97.0%	5.4	0.9	A
	Through						
	Right Turn	55	53	96.5%	5.1	0.4	A
	Subtotal	75	73	96.7%	5.2	0.5	A
Total		458	500	109.3%	1.4	0.1	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	24	23	97.1%	5.9	1.1	A
	Through						
	Right Turn	57	59	104.0%	5.7	0.8	A
	Subtotal	81	83	102.0%	5.8	0.5	A
EB	Left Turn	49	52	106.1%	4.6	0.7	A
	Through	230	249	108.3%	1.8	0.4	A
	Right Turn						
	Subtotal	279	301	108.0%	2.2	0.4	A
WB	Left Turn						
	Through	148	168	113.4%	0.2	0.1	A
	Right Turn	19	20	105.3%	0.0	0.1	A
	Subtotal	167	188	112.5%	0.1	0.1	A
Total		527	572	108.5%	2.1	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	190	178	93.6%	13.6	4.2	B
	Right Turn	15	16	103.3%	7.6	4.4	A
	Subtotal	205	193	94.3%	12.8	3.4	B
SB	Left Turn	264	284	107.7%	10.6	1.5	B
	Through	715	719	100.6%	8.1	0.9	A
	Right Turn						
	Subtotal	979	1,004	102.5%	8.8	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	7	7	94.3%	12.5	13.1	B
	Through						
	Right Turn	198	218	109.9%	4.3	1.0	A
	Subtotal	205	224	109.4%	4.7	0.9	A
Total		1,389	1,421	102.3%	8.6	0.8	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	305	308	101.1%	14.6	1.7	B
	Right Turn	168	167	99.3%	3.3	0.6	A
	Subtotal	473	475	100.4%	10.7	1.3	B
SB	Left Turn	105	92	87.5%	13.3	2.4	B
	Through	719	639	88.9%	9.9	1.2	A
	Right Turn						
	Subtotal	824	731	88.7%	10.3	1.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	588	606	103.0%	16.6	2.1	B
	Through						
	Right Turn	198	208	105.1%	5.8	1.2	A
	Subtotal	786	814	103.5%	13.9	1.9	B
Total		2,083	2,020	97.0%	11.8	1.0	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	36	45	125.6%	32.0	6.1	C
	Through	191	194	101.8%	49.3	5.7	D
	Right Turn	67	70	104.2%	17.7	8.0	B
	Subtotal	294	309	105.2%	39.3	3.9	D
SB	Left Turn	565	422	74.7%	203.8	44.0	F
	Through	169	129	76.4%	167.4	39.9	F
	Right Turn	901	732	81.3%	57.5	23.3	E
	Subtotal	1,635	1,284	78.5%	119.1	7.6	F
EB	Left Turn	320	338	105.8%	40.5	11.7	D
	Through	172	190	110.3%	27.5	7.5	C
	Right Turn	16	19	116.3%	21.1	8.6	C
	Subtotal	508	547	107.6%	35.2	9.0	D
WB	Left Turn	50	47	94.6%	64.6	12.7	E
	Through	253	303	119.7%	49.8	16.5	D
	Right Turn	257	261	101.4%	10.3	2.3	B
	Subtotal	560	611	109.1%	34.2	12.1	C
Total		2,997	2,751	91.8%	76.3	2.1	E

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	64	57	88.4%	21.8	5.7	C
	Through	28	28	100.0%	24.9	6.2	C
	Right Turn	118	112	94.9%	3.5	0.9	A
	Subtotal	210	197	93.6%	12.0	2.4	B
SB	Left Turn	54	57	106.3%	21.2	5.8	C
	Through	71	75	105.5%	24.3	4.0	C
	Right Turn	29	31	107.9%	4.4	1.2	A
	Subtotal	154	164	106.2%	19.5	2.1	B
EB	Left Turn	22	22	100.9%	13.4	6.2	B
	Through	230	245	106.7%	18.2	3.2	B
	Right Turn	95	98	103.5%	10.8	3.7	B
	Subtotal	347	366	105.4%	16.1	3.3	B
WB	Left Turn	322	335	104.0%	14.4	2.3	B
	Through	324	340	105.0%	7.9	1.7	A
	Right Turn	47	49	104.7%	4.7	1.5	A
	Subtotal	693	724	104.5%	10.6	1.4	B
Total		1,404	1,450	103.3%	13.2	1.6	B

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	148	98.7%	7.6	1.7	A
	Through	377	382	101.4%	7.7	1.1	A
	Right Turn						
	Subtotal	527	530	100.6%	7.7	1.2	A
SB	Left Turn						
	Through	97	93	95.4%	4.6	1.8	A
	Right Turn	15	16	107.3%	1.6	1.9	A
	Subtotal	112	109	97.0%	4.3	1.7	A
EB	Left Turn	15	15	97.3%	12.5	6.4	B
	Through						
	Right Turn	146	154	105.2%	5.2	1.5	A
	Subtotal	161	168	104.5%	5.9	2.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		800	807	100.9%	6.9	1.1	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	20	98.5%	19.0	10.0	C
	Through						
	Right Turn						
	Subtotal	20	20	98.5%	19.0	10.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	264	271	102.6%	0.3	0.1	A
	Right Turn	20	25	123.5%	0.4	0.3	A
	Subtotal	284	296	104.1%	0.3	0.1	A
WB	Left Turn						
	Through	664	656	98.8%	2.1	0.1	A
	Right Turn						
	Subtotal	664	656	98.8%	2.1	0.1	A
Total		968	971	100.3%	2.0	0.3	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	396	405	102.3%	0.4	0.1	A
	Right Turn	30	31	101.7%	0.4	0.1	A
	Subtotal	426	436	102.3%	0.4	0.1	A
SB	Left Turn	85	83	97.2%	5.0	1.4	A
	Through	135	139	103.1%	0.2	0.1	A
	Right Turn						
	Subtotal	220	222	100.8%	2.1	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	25	86.6%	11.0	4.3	B
	Through						
	Right Turn	60	61	100.8%	7.1	0.9	A
	Subtotal	89	86	96.2%	8.1	1.2	A
Total		735	743	101.1%	1.9	0.2	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	17	18	105.3%	8.5	2.0	A
	Through						
	Right Turn	80	81	100.9%	8.2	1.3	A
	Subtotal	97	99	101.6%	8.4	1.1	A
EB	Left Turn	87	88	101.6%	6.1	1.1	A
	Through	203	203	99.8%	1.6	0.4	A
	Right Turn						
	Subtotal	290	291	100.3%	3.0	0.3	A
WB	Left Turn						
	Through	422	430	101.8%	0.6	0.1	A
	Right Turn	34	35	103.5%	0.4	0.2	A
	Subtotal	456	465	101.9%	0.5	0.1	A
Total		843	854	101.3%	2.3	0.2	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	640	634	99.1%	21.8	4.0	C
	Right Turn	44	44	99.1%	19.2	4.0	B
	Subtotal	684	678	99.1%	21.6	4.0	C
SB	Left Turn	246	247	100.4%	20.6	4.1	C
	Through	262	272	104.0%	3.8	1.1	A
	Right Turn						
	Subtotal	508	519	102.2%	12.1	2.7	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	22	98.2%	42.2	10.1	D
	Through						
	Right Turn	480	481	100.1%	27.2	8.3	C
	Subtotal	502	502	100.1%	27.7	8.1	C
Total		1,694	1,700	100.3%	20.5	3.6	C

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	857	850	99.2%	59.5	28.4	E
	Right Turn	692	683	98.6%	56.0	40.0	E
	Subtotal	1,549	1,533	99.0%	58.0	33.5	E
SB	Left Turn	251	215	85.5%	19.5	2.5	B
	Through	518	475	91.6%	7.1	0.9	A
	Right Turn						
	Subtotal	769	689	89.6%	11.1	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	442	440	99.6%	19.6	2.1	B
	Through						
	Right Turn	129	136	105.0%	8.3	1.3	A
	Subtotal	571	576	100.8%	16.8	1.8	B
Total		2,889	2,798	96.8%	38.4	18.8	D

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	35	100.3%	34.3	9.1	C
	Through	395	403	102.0%	63.1	10.1	E
	Right Turn	68	64	94.7%	44.2	14.6	D
	Subtotal	498	503	100.9%	58.9	10.4	E
SB	Left Turn	553	488	88.2%	169.2	8.9	F
	Through	363	322	88.6%	132.8	8.7	F
	Right Turn	364	335	92.0%	42.6	5.1	D
	Subtotal	1,280	1,144	89.4%	123.1	6.8	F
EB	Left Turn	633	470	74.3%	104.1	4.8	F
	Through	277	204	73.5%	74.9	7.4	E
	Right Turn	36	27	74.2%	64.1	14.8	E
	Subtotal	946	701	74.1%	93.6	3.3	F
WB	Left Turn	75	78	103.9%	104.7	38.2	F
	Through	239	286	119.5%	51.8	12.5	D
	Right Turn	743	724	97.4%	38.5	3.8	D
	Subtotal	1,057	1,087	102.8%	47.2	5.4	D
Total		3,781	3,434	90.8%	83.7	2.1	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	176	172	97.7%	37.0	10.5	D
	Through	89	88	98.8%	39.8	9.2	D
	Right Turn	520	502	96.6%	11.0	3.0	B
	Subtotal	785	762	97.1%	20.3	4.2	C
SB	Left Turn	90	86	95.0%	29.7	5.5	C
	Through	55	53	96.4%	42.1	11.1	D
	Right Turn	63	64	101.6%	5.0	1.1	A
	Subtotal	208	203	97.4%	25.6	6.3	C
EB	Left Turn	71	67	94.8%	14.6	3.4	B
	Through	584	593	101.5%	26.2	2.1	C
	Right Turn	149	153	102.8%	19.9	3.4	B
	Subtotal	804	813	101.1%	24.2	1.7	C
WB	Left Turn	241	240	99.7%	18.8	3.0	B
	Through	384	395	102.9%	10.8	1.8	B
	Right Turn	46	47	101.5%	6.4	3.1	A
	Subtotal	671	682	101.7%	13.4	1.6	B
Total		2,468	2,460	99.7%	20.2	2.4	C

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	75	75	99.6%	0.2	0.2	A
	Right Turn	20	18	90.0%	0.5	1.0	A
	Subtotal	95	93	97.6%	0.2	0.3	A
SB	Left Turn	50	50	99.8%	4.0	0.4	A
	Through	120	126	105.3%	1.0	0.2	A
	Right Turn						
	Subtotal	170	176	103.7%	1.9	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	22	111.0%	5.9	1.1	A
	Through						
	Right Turn	55	55	100.2%	5.1	0.3	A
	Subtotal	75	77	103.1%	5.3	0.5	A
Total		340	346	101.9%	2.2	0.2	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	24	94.8%	6.2	1.6	A
	Through						
	Right Turn	60	62	104.0%	5.8	0.8	A
	Subtotal	85	86	101.3%	5.9	0.9	A
EB	Left Turn	50	51	101.0%	4.3	0.6	A
	Through	145	153	105.4%	1.5	0.5	A
	Right Turn						
	Subtotal	195	203	104.3%	2.3	0.5	A
WB	Left Turn						
	Through	110	109	99.2%	1.0	0.3	A
	Right Turn	20	21	104.0%	0.8	0.6	A
	Subtotal	130	130	99.9%	1.0	0.2	A
Total		410	419	102.3%	2.6	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	150	151	100.9%	1.2	0.3	A
	Right Turn	15	15	101.3%	0.7	0.8	A
	Subtotal	165	167	100.9%	1.2	0.3	A
SB	Left Turn	180	186	103.6%	5.7	0.5	A
	Through	635	636	100.2%	3.6	0.4	A
	Right Turn						
	Subtotal	815	823	100.9%	4.1	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	9	90.0%	14.2	10.1	B
	Through						
	Right Turn	160	162	101.2%	4.5	0.6	A
	Subtotal	170	171	100.5%	5.0	1.0	A
Total		1,150	1,160	100.9%	3.8	0.2	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	265	263	99.3%	12.8	2.3	B
	Right Turn	165	170	102.7%	2.7	0.9	A
	Subtotal	430	433	100.6%	9.1	1.6	A
SB	Left Turn	115	102	89.0%	11.7	2.9	B
	Through	635	620	97.6%	9.7	1.8	A
	Right Turn						
	Subtotal	750	722	96.3%	10.0	1.9	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	585	591	101.0%	15.6	0.8	B
	Through						
	Right Turn	215	222	103.4%	5.4	1.3	A
	Subtotal	800	813	101.6%	12.8	0.9	B
Total		1,980	1,968	99.4%	11.0	1.1	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	55	51	93.5%	34.8	3.8	C
	Through	195	198	101.3%	51.8	5.3	D
	Right Turn	75	73	96.9%	19.4	5.8	B
	Subtotal	325	322	99.0%	41.9	4.6	D
SB	Left Turn	475	404	85.1%	212.0	13.3	F
	Through	170	146	85.7%	173.4	18.6	F
	Right Turn	1,065	917	86.1%	72.5	16.1	E
	Subtotal	1,710	1,467	85.8%	121.5	7.1	F
EB	Left Turn	385	392	101.7%	44.4	7.5	D
	Through	240	238	99.0%	28.5	5.7	C
	Right Turn	25	28	111.6%	28.3	14.5	C
	Subtotal	650	657	101.1%	38.2	7.0	D
WB	Left Turn	50	48	96.2%	75.9	14.9	E
	Through	325	355	109.3%	68.7	15.7	E
	Right Turn	215	218	101.2%	10.0	1.9	B
	Subtotal	590	621	105.2%	49.4	9.8	D
Total		3,275	3,067	93.6%	81.9	6.0	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	65	58	89.4%	22.8	5.7	C
	Through	30	30	99.0%	23.4	6.9	C
	Right Turn	110	106	96.5%	3.1	0.7	A
	Subtotal	205	194	94.6%	12.2	2.4	B
SB	Left Turn	60	56	93.2%	18.4	7.3	B
	Through	75	75	99.9%	25.4	4.2	C
	Right Turn	30	31	103.0%	4.8	1.0	A
	Subtotal	165	162	98.0%	18.9	3.0	B
EB	Left Turn	25	24	95.6%	14.8	1.9	B
	Through	250	247	98.9%	18.6	2.4	B
	Right Turn	100	99	98.6%	8.5	2.4	A
	Subtotal	375	370	98.6%	15.8	2.2	B
WB	Left Turn	305	309	101.3%	14.0	2.3	B
	Through	350	344	98.4%	8.6	1.3	A
	Right Turn	50	49	98.8%	4.8	2.0	A
	Subtotal	705	703	99.7%	10.7	1.3	B
Total		1,450	1,428	98.5%	13.1	1.2	B

MOVEMENT SUMMARY

Site: 101 [2024 BG AM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.174	14.0	LOS B	0.6	15.9	0.63	0.63	0.63	33.7
8	T1	133	3.0	0.174	8.2	LOS A	0.6	16.1	0.63	0.63	0.63	33.9
18b	R3	64	3.0	0.174	8.2	LOS A	0.6	16.1	0.64	0.64	0.64	32.4
Approach		202	5.6	0.174	8.4	LOS A	0.6	16.1	0.63	0.63	0.63	33.4
SouthEast: RoadName												
3bx	L3	32	3.0	0.150	4.5	LOS A	0.5	15.5	0.32	0.19	0.32	35.8
3ax	L1	21	100.0	0.150	7.4	LOS A	0.5	15.5	0.32	0.19	0.32	34.4
18ax	R1	277	3.0	0.150	4.4	LOS A	0.6	16.1	0.32	0.20	0.32	35.5
Approach		330	9.3	0.150	4.6	LOS A	0.6	16.1	0.32	0.20	0.32	35.4
North: Deer Valley Drive												
7u	U	27	3.0	0.769	15.4	LOS C	9.2	236.0	0.59	0.32	0.59	30.0
7a	L1	809	3.0	0.769	15.4	LOS C	9.2	236.0	0.59	0.32	0.59	29.1
4	T1	383	3.0	0.769	8.7	LOS A	9.2	236.0	0.36	0.19	0.36	33.1
14	R2	16	100.0	0.210	7.3	LOS A	0.9	24.1	0.22	0.11	0.22	34.4
Approach		1234	4.3	0.769	13.2	LOS B	9.2	236.0	0.51	0.27	0.51	30.3
West: Transit Center												
5	L2	5	100.0	0.201	19.9	LOS C	0.3	14.9	0.69	0.69	0.69	28.9
12a	R1	27	100.0	0.201	19.9	LOS C	0.3	14.9	0.69	0.69	0.69	28.6
12	R2	16	100.0	0.201	19.9	LOS C	0.3	14.9	0.69	0.69	0.69	28.0
Approach		48	100.0	0.201	19.9	LOS C	0.3	14.9	0.69	0.69	0.69	28.4
All Vehicles		1814	7.8	0.769	11.3	LOS B	9.2	236.0	0.50	0.31	0.50	31.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	305	317	103.8%	1.0	0.2	A
	Right Turn	30	32	108.0%	0.9	0.7	A
	Subtotal	335	349	104.1%	1.0	0.2	A
SB	Left Turn	85	86	100.8%	5.1	0.7	A
	Through	85	84	99.3%	1.8	0.9	A
	Right Turn						
	Subtotal	170	170	100.1%	3.3	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	25	83.7%	8.2	2.8	A
	Through						
	Right Turn	60	61	102.3%	5.8	0.5	A
	Subtotal	90	87	96.1%	6.5	0.9	A
Total		595	606	101.8%	2.4	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	19	93.0%	11.2	4.5	B
	Through						
	Right Turn	80	80	99.9%	6.5	0.7	A
	Subtotal	100	99	98.5%	7.3	1.1	A
EB	Left Turn	90	89	99.1%	5.8	1.1	A
	Through	150	149	99.3%	1.8	0.6	A
	Right Turn						
	Subtotal	240	238	99.3%	3.3	0.8	A
WB	Left Turn						
	Through	330	339	102.6%	1.1	0.1	A
	Right Turn	35	38	108.6%	1.4	0.5	A
	Subtotal	365	377	103.2%	1.1	0.1	A
Total		705	713	101.2%	2.7	0.3	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	545	547	100.3%	3.6	0.4	A
	Right Turn	45	45	100.9%	1.8	0.7	A
	Subtotal	590	592	100.3%	3.5	0.3	A
SB	Left Turn	195	191	98.1%	8.7	2.1	A
	Through	210	209	99.6%	1.7	0.4	A
	Right Turn						
	Subtotal	405	401	98.9%	5.1	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	27	108.0%	41.3	27.9	E
	Through						
	Right Turn	385	390	101.3%	36.6	16.7	E
	Subtotal	410	417	101.7%	36.7	16.9	E
Total		1,405	1,410	100.3%	13.6	5.5	B

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	755	743	98.4%	27.5	2.6	C
	Right Turn	690	696	100.9%	17.7	1.5	B
	Subtotal	1,445	1,440	99.6%	22.9	1.9	C
SB	Left Turn	275	204	74.3%	20.6	3.6	C
	Through	460	376	81.8%	7.6	1.8	A
	Right Turn						
	Subtotal	735	581	79.0%	12.2	1.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	445	444	99.7%	25.4	4.0	C
	Through						
	Right Turn	145	148	101.7%	10.0	2.0	A
	Subtotal	590	591	100.2%	21.6	3.2	C
Total		2,770	2,611	94.3%	20.1	1.3	C

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	34	97.1%	33.2	6.1	C
	Through	395	399	101.0%	50.8	4.0	D
	Right Turn	70	77	110.6%	29.5	7.9	C
	Subtotal	500	510	102.0%	46.6	3.9	D
SB	Left Turn	495	370	74.7%	223.0	17.6	F
	Through	365	274	75.2%	174.9	13.5	F
	Right Turn	445	334	75.0%	47.8	7.2	D
	Subtotal	1,305	978	75.0%	151.2	13.7	F
EB	Left Turn	765	500	65.3%	84.9	4.7	F
	Through	355	231	65.1%	62.3	12.7	E
	Right Turn	50	37	73.6%	54.3	17.3	D
	Subtotal	1,170	768	65.6%	77.0	6.3	E
WB	Left Turn	80	76	94.8%	81.2	17.1	F
	Through	310	357	115.0%	63.5	15.9	E
	Right Turn	640	630	98.4%	37.7	7.7	D
	Subtotal	1,030	1,062	103.1%	49.3	9.0	D
Total		4,005	3,318	82.8%	84.7	2.6	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	175	97.0%	32.9	5.9	C
	Through	90	93	103.3%	31.5	5.6	C
	Right Turn	505	468	92.6%	12.2	2.4	B
	Subtotal	775	735	94.9%	19.7	2.1	B
SB	Left Turn	100	99	99.4%	34.1	6.9	C
	Through	55	58	105.6%	39.6	4.9	D
	Right Turn	65	66	101.5%	6.1	1.7	A
	Subtotal	220	224	101.6%	28.0	3.2	C
EB	Left Turn	75	76	101.2%	16.2	3.3	B
	Through	635	642	101.0%	25.9	2.6	C
	Right Turn	150	147	97.9%	20.9	3.6	C
	Subtotal	860	864	100.5%	24.3	2.2	C
WB	Left Turn	230	223	97.0%	19.6	3.8	B
	Through	420	430	102.4%	11.5	2.2	B
	Right Turn	50	51	102.8%	8.4	3.4	A
	Subtotal	700	705	100.7%	13.8	1.9	B
Total		2,555	2,528	98.9%	20.4	1.5	C

MOVEMENT SUMMARY

Site: 101 [2024 BG PM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.356	13.9	LOS B	1.6	41.4	0.65	0.67	0.73	32.8
8	T1	460	3.0	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	33.6
18b	R3	66	3.0	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	32.0
Approach		526	3.2	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	33.4
SouthEast: RoadName												
3bx	L3	40	3.0	0.582	15.1	LOS C	4.0	106.0	0.75	0.94	1.29	31.4
3ax	L1	15	100.0	0.582	19.9	LOS C	4.0	106.0	0.75	0.94	1.29	30.0
18ax	R1	753	3.0	0.582	15.0	LOS B	4.2	107.0	0.76	0.94	1.29	30.7
Approach		808	4.8	0.582	15.1	LOS C	4.2	107.0	0.76	0.94	1.29	30.7
North: Deer Valley Drive												
7u	U	242	3.0	0.636	10.7	LOS B	5.6	143.3	0.40	0.20	0.40	31.7
7a	L1	379	3.0	0.636	10.7	LOS B	5.6	143.3	0.40	0.20	0.40	30.8
4	T1	404	3.0	0.636	7.5	LOS A	5.6	143.3	0.30	0.14	0.30	33.4
14	R2	10	100.0	0.174	6.9	LOS A	0.7	19.3	0.20	0.09	0.20	34.6
Approach		1035	3.9	0.636	9.4	LOS A	5.6	143.3	0.35	0.17	0.35	32.0
West: Transit Center												
5	L2	5	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.9
12a	R1	15	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.4
12	R2	5	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	29.8
Approach		25	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.4
All Vehicles		2395	5.1	0.636	11.4	LOS B	5.6	143.3	0.56	0.55	0.75	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	119	114	96.0%	9.0	2.4	A
	Through	75	76	100.9%	6.8	2.8	A
	Right Turn						
	Subtotal	194	190	97.9%	8.1	1.7	A
SB	Left Turn						
	Through	198	193	97.4%	5.7	2.0	A
	Right Turn	15	15	102.0%	2.9	2.1	A
	Subtotal	213	208	97.7%	5.5	1.8	A
EB	Left Turn	15	15	98.7%	12.9	6.8	B
	Through						
	Right Turn	100	100	100.2%	5.5	0.4	A
	Subtotal	115	115	100.0%	6.6	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		522	513	98.3%	6.7	1.1	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	21	106.5%	14.8	10.0	B
	Through						
	Right Turn						
	Subtotal	20	21	106.5%	14.8	10.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	713	709	99.4%	3.7	0.3	A
	Right Turn	20	20	100.5%	2.6	1.4	A
	Subtotal	733	729	99.4%	3.6	0.4	A
WB	Left Turn						
	Through	188	186	99.0%	0.3	0.1	A
	Right Turn						
	Subtotal	188	186	99.0%	0.3	0.1	A
Total		941	936	99.5%	3.2	0.3	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	117	113	96.8%	1.1	0.2	A
	Right Turn	20	23	115.5%	1.0	0.7	A
	Subtotal	137	136	99.5%	1.1	0.2	A
SB	Left Turn	50	45	90.8%	4.3	0.9	A
	Through	208	211	101.4%	1.1	0.2	A
	Right Turn						
	Subtotal	258	256	99.4%	1.7	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	17	86.5%	7.7	2.8	A
	Through						
	Right Turn	55	58	105.6%	5.3	0.7	A
	Subtotal	75	75	100.5%	5.8	0.4	A
Total		470	468	99.6%	2.2	0.2	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	26	102.4%	7.6	3.0	A
	Through						
	Right Turn	60	57	94.2%	5.5	0.4	A
	Subtotal	85	82	96.6%	6.1	0.9	A
EB	Left Turn	50	54	107.4%	4.8	0.9	A
	Through	233	230	98.8%	1.7	0.4	A
	Right Turn						
	Subtotal	283	284	100.3%	2.3	0.5	A
WB	Left Turn						
	Through	152	151	99.1%	1.0	0.2	A
	Right Turn	20	19	95.5%	0.8	0.4	A
	Subtotal	172	170	98.7%	0.9	0.2	A
Total		540	536	99.2%	2.5	0.3	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	193	191	99.0%	1.6	0.3	A
	Right Turn	15	17	113.3%	1.4	1.6	A
	Subtotal	208	208	100.0%	1.6	0.3	A
SB	Left Turn	268	265	98.9%	7.1	0.7	A
	Through	723	717	99.2%	4.1	0.4	A
	Right Turn						
	Subtotal	991	982	99.1%	4.9	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	9	89.0%	20.4	20.2	C
	Through						
	Right Turn	202	197	97.5%	4.9	0.8	A
	Subtotal	212	206	97.1%	5.7	1.3	A
Total		1,411	1,396	98.9%	4.5	0.5	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	307	309	100.5%	14.2	1.8	B
	Right Turn	182	181	99.3%	3.5	0.8	A
	Subtotal	489	489	100.1%	10.2	1.2	B
SB	Left Turn	115	97	84.2%	13.4	2.5	B
	Through	723	643	89.0%	10.0	1.8	B
	Right Turn						
	Subtotal	838	740	88.3%	10.5	1.7	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	620	620	100.0%	16.8	3.4	B
	Through						
	Right Turn	215	219	102.0%	6.0	1.4	A
	Subtotal	835	839	100.5%	14.1	3.1	B
Total		2,162	2,069	95.7%	11.9	1.7	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	55	50	91.6%	35.2	8.4	D
	Through	195	202	103.5%	55.5	5.9	E
	Right Turn	75	76	101.6%	25.5	7.0	C
	Subtotal	325	329	101.1%	44.9	5.2	D
SB	Left Turn	563	409	72.6%	223.7	17.0	F
	Through	170	125	73.4%	194.1	10.7	F
	Right Turn	1,065	815	76.5%	62.0	7.1	E
	Subtotal	1,798	1,348	75.0%	126.3	5.7	F
EB	Left Turn	385	388	100.9%	43.5	3.6	D
	Through	240	240	99.9%	28.2	3.9	C
	Right Turn	25	25	98.4%	21.2	10.3	C
	Subtotal	650	653	100.4%	37.2	3.3	D
WB	Left Turn	50	52	103.8%	85.1	18.4	F
	Through	325	366	112.6%	64.2	13.7	E
	Right Turn	257	255	99.1%	9.1	1.3	A
	Subtotal	632	673	106.4%	45.9	9.9	D
Total		3,405	3,002	88.2%	80.0	2.7	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	65	61	93.4%	23.7	4.2	C
	Through	30	30	101.3%	28.1	5.7	C
	Right Turn	127	116	91.5%	3.7	1.1	A
	Subtotal	222	207	93.4%	13.1	1.2	B
SB	Left Turn	60	60	99.5%	21.2	7.2	C
	Through	75	74	98.9%	24.2	3.7	C
	Right Turn	30	30	101.0%	4.4	0.9	A
	Subtotal	165	164	99.5%	19.7	4.2	B
EB	Left Turn	25	24	94.0%	13.5	4.4	B
	Through	250	258	103.2%	20.1	2.5	C
	Right Turn	100	102	102.4%	12.0	2.5	B
	Subtotal	375	384	102.4%	17.7	2.2	B
WB	Left Turn	340	340	100.1%	14.4	1.8	B
	Through	350	351	100.4%	8.5	1.0	A
	Right Turn	50	53	106.6%	6.4	2.5	A
	Subtotal	740	745	100.6%	11.1	1.5	B
Total		1,502	1,500	99.9%	14.0	1.4	B

MOVEMENT SUMMARY

Site: 101 [Opening Year Plus Project AM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.225	17.2	LOS C	0.8	20.2	0.69	0.69	0.69	32.6
8	T1	133	3.0	0.225	10.4	LOS B	0.8	20.5	0.69	0.69	0.69	32.9
18b	R3	83	3.0	0.225	10.3	LOS B	0.8	20.5	0.69	0.69	0.69	31.4
Approach		221	5.3	0.225	10.5	LOS B	0.8	20.5	0.69	0.69	0.69	32.3
SouthEast: RoadName												
3bx	L3	41	3.0	0.190	4.9	LOS A	0.7	20.4	0.33	0.21	0.33	35.6
3ax	L1	26	100.0	0.190	7.8	LOS A	0.7	20.4	0.33	0.21	0.33	34.2
18ax	R1	353	3.0	0.190	4.8	LOS A	0.8	21.2	0.33	0.21	0.33	35.3
Approach		420	8.9	0.190	5.0	LOS A	0.8	21.2	0.33	0.21	0.33	35.2
North: Deer Valley Drive												
7u	U	27	3.0	0.881	23.6	LOS C	15.0	384.2	0.92	0.54	0.92	27.1
7a	L1	967	3.0	0.881	23.6	LOS C	15.0	384.2	0.92	0.54	0.92	26.3
4	T1	383	3.0	0.881	10.4	LOS B	15.0	384.2	0.45	0.25	0.45	32.5
14	R2	16	100.0	0.241	7.7	LOS A	1.1	28.4	0.26	0.13	0.26	34.2
Approach		1393	4.1	0.881	19.8	LOS C	15.0	384.2	0.78	0.46	0.79	27.9
West: Transit Center												
5	L2	5	100.0	0.280	25.6	LOS D	0.5	22.1	0.74	0.82	0.96	27.0
12a	R1	36	100.0	0.280	25.6	LOS D	0.5	22.1	0.74	0.82	0.96	26.7
12	R2	16	100.0	0.280	25.6	LOS D	0.5	22.1	0.74	0.82	0.96	26.2
Approach		57	100.0	0.280	25.6	LOS D	0.5	22.1	0.74	0.82	0.96	26.6
All Vehicles		2091	7.8	0.881	16.0	LOS C	15.0	384.2	0.68	0.44	0.69	29.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	151	100.4%	8.5	2.7	A
	Through	389	384	98.7%	8.3	3.0	A
	Right Turn						
	Subtotal	539	535	99.2%	8.3	2.8	A
SB	Left Turn						
	Through	105	101	96.0%	5.0	1.2	A
	Right Turn	15	16	104.0%	1.6	1.5	A
	Subtotal	120	116	97.0%	4.6	1.1	A
EB	Left Turn	15	15	100.7%	15.1	8.4	B
	Through						
	Right Turn	146	142	96.9%	5.2	0.8	A
	Subtotal	161	157	97.3%	6.0	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		820	808	98.5%	7.3	2.0	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	21	104.5%	24.3	18.6	C
	Through						
	Right Turn						
	Subtotal	20	21	104.5%	24.3	18.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	273	267	97.9%	1.6	0.4	A
	Right Turn	20	20	99.0%	1.7	0.8	A
	Subtotal	293	287	98.0%	1.6	0.3	A
WB	Left Turn						
	Through	674	669	99.2%	2.2	0.1	A
	Right Turn						
	Subtotal	674	669	99.2%	2.2	0.1	A
Total		987	977	99.0%	2.5	0.4	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	408	405	99.3%	5.0	9.1	A
	Right Turn	30	31	102.0%	3.7	5.2	A
	Subtotal	438	436	99.5%	5.0	9.0	A
SB	Left Turn	85	84	98.2%	5.1	1.0	A
	Through	142	140	98.5%	1.3	0.5	A
	Right Turn						
	Subtotal	227	223	98.4%	2.7	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	29	97.3%	18.4	18.9	C
	Through						
	Right Turn	60	59	98.3%	18.9	33.4	C
	Subtotal	90	88	98.0%	19.1	29.1	C
Total		755	747	99.0%	6.1	8.9	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	19	94.5%	72.8	90.9	F
	Through						
	Right Turn	80	80	100.3%	78.0	92.7	F
	Subtotal	100	99	99.1%	77.5	92.4	F
EB	Left Turn	90	93	103.0%	5.5	1.1	A
	Through	207	201	97.3%	1.8	0.6	A
	Right Turn						
	Subtotal	297	294	99.0%	3.0	0.7	A
WB	Left Turn						
	Through	433	424	97.8%	36.3	53.5	E
	Right Turn	35	33	95.1%	42.0	58.8	E
	Subtotal	468	457	97.6%	36.5	53.6	E
Total		865	850	98.3%	28.4	37.4	D

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	649	649	100.0%	2.9	0.5	A
	Right Turn	45	44	97.6%	2.4	1.4	A
	Subtotal	694	693	99.8%	2.8	0.4	A
SB	Left Turn	252	250	99.3%	9.9	2.1	A
	Through	268	263	98.1%	2.0	0.4	A
	Right Turn						
	Subtotal	520	513	98.7%	5.9	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	22	89.6%	120.8	28.5	F
	Through						
	Right Turn	488	435	89.2%	126.2	7.6	F
	Subtotal	513	458	89.2%	126.2	7.2	F
Total		1,727	1,664	96.3%	39.9	2.3	E

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	858	851	99.2%	96.3	49.4	F
	Right Turn	731	736	100.6%	110.7	64.0	F
	Subtotal	1,589	1,587	99.9%	102.4	55.3	F
SB	Left Turn	275	198	71.9%	22.5	4.8	C
	Through	518	415	80.1%	8.0	1.8	A
	Right Turn						
	Subtotal	793	613	77.2%	12.6	2.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	468	464	99.2%	29.7	8.0	C
	Through						
	Right Turn	145	139	96.1%	16.5	4.7	B
	Subtotal	613	603	98.4%	26.5	6.7	C
Total		2,995	2,803	93.6%	66.9	31.3	E

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	50	99.4%	31.3	7.8	C
	Through	395	396	100.2%	50.4	5.8	D
	Right Turn	70	72	102.7%	25.6	9.0	C
	Subtotal	515	517	100.4%	44.5	5.0	D
SB	Left Turn	553	380	68.7%	227.2	13.8	F
	Through	365	252	69.1%	179.2	12.4	F
	Right Turn	445	307	69.0%	51.7	11.6	D
	Subtotal	1,363	939	68.9%	155.6	7.3	F
EB	Left Turn	765	523	68.3%	87.2	8.2	F
	Through	355	236	66.4%	61.6	13.0	E
	Right Turn	50	34	67.6%	52.9	15.7	D
	Subtotal	1,170	792	67.7%	78.5	8.8	E
WB	Left Turn	80	75	93.3%	85.6	13.9	F
	Through	310	340	109.6%	60.0	8.1	E
	Right Turn	743	660	88.8%	52.4	3.1	D
	Subtotal	1,133	1,075	94.8%	57.1	3.9	E
Total		4,181	3,323	79.5%	88.1	2.8	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	166	92.4%	41.4	8.0	D
	Through	90	94	104.1%	33.6	6.4	C
	Right Turn	546	504	92.4%	12.8	1.9	B
	Subtotal	816	764	93.7%	21.8	2.8	C
SB	Left Turn	100	99	99.1%	34.3	5.6	C
	Through	55	55	100.4%	44.7	11.5	D
	Right Turn	65	69	105.8%	5.3	0.9	A
	Subtotal	220	223	101.4%	27.1	3.8	C
EB	Left Turn	75	75	100.3%	14.9	2.7	B
	Through	635	632	99.5%	29.3	3.4	C
	Right Turn	150	152	101.1%	26.1	4.0	C
	Subtotal	860	859	99.9%	27.4	3.1	C
WB	Left Turn	253	250	98.6%	20.8	2.4	C
	Through	420	415	98.9%	12.0	0.8	B
	Right Turn	50	55	110.2%	7.7	2.8	A
	Subtotal	723	720	99.6%	14.8	0.9	B
Total		2,619	2,566	98.0%	22.1	1.9	C

MOVEMENT SUMMARY

Site: 101 [Opening Year Plus Project PM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.403	16.1	LOS C	2.0	50.8	0.69	0.76	0.90	32.0
8	T1	460	3.0	0.403	11.0	LOS B	2.0	50.9	0.69	0.76	0.90	32.8
18b	R3	78	3.0	0.403	11.0	LOS B	2.0	50.9	0.69	0.76	0.90	31.2
Approach		538	3.2	0.403	11.0	LOS B	2.0	50.9	0.69	0.76	0.90	32.6
SouthEast: RoadName												
3bx	L3	62	3.0	0.737	22.2	LOS C	7.2	191.5	0.84	1.18	1.85	28.5
3ax	L1	25	100.0	0.737	27.0	LOS D	7.2	191.5	0.84	1.18	1.85	27.4
18ax	R1	930	3.0	0.737	21.9	LOS C	7.5	193.2	0.85	1.18	1.84	28.0
Approach		1017	5.4	0.737	22.0	LOS C	7.5	193.2	0.85	1.18	1.84	28.0
North: Deer Valley Drive												
7u	U	242	3.0	0.723	13.7	LOS B	7.3	185.9	0.59	0.35	0.59	30.5
7a	L1	477	3.0	0.723	13.7	LOS B	7.3	185.9	0.59	0.35	0.59	29.6
4	T1	404	3.0	0.723	8.6	LOS A	7.3	185.9	0.40	0.23	0.40	33.0
14	R2	10	100.0	0.198	7.4	LOS A	0.8	22.3	0.26	0.14	0.26	34.4
Approach		1133	3.9	0.723	11.8	LOS B	7.3	185.9	0.52	0.31	0.52	30.9
West: Transit Center												
5	L2	5	100.0	0.124	17.0	LOS C	0.2	9.2	0.66	0.66	0.66	30.0
12a	R1	21	100.0	0.124	17.0	LOS C	0.2	9.2	0.66	0.66	0.66	29.6
12	R2	5	100.0	0.124	17.0	LOS C	0.2	9.2	0.66	0.66	0.66	29.0
Approach		31	100.0	0.124	17.0	LOS C	0.2	9.2	0.66	0.66	0.66	29.6
All Vehicles		2720	5.4	0.737	15.5	LOS C	7.5	193.2	0.68	0.73	1.09	30.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	119	118	99.2%	6.4	2.3	A
	Through	75	78	103.7%	3.9	1.9	A
	Right Turn						
	Subtotal	194	196	101.0%	5.4	2.0	A
SB	Left Turn						
	Through	198	197	99.7%	4.1	2.4	A
	Right Turn	15	15	101.3%	1.3	1.6	A
	Subtotal	213	213	99.8%	3.9	2.3	A
EB	Left Turn	15	14	90.0%	11.7	5.7	B
	Through						
	Right Turn	100	99	98.8%	5.6	0.6	A
	Subtotal	115	112	97.7%	6.4	0.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		522	521	99.8%	5.0	1.8	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	18	88.0%	9.9	2.5	A
	Through						
	Right Turn						
	Subtotal	20	18	88.0%	9.9	2.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	713	715	100.3%	1.2	0.1	A
	Right Turn	20	19	94.0%	1.3	0.6	A
	Subtotal	733	734	100.1%	1.2	0.1	A
WB	Left Turn						
	Through	188	186	98.9%	0.7	0.1	A
	Right Turn						
	Subtotal	188	186	98.9%	0.7	0.1	A
Total		941	937	99.6%	1.3	0.1	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	117	118	100.6%	0.1	0.1	A
	Right Turn	20	20	100.5%	0.0	0.0	A
	Subtotal	137	138	100.6%	0.1	0.0	A
SB	Left Turn	50	46	92.2%	3.5	0.4	A
	Through	208	213	102.5%	0.3	0.1	A
	Right Turn						
	Subtotal	258	259	100.5%	0.9	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	18	92.0%	4.9	2.0	A
	Through						
	Right Turn	55	58	105.1%	5.1	0.3	A
	Subtotal	75	76	101.6%	5.3	0.5	A
Total		470	473	100.7%	1.4	0.1	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	27	109.6%	6.3	1.3	A
	Through						
	Right Turn	60	58	96.2%	6.0	0.8	A
	Subtotal	85	85	100.1%	6.1	0.9	A
EB	Left Turn	50	48	95.8%	4.2	0.9	A
	Through	233	232	99.6%	1.6	0.3	A
	Right Turn						
	Subtotal	283	280	98.9%	2.0	0.3	A
WB	Left Turn						
	Through	152	153	100.9%	0.2	0.1	A
	Right Turn	20	21	102.5%	0.1	0.1	A
	Subtotal	172	174	101.1%	0.2	0.1	A
Total		540	539	99.8%	2.2	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	193	191	98.8%	12.3	2.7	B
	Right Turn	15	14	94.7%	5.3	4.6	A
	Subtotal	208	205	98.5%	12.0	2.7	B
SB	Left Turn	268	265	98.8%	9.9	1.9	A
	Through	723	722	99.9%	8.1	1.5	A
	Right Turn						
	Subtotal	991	987	99.6%	8.6	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	8	82.0%	10.6	9.2	B
	Through						
	Right Turn	202	201	99.3%	4.5	1.1	A
	Subtotal	212	209	98.5%	4.9	1.2	A
Total		1,411	1,400	99.2%	8.6	1.2	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	307	312	101.7%	13.3	1.5	B
	Right Turn	182	179	98.6%	3.4	0.8	A
	Subtotal	489	492	100.5%	9.6	1.0	A
SB	Left Turn	115	94	81.6%	13.8	2.2	B
	Through	723	660	91.3%	9.4	1.5	A
	Right Turn						
	Subtotal	838	754	90.0%	9.9	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	620	628	101.3%	17.1	1.9	B
	Through						
	Right Turn	215	210	97.5%	6.5	1.2	A
	Subtotal	835	838	100.3%	14.4	1.8	B
Total		2,162	2,083	96.4%	11.7	1.1	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	55	56	101.8%	32.3	4.9	C
	Through	195	190	97.4%	50.6	3.7	D
	Right Turn	75	75	100.5%	24.6	6.9	C
	Subtotal	325	321	98.9%	42.0	4.4	D
SB	Left Turn	563	415	73.8%	231.3	16.7	F
	Through	170	118	69.2%	190.7	19.7	F
	Right Turn	1,065	789	74.1%	58.5	10.7	E
	Subtotal	1,798	1,322	73.5%	127.2	11.5	F
EB	Left Turn	385	382	99.1%	49.5	13.2	D
	Through	240	245	102.1%	32.3	11.8	C
	Right Turn	25	25	99.2%	20.7	9.2	C
	Subtotal	650	651	100.2%	41.8	12.4	D
WB	Left Turn	50	49	97.0%	81.4	21.0	F
	Through	325	355	109.1%	54.0	8.8	D
	Right Turn	257	253	98.3%	11.1	1.7	B
	Subtotal	632	656	103.8%	39.9	5.8	D
Total		3,405	2,951	86.7%	77.5	4.6	E

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	65	61	93.4%	21.5	4.2	C
	Through	30	29	95.7%	21.4	9.2	C
	Right Turn	127	115	90.2%	3.5	0.5	A
	Subtotal	222	204	91.9%	11.2	1.5	B
SB	Left Turn	60	56	93.0%	20.0	3.0	B
	Through	75	73	97.2%	24.5	4.8	C
	Right Turn	30	32	107.7%	4.5	0.6	A
	Subtotal	165	161	97.6%	18.9	2.5	B
EB	Left Turn	25	24	94.0%	14.4	3.9	B
	Through	250	258	103.2%	20.2	3.8	C
	Right Turn	100	104	104.2%	11.5	3.5	B
	Subtotal	375	386	102.8%	17.5	3.5	B
WB	Left Turn	340	336	98.7%	14.4	2.1	B
	Through	350	345	98.6%	9.0	1.2	A
	Right Turn	50	49	98.6%	4.8	2.6	A
	Subtotal	740	730	98.6%	11.3	1.4	B
Total		1,502	1,481	98.6%	13.8	1.8	B

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	152	101.4%	8.6	4.0	A
	Through	389	393	100.9%	7.4	2.4	A
	Right Turn						
	Subtotal	539	545	101.0%	7.8	2.8	A
SB	Left Turn						
	Through	105	110	104.4%	4.1	1.7	A
	Right Turn	15	14	96.0%	1.8	1.5	A
	Subtotal	120	124	103.3%	3.9	1.6	A
EB	Left Turn	15	13	88.7%	12.4	7.1	B
	Through						
	Right Turn	146	140	95.8%	5.6	2.3	A
	Subtotal	161	153	95.2%	6.6	3.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		820	822	100.2%	6.9	2.3	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	19	95.5%	17.9	10.6	C
	Through						
	Right Turn						
	Subtotal	20	19	95.5%	17.9	10.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	273	263	96.4%	0.4	0.1	A
	Right Turn	20	21	103.0%	0.3	0.2	A
	Subtotal	293	284	96.8%	0.4	0.1	A
WB	Left Turn						
	Through	674	680	100.9%	2.2	0.1	A
	Right Turn						
	Subtotal	674	680	100.9%	2.2	0.1	A
Total		987	983	99.6%	2.0	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	408	411	100.6%	0.4	0.1	A
	Right Turn	30	32	107.3%	0.3	0.1	A
	Subtotal	438	443	101.1%	0.4	0.1	A
SB	Left Turn	85	87	102.4%	5.1	0.8	A
	Through	142	149	104.6%	0.3	0.1	A
	Right Turn						
	Subtotal	227	236	103.8%	2.2	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	31	102.3%	10.4	2.7	B
	Through						
	Right Turn	60	65	109.0%	7.1	1.1	A
	Subtotal	90	96	106.8%	8.3	1.3	A
Total		755	775	102.6%	1.9	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	20	102.0%	10.5	2.2	B
	Through						
	Right Turn	80	82	102.9%	7.8	1.4	A
	Subtotal	100	103	102.7%	8.2	1.3	A
EB	Left Turn	90	89	99.2%	6.9	1.3	A
	Through	207	212	102.5%	1.7	0.4	A
	Right Turn						
	Subtotal	297	301	101.5%	3.2	0.6	A
WB	Left Turn						
	Through	433	443	102.2%	0.5	0.1	A
	Right Turn	35	33	92.9%	0.4	0.2	A
	Subtotal	468	475	101.5%	0.5	0.1	A
Total		865	879	101.6%	2.4	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	649	655	100.8%	22.5	4.1	C
	Right Turn	45	51	112.4%	18.6	5.7	B
	Subtotal	694	705	101.6%	22.2	4.1	C
SB	Left Turn	252	250	99.3%	22.0	6.3	C
	Through	268	258	96.4%	3.1	1.0	A
	Right Turn						
	Subtotal	520	509	97.8%	12.4	3.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	24	95.2%	47.1	12.8	D
	Through						
	Right Turn	488	501	102.7%	31.7	8.6	C
	Subtotal	513	525	102.3%	32.3	8.5	C
Total		1,727	1,739	100.7%	22.4	4.4	C

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	858	845	98.5%	102.5	55.6	F
	Right Turn	731	701	95.9%	128.6	93.0	F
	Subtotal	1,589	1,546	97.3%	115.0	72.3	F
SB	Left Turn	275	208	75.5%	25.4	5.2	C
	Through	518	397	76.7%	7.3	1.1	A
	Right Turn						
	Subtotal	793	605	76.3%	13.6	2.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	468	474	101.2%	34.0	10.8	C
	Through						
	Right Turn	145	144	99.2%	18.3	4.6	B
	Subtotal	613	617	100.7%	30.7	8.9	C
Total		2,995	2,768	92.4%	75.5	41.0	E

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	47	93.8%	33.2	7.0	C
	Through	395	398	100.7%	50.8	4.1	D
	Right Turn	70	69	98.0%	28.5	7.8	C
	Subtotal	515	513	99.7%	46.2	3.4	D
SB	Left Turn	553	381	68.9%	221.5	12.2	F
	Through	365	255	69.9%	178.2	15.1	F
	Right Turn	445	317	71.1%	49.3	7.2	D
	Subtotal	1,363	953	69.9%	152.9	10.5	F
EB	Left Turn	765	514	67.1%	89.6	7.8	F
	Through	355	237	66.7%	66.7	13.6	E
	Right Turn	50	37	73.8%	49.2	16.4	D
	Subtotal	1,170	787	67.3%	81.3	9.6	F
WB	Left Turn	80	73	91.0%	72.2	20.5	E
	Through	310	325	104.9%	60.1	12.4	E
	Right Turn	743	665	89.5%	51.8	3.0	D
	Subtotal	1,133	1,063	93.8%	56.0	4.5	E
Total		4,181	3,317	79.3%	87.5	2.9	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	163	90.4%	37.4	10.1	D
	Through	90	89	98.3%	33.2	8.6	C
	Right Turn	546	491	90.0%	13.4	3.3	B
	Subtotal	816	743	91.0%	21.5	5.0	C
SB	Left Turn	100	99	98.9%	29.5	6.1	C
	Through	55	58	105.6%	43.4	8.4	D
	Right Turn	65	69	106.0%	5.5	1.1	A
	Subtotal	220	226	102.7%	25.6	4.3	C
EB	Left Turn	75	76	101.3%	16.3	2.5	B
	Through	635	640	100.7%	28.2	4.4	C
	Right Turn	150	154	102.3%	23.3	4.4	C
	Subtotal	860	869	101.0%	26.2	4.1	C
WB	Left Turn	253	250	98.8%	20.8	2.7	C
	Through	420	433	103.2%	12.3	1.5	B
	Right Turn	50	48	96.2%	7.4	2.0	A
	Subtotal	723	732	101.2%	14.9	1.5	B
Total		2,619	2,569	98.1%	21.5	2.8	C

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	105	110	104.8%	0.3	0.2	A
	Right Turn	20	20	100.0%	0.1	0.2	A
	Subtotal	125	130	104.0%	0.3	0.2	A
SB	Left Turn	50	49	97.6%	3.9	0.6	A
	Through	160	169	105.3%	1.2	0.4	A
	Right Turn						
	Subtotal	210	217	103.5%	1.8	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	21	104.0%	6.9	2.0	A
	Through						
	Right Turn	55	56	100.9%	5.1	0.4	A
	Subtotal	75	76	101.7%	5.5	0.5	A
Total		410	424	103.3%	2.1	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	23	92.0%	7.5	2.2	A
	Through						
	Right Turn	60	64	106.5%	5.6	0.7	A
	Subtotal	85	87	102.2%	6.1	0.7	A
EB	Left Turn	50	49	97.8%	4.5	0.9	A
	Through	185	195	105.6%	1.5	0.4	A
	Right Turn						
	Subtotal	235	244	103.9%	2.2	0.4	A
WB	Left Turn						
	Through	140	145	103.7%	0.9	0.2	A
	Right Turn	20	19	97.0%	1.3	0.6	A
	Subtotal	160	165	102.9%	1.0	0.2	A
Total		480	496	103.3%	2.5	0.3	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	185	188	101.4%	1.6	0.5	A
	Right Turn	15	17	110.7%	1.2	0.8	A
	Subtotal	200	204	102.1%	1.5	0.4	A
SB	Left Turn	220	227	103.3%	6.6	0.8	A
	Through	740	735	99.4%	4.3	0.4	A
	Right Turn						
	Subtotal	960	963	100.3%	4.8	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	11	106.0%	17.3	16.7	C
	Through						
	Right Turn	190	195	102.7%	4.8	0.4	A
	Subtotal	200	206	102.9%	5.5	0.9	A
Total		1,360	1,373	100.9%	4.4	0.3	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	275	273	99.4%	28.7	16.6	C
	Right Turn	200	195	97.7%	3.4	1.0	A
	Subtotal	475	469	98.7%	18.4	9.9	B
SB	Left Turn	125	102	81.6%	14.8	3.6	B
	Through	655	546	83.3%	10.3	1.2	B
	Right Turn						
	Subtotal	780	648	83.0%	11.0	1.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	700	707	101.0%	24.9	7.6	C
	Through						
	Right Turn	225	220	97.7%	14.7	9.5	B
	Subtotal	925	927	100.2%	22.5	7.9	C
Total		2,180	2,043	93.7%	18.0	5.9	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	95	98	102.8%	31.5	5.0	C
	Through	195	194	99.3%	52.6	5.4	D
	Right Turn	70	69	98.9%	24.0	9.8	C
	Subtotal	360	361	100.1%	41.3	4.6	D
SB	Left Turn	480	305	63.5%	80.6	11.6	F
	Through	170	111	65.1%	76.7	11.0	E
	Right Turn	1,565	1,004	64.1%	122.1	2.4	F
	Subtotal	2,215	1,419	64.1%	109.3	3.2	F
EB	Left Turn	580	545	94.0%	73.7	6.0	E
	Through	360	335	93.0%	50.4	7.6	D
	Right Turn	45	43	95.8%	39.4	8.5	D
	Subtotal	985	923	93.7%	63.6	6.0	E
WB	Left Turn	50	44	88.6%	105.3	10.8	F
	Through	425	412	96.8%	99.5	8.2	F
	Right Turn	215	192	89.3%	14.7	4.5	B
	Subtotal	690	648	93.9%	74.9	6.9	E
Total		4,250	3,350	78.8%	83.0	2.5	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	67	89.3%	29.5	5.9	C
	Through	30	31	102.0%	25.6	4.5	C
	Right Turn	120	111	92.2%	4.7	1.3	A
	Subtotal	225	208	92.5%	15.7	2.7	B
SB	Left Turn	65	65	99.4%	27.1	7.1	C
	Through	75	74	98.0%	29.9	3.3	C
	Right Turn	35	36	102.0%	4.8	1.3	A
	Subtotal	175	174	99.3%	23.6	3.9	C
EB	Left Turn	25	25	98.4%	13.1	4.4	B
	Through	340	342	100.6%	21.6	2.7	C
	Right Turn	110	112	101.4%	12.9	3.8	B
	Subtotal	475	478	100.7%	19.0	2.7	B
WB	Left Turn	345	352	102.1%	17.2	2.1	B
	Through	475	473	99.6%	9.5	1.4	A
	Right Turn	55	57	103.5%	5.9	2.7	A
	Subtotal	875	883	100.9%	12.2	1.7	B
Total		1,750	1,743	99.6%	15.7	1.7	B

MOVEMENT SUMMARY

Site: 101 [2040 BG AM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.219	16.5	LOS C	0.7	19.8	0.67	0.67	0.67	32.8
8	T1	133	3.0	0.219	10.0	LOS A	0.8	20.0	0.67	0.67	0.67	33.1
18b	R3	85	3.0	0.219	9.9	LOS A	0.8	20.0	0.68	0.68	0.68	31.5
Approach		223	5.3	0.219	10.1	LOS B	0.8	20.0	0.67	0.67	0.67	32.5
SouthEast: RoadName												
3bx	L3	48	3.0	0.175	4.7	LOS A	0.7	18.6	0.32	0.20	0.32	35.6
3ax	L1	21	100.0	0.175	7.6	LOS A	0.7	18.6	0.32	0.20	0.32	34.1
18ax	R1	319	3.0	0.175	4.6	LOS A	0.8	19.2	0.33	0.20	0.33	35.3
Approach		388	8.3	0.175	4.8	LOS A	0.8	19.2	0.33	0.20	0.33	35.3
North: Deer Valley Drive												
7u	U	27	3.0	0.877	23.2	LOS C	14.5	370.9	0.90	0.53	0.90	27.2
7a	L1	947	3.0	0.877	23.2	LOS C	14.5	370.9	0.90	0.53	0.90	26.5
4	T1	399	3.0	0.877	10.9	LOS B	14.5	370.9	0.46	0.26	0.46	32.3
14	R2	16	100.0	0.240	7.7	LOS A	1.1	28.2	0.25	0.13	0.25	34.2
Approach		1388	4.1	0.877	19.4	LOS C	14.5	370.9	0.77	0.44	0.77	28.0
West: Transit Center												
5	L2	5	100.0	0.234	24.0	LOS C	0.4	17.2	0.74	0.75	0.77	27.5
12a	R1	27	100.0	0.234	24.0	LOS C	0.4	17.2	0.74	0.75	0.77	27.2
12	R2	16	100.0	0.234	24.0	LOS C	0.4	17.2	0.74	0.75	0.77	26.6
Approach		48	100.0	0.234	24.0	LOS C	0.4	17.2	0.74	0.75	0.77	27.0
All Vehicles		2048	7.3	0.877	15.8	LOS C	14.5	370.9	0.67	0.43	0.67	29.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	370	385	104.1%	1.2	0.2	A
	Right Turn	30	32	107.7%	0.6	0.5	A
	Subtotal	400	418	104.4%	1.2	0.2	A
SB	Left Turn	85	88	103.6%	5.2	0.6	A
	Through	125	121	97.0%	1.8	0.5	A
	Right Turn						
	Subtotal	210	209	99.7%	3.2	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	30	98.3%	9.1	3.8	A
	Through						
	Right Turn	60	63	104.8%	7.3	2.1	A
	Subtotal	90	92	102.7%	8.1	2.2	A
Total		700	719	102.8%	2.6	0.5	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	21	104.5%	15.0	6.1	B
	Through						
	Right Turn	80	79	98.1%	8.5	1.7	A
	Subtotal	100	99	99.4%	10.1	3.0	B
EB	Left Turn	90	94	104.8%	6.4	1.0	A
	Through	190	186	97.7%	2.1	0.5	A
	Right Turn						
	Subtotal	280	280	100.0%	3.6	0.6	A
WB	Left Turn						
	Through	395	412	104.4%	1.3	0.2	A
	Right Turn	35	37	105.1%	1.4	0.3	A
	Subtotal	430	449	104.4%	1.3	0.2	A
Total		810	828	102.3%	3.0	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	645	641	99.4%	4.0	0.7	A
	Right Turn	45	48	107.6%	2.9	0.7	A
	Subtotal	690	690	100.0%	3.9	0.7	A
SB	Left Turn	235	232	98.6%	9.3	1.6	A
	Through	245	246	100.2%	1.8	0.4	A
	Right Turn						
	Subtotal	480	477	99.4%	5.4	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	27	106.4%	107.4	23.1	F
	Through						
	Right Turn	450	447	99.4%	111.6	22.5	F
	Subtotal	475	474	99.7%	111.5	22.3	F
Total		1,645	1,641	99.7%	35.5	4.8	E

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	785	771	98.2%	78.6	50.6	E
	Right Turn	820	786	95.9%	92.1	74.1	F
	Subtotal	1,605	1,558	97.0%	85.7	62.8	F
SB	Left Turn	290	189	65.2%	20.6	2.6	C
	Through	470	335	71.2%	8.6	2.2	A
	Right Turn						
	Subtotal	760	524	68.9%	12.8	2.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	530	526	99.2%	37.2	15.3	D
	Through						
	Right Turn	150	144	95.8%	20.4	8.7	C
	Subtotal	680	670	98.5%	33.5	14.1	C
Total		3,045	2,751	90.3%	59.2	37.7	E

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	71	101.3%	35.7	8.6	D
	Through	395	396	100.4%	54.8	5.5	D
	Right Turn	70	74	105.0%	41.2	9.5	D
	Subtotal	535	541	101.1%	50.6	5.6	D
SB	Left Turn	495	355	71.8%	216.3	16.0	F
	Through	365	259	71.1%	177.6	10.4	F
	Right Turn	720	524	72.7%	55.9	7.5	E
	Subtotal	1,580	1,138	72.0%	135.6	10.3	F
EB	Left Turn	1,190	527	44.3%	96.1	7.7	F
	Through	445	201	45.2%	75.2	18.2	E
	Right Turn	70	32	45.9%	64.1	23.0	E
	Subtotal	1,705	761	44.6%	89.7	9.7	F
WB	Left Turn	75	64	85.7%	122.1	17.2	F
	Through	405	396	97.7%	88.9	5.2	F
	Right Turn	640	546	85.3%	37.1	5.8	D
	Subtotal	1,120	1,006	89.8%	63.6	3.7	E
Total		4,940	3,445	69.7%	90.0	3.0	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	210	181	86.3%	51.9	15.5	D
	Through	90	85	94.4%	43.4	12.4	D
	Right Turn	565	508	89.8%	18.1	4.9	B
	Subtotal	865	774	89.5%	29.4	7.6	C
SB	Left Turn	105	103	97.7%	35.5	11.6	D
	Through	55	56	101.3%	47.5	6.9	D
	Right Turn	75	76	101.9%	6.4	1.6	A
	Subtotal	235	235	99.9%	28.6	4.7	C
EB	Left Turn	85	90	105.8%	18.2	2.9	B
	Through	865	882	101.9%	37.7	7.4	D
	Right Turn	175	172	98.2%	34.7	9.8	C
	Subtotal	1,125	1,144	101.6%	35.8	7.3	D
WB	Left Turn	255	252	98.6%	25.9	2.6	C
	Through	570	561	98.4%	12.7	1.8	B
	Right Turn	55	54	98.9%	8.3	2.7	A
	Subtotal	880	867	98.5%	16.4	1.3	B
Total		3,105	3,019	97.2%	28.1	3.0	C

MOVEMENT SUMMARY

Site: 101 [2040 BG PM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.402	15.4	LOS C	2.0	51.3	0.68	0.74	0.87	32.2
8	T1	475	3.0	0.402	10.6	LOS B	2.0	51.3	0.68	0.74	0.87	33.0
18b	R3	86	3.0	0.402	10.6	LOS B	2.0	51.3	0.68	0.74	0.87	31.4
Approach		562	3.2	0.402	10.6	LOS B	2.0	51.3	0.68	0.74	0.87	32.8
SouthEast: RoadName												
3bx	L3	51	3.0	0.681	19.2	LOS C	5.8	151.3	0.81	1.08	1.61	29.7
3ax	L1	15	100.0	0.681	24.1	LOS C	5.8	151.3	0.81	1.08	1.61	28.4
18ax	R1	864	3.0	0.681	19.1	LOS C	6.0	152.4	0.82	1.08	1.61	29.1
Approach		929	4.6	0.681	19.2	LOS C	6.0	152.4	0.82	1.08	1.61	29.1
North: Deer Valley Drive												
7u	U	247	3.0	0.695	12.5	LOS B	6.9	176.1	0.48	0.26	0.48	31.0
7a	L1	434	3.0	0.695	12.5	LOS B	6.9	176.1	0.48	0.26	0.48	30.1
4	T1	429	3.0	0.695	8.3	LOS A	6.9	176.1	0.34	0.17	0.34	33.1
14	R2	10	100.0	0.190	7.1	LOS A	0.8	21.5	0.22	0.10	0.22	34.5
Approach		1121	3.9	0.695	10.8	LOS B	6.9	176.1	0.43	0.22	0.43	31.4
West: Transit Center												
5	L2	5	100.0	0.098	16.0	LOS C	0.2	7.2	0.65	0.65	0.65	30.3
12a	R1	15	100.0	0.098	16.0	LOS C	0.2	7.2	0.65	0.65	0.65	29.9
12	R2	5	100.0	0.098	16.0	LOS C	0.2	7.2	0.65	0.65	0.65	29.2
Approach		25	100.0	0.098	16.0	LOS C	0.2	7.2	0.65	0.65	0.65	29.8
All Vehicles		2637	4.9	0.695	13.8	LOS B	6.9	176.1	0.62	0.64	0.94	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	119	119	100.3%	7.7	2.5	A
	Through	105	104	98.7%	6.0	2.9	A
	Right Turn						
	Subtotal	224	223	99.6%	6.8	2.4	A
SB	Left Turn						
	Through	238	236	99.2%	4.6	2.5	A
	Right Turn	15	17	114.0%	2.1	1.1	A
	Subtotal	253	253	100.0%	4.4	2.3	A
EB	Left Turn	15	15	100.0%	12.5	7.8	B
	Through						
	Right Turn	100	105	105.0%	5.9	1.6	A
	Subtotal	115	120	104.3%	6.8	2.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		592	596	100.7%	5.8	2.1	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	18	87.5%	21.2	23.2	C
	Through						
	Right Turn						
	Subtotal	20	18	87.5%	21.2	23.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	818	832	101.7%	4.4	0.4	A
	Right Turn	20	18	91.5%	3.2	0.7	A
	Subtotal	838	850	101.4%	4.3	0.4	A
WB	Left Turn						
	Through	223	225	100.9%	0.3	0.1	A
	Right Turn						
	Subtotal	223	225	100.9%	0.3	0.1	A
Total		1,081	1,092	101.1%	3.7	0.4	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	147	148	100.7%	1.1	0.2	A
	Right Turn	20	22	107.5%	0.5	0.4	A
	Subtotal	167	170	101.6%	1.0	0.2	A
SB	Left Turn	50	45	90.6%	3.9	0.7	A
	Through	248	257	103.4%	1.2	0.2	A
	Right Turn						
	Subtotal	298	302	101.3%	1.6	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	18	89.0%	6.6	1.9	A
	Through						
	Right Turn	55	55	100.0%	5.2	0.6	A
	Subtotal	75	73	97.1%	5.6	0.7	A
Total		540	544	100.8%	2.0	0.2	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	23	93.6%	9.6	2.6	A
	Through						
	Right Turn	60	63	105.0%	5.8	0.9	A
	Subtotal	85	86	101.6%	6.6	0.9	A
EB	Left Turn	50	51	101.4%	4.9	0.9	A
	Through	273	275	100.7%	1.9	0.4	A
	Right Turn						
	Subtotal	323	326	100.8%	2.4	0.4	A
WB	Left Turn						
	Through	182	184	101.0%	0.8	0.2	A
	Right Turn	20	19	97.0%	0.9	0.4	A
	Subtotal	202	203	100.6%	0.8	0.1	A
Total		610	615	100.9%	2.5	0.3	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	228	228	99.9%	1.7	0.2	A
	Right Turn	15	16	106.7%	0.8	1.2	A
	Subtotal	243	244	100.3%	1.7	0.2	A
SB	Left Turn	308	307	99.7%	7.8	0.8	A
	Through	828	841	101.6%	5.2	0.5	A
	Right Turn						
	Subtotal	1,136	1,148	101.1%	5.9	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	9	93.0%	29.1	15.8	D
	Through						
	Right Turn	232	236	101.9%	6.2	1.0	A
	Subtotal	242	246	101.5%	7.1	1.3	A
Total		1,621	1,637	101.0%	5.5	0.3	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	317	306	96.4%	30.5	26.4	C
	Right Turn	217	218	100.5%	4.3	0.9	A
	Subtotal	534	524	98.1%	19.7	16.9	B
SB	Left Turn	125	89	71.2%	14.7	1.9	B
	Through	743	556	74.8%	11.0	2.2	B
	Right Turn						
	Subtotal	868	645	74.3%	11.5	2.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	735	720	97.9%	29.2	8.2	C
	Through						
	Right Turn	225	215	95.6%	21.4	23.4	C
	Subtotal	960	935	97.4%	27.4	11.3	C
Total		2,362	2,103	89.0%	20.5	8.9	C

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	95	94	98.6%	32.2	5.8	C
	Through	195	198	101.4%	52.8	4.2	D
	Right Turn	75	75	99.9%	20.1	9.3	C
	Subtotal	365	366	100.4%	40.6	4.0	D
SB	Left Turn	568	377	66.3%	125.6	50.9	F
	Through	170	112	65.9%	99.0	33.1	F
	Right Turn	1,565	1,011	64.6%	115.3	5.8	F
	Subtotal	2,303	1,500	65.1%	117.2	12.8	F
EB	Left Turn	580	372	64.1%	89.2	7.2	F
	Through	360	232	64.5%	70.5	14.6	E
	Right Turn	45	31	68.2%	75.1	28.9	E
	Subtotal	985	635	64.4%	81.5	9.6	F
WB	Left Turn	50	47	93.8%	114.6	15.3	F
	Through	425	404	95.0%	93.8	8.4	F
	Right Turn	257	230	89.4%	14.9	4.1	B
	Subtotal	732	680	93.0%	69.3	4.9	E
Total		4,385	3,182	72.6%	90.7	6.5	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	64	85.6%	26.0	5.9	C
	Through	30	28	94.7%	27.1	7.7	C
	Right Turn	137	126	91.6%	3.3	0.8	A
	Subtotal	242	218	90.1%	13.5	2.5	B
SB	Left Turn	65	60	91.8%	26.8	6.1	C
	Through	75	73	97.9%	29.0	4.6	C
	Right Turn	35	35	99.4%	4.3	0.6	A
	Subtotal	175	168	95.9%	22.8	2.5	C
EB	Left Turn	25	25	98.4%	14.5	3.8	B
	Through	340	327	96.2%	22.6	2.1	C
	Right Turn	110	108	98.5%	11.5	2.6	B
	Subtotal	475	460	96.9%	19.6	1.5	B
WB	Left Turn	380	384	101.1%	19.1	2.3	B
	Through	475	466	98.1%	10.1	1.0	B
	Right Turn	55	53	96.5%	4.4	1.4	A
	Subtotal	910	904	99.3%	13.5	1.2	B
Total		1,802	1,750	97.1%	16.1	1.3	B

MOVEMENT SUMMARY

Site: 101 [2040 Plus Project AM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.280	20.5	LOS C	1.0	26.0	0.74	0.77	0.83	31.6
8	T1	133	3.0	0.280	12.8	LOS B	1.0	26.2	0.74	0.77	0.83	31.8
18b	R3	104	3.0	0.280	12.7	LOS B	1.0	26.2	0.74	0.77	0.83	30.3
Approach		243	5.1	0.280	12.9	LOS B	1.0	26.2	0.74	0.77	0.83	31.1
SouthEast: RoadName												
3bx	L3	57	3.0	0.216	5.1	LOS A	0.9	23.7	0.33	0.21	0.33	35.4
3ax	L1	26	100.0	0.216	8.0	LOS A	0.9	23.7	0.33	0.21	0.33	33.9
18ax	R1	396	3.0	0.216	5.0	LOS A	1.0	24.6	0.34	0.22	0.34	35.1
Approach		479	8.2	0.216	5.2	LOS A	1.0	24.6	0.34	0.22	0.34	35.1
North: Deer Valley Drive												
7u	U	27	3.0	0.993	42.4	LOS E	72.5	1855.3	1.00	1.23	2.16	22.2
7a	L1	1105	3.0	0.993	42.4	LOS E	72.5	1855.3	1.00	1.23	2.16	21.7
4	T1	399	3.0	0.993	14.2	LOS B	72.5	1855.3	0.45	0.41	0.73	31.0
14	R2	16	100.0	0.272	8.1	LOS A	1.2	32.9	0.29	0.16	0.29	34.0
Approach		1547	4.0	0.993	34.8	LOS D	72.5	1855.3	0.85	1.01	1.77	23.6
West: Transit Center												
5	L2	5	100.0	0.325	31.5	LOS D	0.6	26.4	0.78	0.92	1.19	25.3
12a	R1	36	100.0	0.325	31.5	LOS D	0.6	26.4	0.78	0.92	1.19	25.0
12	R2	16	100.0	0.325	31.5	LOS D	0.6	26.4	0.78	0.92	1.19	24.5
Approach		57	100.0	0.325	31.5	LOS D	0.6	26.4	0.78	0.92	1.19	24.9
All Vehicles		2326	7.3	0.993	26.3	LOS D	72.5	1855.3	0.73	0.82	1.36	26.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	142	94.6%	103.5	74.0	F
	Through	454	428	94.2%	109.5	82.3	F
	Right Turn						
	Subtotal	604	569	94.3%	108.3	80.5	F
SB	Left Turn						
	Through	145	143	98.8%	4.1	0.9	A
	Right Turn	15	14	94.7%	0.8	0.8	A
	Subtotal	160	158	98.4%	3.9	0.8	A
EB	Left Turn	15	15	96.7%	63.4	75.9	E
	Through						
	Right Turn	146	145	99.0%	18.1	18.7	B
	Subtotal	161	159	98.8%	21.9	21.4	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		925	886	95.8%	65.1	43.8	E

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	20	99.5%	32.4	14.7	D
	Through						
	Right Turn						
	Subtotal	20	20	99.5%	32.4	14.7	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	308	308	99.8%	1.7	0.4	A
	Right Turn	20	22	108.0%	2.2	1.5	A
	Subtotal	328	329	100.3%	1.8	0.4	A
WB	Left Turn						
	Through	774	773	99.9%	2.4	0.1	A
	Right Turn						
	Subtotal	774	773	99.9%	2.4	0.1	A
Total		1,122	1,122	100.0%	2.8	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	473	393	83.0%	246.9	41.6	F
	Right Turn	30	27	88.7%	262.9	63.4	F
	Subtotal	503	419	83.4%	247.7	42.1	F
SB	Left Turn	85	88	103.3%	4.4	0.6	A
	Through	182	185	101.5%	1.1	0.3	A
	Right Turn						
	Subtotal	267	273	102.1%	2.1	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	25	82.0%	330.2	150.8	F
	Through						
	Right Turn	60	47	78.8%	386.0	200.5	F
	Subtotal	90	72	79.9%	307.2	174.7	F
Total		860	764	88.8%	158.3	24.8	F

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	14	70.0%	414.6	262.7	F
	Through						
	Right Turn	80	58	72.4%	453.7	255.0	F
	Subtotal	100	72	71.9%	352.9	232.3	F
EB	Left Turn	90	87	96.3%	4.8	0.4	A
	Through	247	254	102.7%	1.9	0.5	A
	Right Turn						
	Subtotal	337	340	101.0%	2.6	0.6	A
WB	Left Turn						
	Through	498	389	78.2%	167.8	24.9	F
	Right Turn	35	27	76.6%	174.9	70.4	F
	Subtotal	533	416	78.1%	167.9	25.8	F
Total		970	828	85.4%	109.9	20.4	F

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	749	751	100.3%	3.4	0.4	A
	Right Turn	45	48	106.2%	3.1	1.0	A
	Subtotal	794	799	100.6%	3.3	0.4	A
SB	Left Turn	292	292	99.9%	17.6	6.7	C
	Through	303	309	101.9%	2.4	0.7	A
	Right Turn						
	Subtotal	595	600	100.9%	9.8	3.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	19	74.4%	200.9	106.5	F
	Through						
	Right Turn	553	385	69.7%	153.4	13.7	F
	Subtotal	578	404	69.9%	155.8	16.1	F
Total		1,967	1,803	91.7%	39.6	1.6	E

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	888	856	96.4%	141.2	68.7	F
	Right Turn	861	825	95.8%	166.7	81.5	F
	Subtotal	1,749	1,681	96.1%	153.7	74.4	F
SB	Left Turn	290	176	60.8%	22.9	4.6	C
	Through	528	358	67.8%	8.1	1.6	A
	Right Turn						
	Subtotal	818	534	65.3%	12.8	2.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	553	560	101.2%	36.3	9.3	D
	Through						
	Right Turn	150	149	99.5%	20.8	7.2	C
	Subtotal	703	709	100.9%	33.2	8.9	C
Total		3,270	2,925	89.4%	99.1	42.4	F

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	68	97.6%	31.6	5.8	C
	Through	395	399	101.0%	49.6	6.1	D
	Right Turn	70	70	100.3%	32.0	9.8	C
	Subtotal	535	537	100.4%	44.9	5.6	D
SB	Left Turn	553	358	64.7%	229.7	14.2	F
	Through	365	232	63.7%	188.3	19.1	F
	Right Turn	720	468	65.0%	53.4	6.9	D
	Subtotal	1,638	1,058	64.6%	146.3	9.3	F
EB	Left Turn	1,190	520	43.7%	86.8	7.6	F
	Through	445	198	44.5%	59.8	13.7	E
	Right Turn	70	30	43.1%	62.9	34.4	E
	Subtotal	1,705	748	43.9%	78.6	9.6	E
WB	Left Turn	80	66	82.6%	122.9	19.6	F
	Through	405	395	97.4%	94.8	4.5	F
	Right Turn	743	610	82.1%	44.3	4.4	D
	Subtotal	1,228	1,071	87.2%	67.5	2.6	E
Total		5,106	3,415	66.9%	90.1	2.7	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	210	179	85.0%	67.1	20.4	E
	Through	90	87	97.0%	50.2	13.4	D
	Right Turn	606	526	86.8%	25.1	10.8	C
	Subtotal	906	792	87.4%	37.9	13.3	D
SB	Left Turn	105	105	99.9%	42.0	9.0	D
	Through	55	54	97.6%	42.9	5.4	D
	Right Turn	75	78	103.3%	6.6	2.1	A
	Subtotal	235	236	100.5%	30.5	5.6	C
EB	Left Turn	85	85	100.0%	22.0	10.0	C
	Through	865	865	100.0%	42.5	15.4	D
	Right Turn	175	181	103.3%	42.0	19.3	D
	Subtotal	1,125	1,131	100.5%	40.9	15.7	D
WB	Left Turn	278	278	100.1%	26.4	3.3	C
	Through	570	580	101.7%	13.0	1.6	B
	Right Turn	55	53	96.2%	8.2	2.8	A
	Subtotal	903	911	100.9%	16.8	1.6	B
Total		3,169	3,069	96.9%	32.4	8.0	C

MOVEMENT SUMMARY

Site: 101 [2040 Plus Project PM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.452	17.9	LOS C	2.4	61.0	0.72	0.82	1.03	31.3
8	T1	475	3.0	0.452	12.5	LOS B	2.4	61.1	0.72	0.82	1.03	32.1
18b	R3	98	3.0	0.452	12.5	LOS B	2.4	61.1	0.72	0.82	1.03	30.6
Approach		574	3.2	0.452	12.5	LOS B	2.4	61.1	0.72	0.82	1.03	31.8
SouthEast: RoadName												
3bx	L3	72	3.0	0.834	30.5	LOS D	10.8	286.1	0.90	1.42	2.46	25.8
3ax	L1	25	100.0	0.834	35.4	LOS E	10.8	286.1	0.90	1.42	2.46	24.9
18ax	R1	1041	3.0	0.834	30.1	LOS D	11.3	288.0	0.91	1.42	2.44	25.5
Approach		1138	5.2	0.834	30.3	LOS D	11.3	288.0	0.91	1.42	2.44	25.5
North: Deer Valley Drive												
7u	U	242	3.0	0.782	16.4	LOS C	8.9	228.5	0.70	0.44	0.70	29.4
7a	L1	532	3.0	0.782	16.4	LOS C	8.9	228.5	0.70	0.44	0.70	28.6
4	T1	429	3.0	0.782	9.8	LOS A	8.9	228.5	0.46	0.28	0.46	32.4
14	R2	10	100.0	0.214	7.6	LOS A	0.9	24.4	0.28	0.15	0.28	34.3
Approach		1214	3.8	0.782	14.0	LOS B	8.9	228.5	0.61	0.38	0.61	30.1
West: Transit Center												
5	L2	5	100.0	0.135	18.6	LOS C	0.2	9.8	0.69	0.69	0.69	29.4
12a	R1	21	100.0	0.135	18.6	LOS C	0.2	9.8	0.69	0.69	0.69	29.0
12	R2	5	100.0	0.135	18.6	LOS C	0.2	9.8	0.69	0.69	0.69	28.4
Approach		31	100.0	0.135	18.6	LOS C	0.2	9.8	0.69	0.69	0.69	29.0
All Vehicles		2958	5.2	0.834	20.0	LOS C	11.3	288.0	0.75	0.87	1.40	28.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	119	123	103.4%	6.2	1.9	A
	Through	105	106	100.8%	3.6	1.5	A
	Right Turn						
	Subtotal	224	229	102.1%	5.2	1.3	A
SB	Left Turn						
	Through	238	231	97.1%	3.6	1.4	A
	Right Turn	15	18	119.3%	2.2	2.2	A
	Subtotal	253	249	98.4%	3.5	1.4	A
EB	Left Turn	15	16	108.0%	12.2	4.2	B
	Through						
	Right Turn	100	102	101.6%	5.7	0.5	A
	Subtotal	115	118	102.4%	6.7	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		592	596	100.6%	4.8	1.1	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	18	90.5%	12.6	2.8	B
	Through						
	Right Turn						
	Subtotal	20	18	90.5%	12.6	2.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	818	827	101.1%	1.3	0.2	A
	Right Turn	20	23	114.0%	1.8	0.8	A
	Subtotal	838	850	101.4%	1.3	0.2	A
WB	Left Turn						
	Through	223	226	101.2%	1.0	0.2	A
	Right Turn						
	Subtotal	223	226	101.2%	1.0	0.2	A
Total		1,081	1,093	101.1%	1.4	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	147	147	99.8%	0.1	0.1	A
	Right Turn	20	22	111.0%	0.1	0.1	A
	Subtotal	167	169	101.1%	0.1	0.0	A
SB	Left Turn	50	45	89.8%	3.2	0.6	A
	Through	248	251	101.1%	0.3	0.1	A
	Right Turn						
	Subtotal	298	296	99.2%	0.9	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	18	90.0%	5.9	1.7	A
	Through						
	Right Turn	55	57	103.5%	5.2	0.4	A
	Subtotal	75	75	99.9%	5.3	0.3	A
Total		540	539	99.9%	1.3	0.1	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	25	101.6%	6.6	0.9	A
	Through						
	Right Turn	60	61	101.0%	5.8	0.8	A
	Subtotal	85	86	101.2%	6.0	0.7	A
EB	Left Turn	50	52	103.2%	4.7	1.1	A
	Through	273	269	98.7%	1.6	0.4	A
	Right Turn						
	Subtotal	323	321	99.4%	2.1	0.5	A
WB	Left Turn						
	Through	182	185	101.8%	0.2	0.0	A
	Right Turn	20	20	99.0%	0.0	0.1	A
	Subtotal	202	205	101.5%	0.2	0.0	A
Total		610	612	100.3%	2.0	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	228	225	98.8%	10.0	2.4	A
	Right Turn	15	16	104.0%	6.0	3.0	A
	Subtotal	243	241	99.1%	9.7	2.4	A
SB	Left Turn	308	306	99.4%	14.4	2.5	B
	Through	828	833	100.6%	11.1	1.8	B
	Right Turn						
	Subtotal	1,136	1,139	100.3%	12.0	1.7	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	11	107.0%	15.4	5.8	B
	Through						
	Right Turn	232	233	100.2%	5.7	1.7	A
	Subtotal	242	243	100.5%	6.2	1.6	A
Total		1,621	1,623	100.1%	10.8	1.2	B

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	317	313	98.6%	17.2	5.4	B
	Right Turn	217	217	100.1%	3.2	0.4	A
	Subtotal	534	530	99.2%	11.6	3.8	B
SB	Left Turn	125	94	75.5%	14.4	2.3	B
	Through	743	623	83.8%	10.1	1.0	B
	Right Turn						
	Subtotal	868	717	82.6%	10.6	0.9	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	735	726	98.8%	20.8	2.7	C
	Through						
	Right Turn	225	218	96.7%	9.5	4.0	A
	Subtotal	960	944	98.3%	18.2	3.1	B
Total		2,362	2,191	92.8%	14.1	2.1	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	95	89	93.6%	32.3	5.3	C
	Through	195	188	96.6%	50.7	3.4	D
	Right Turn	70	71	100.9%	31.2	9.3	C
	Subtotal	360	348	96.6%	42.9	2.2	D
SB	Left Turn	568	370	65.1%	94.9	24.4	F
	Through	170	108	63.4%	74.3	13.9	E
	Right Turn	1,565	1,007	64.4%	119.7	2.8	F
	Subtotal	2,303	1,484	64.5%	110.4	6.2	F
EB	Left Turn	580	531	91.6%	76.1	5.0	E
	Through	360	327	90.7%	49.9	6.3	D
	Right Turn	45	41	90.0%	38.3	10.8	D
	Subtotal	985	898	91.2%	65.0	5.0	E
WB	Left Turn	50	45	89.8%	112.6	22.3	F
	Through	425	411	96.7%	98.7	9.1	F
	Right Turn	257	230	89.6%	16.2	3.7	B
	Subtotal	732	686	93.7%	72.1	5.8	E
Total		4,380	3,417	78.0%	83.8	3.4	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	65	87.1%	23.3	7.3	C
	Through	30	29	96.3%	23.9	5.9	C
	Right Turn	137	128	93.6%	3.8	0.7	A
	Subtotal	242	223	91.9%	12.0	3.0	B
SB	Left Turn	65	66	100.9%	23.6	5.3	C
	Through	75	77	103.1%	24.8	2.2	C
	Right Turn	35	33	95.4%	5.9	1.6	A
	Subtotal	175	176	100.7%	21.1	2.7	C
EB	Left Turn	25	24	95.2%	12.8	3.0	B
	Through	340	341	100.4%	20.1	2.6	C
	Right Turn	110	107	96.9%	14.0	2.2	B
	Subtotal	475	472	99.3%	18.4	2.3	B
WB	Left Turn	380	376	98.9%	15.7	3.0	B
	Through	475	476	100.2%	9.3	1.6	A
	Right Turn	55	58	104.7%	5.6	1.3	A
	Subtotal	910	910	99.9%	11.8	1.7	B
Total		1,802	1,780	98.8%	14.5	1.8	B

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	147	97.9%	10.5	5.9	B
	Through	454	461	101.5%	8.9	4.3	A
	Right Turn						
	Subtotal	604	608	100.6%	9.2	4.6	A
SB	Left Turn						
	Through	145	137	94.4%	4.3	2.3	A
	Right Turn	15	17	110.7%	2.6	1.9	A
	Subtotal	160	154	95.9%	4.1	2.0	A
EB	Left Turn	15	14	92.7%	16.2	16.8	B
	Through						
	Right Turn	146	140	95.9%	5.4	1.0	A
	Subtotal	161	154	95.6%	6.6	2.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		925	915	98.9%	7.8	3.3	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	21	103.5%	19.8	5.3	C
	Through						
	Right Turn						
	Subtotal	20	21	103.5%	19.8	5.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	308	299	96.9%	0.3	0.1	A
	Right Turn	20	21	103.0%	0.5	0.4	A
	Subtotal	328	319	97.3%	0.3	0.1	A
WB	Left Turn						
	Through	774	776	100.3%	2.3	0.1	A
	Right Turn						
	Subtotal	774	776	100.3%	2.3	0.1	A
Total		1,122	1,116	99.5%	2.2	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	473	482	101.9%	0.4	0.1	A
	Right Turn	30	33	108.7%	0.3	0.2	A
	Subtotal	503	514	102.3%	0.4	0.1	A
SB	Left Turn	85	84	98.8%	5.7	1.2	A
	Through	182	179	98.6%	0.4	0.1	A
	Right Turn						
	Subtotal	267	263	98.7%	2.0	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	29	98.0%	11.1	4.7	B
	Through						
	Right Turn	60	62	102.5%	8.0	1.1	A
	Subtotal	90	91	101.0%	8.9	2.2	A
Total		860	869	101.0%	1.8	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	19	93.5%	12.2	4.1	B
	Through						
	Right Turn	80	82	103.0%	8.5	1.6	A
	Subtotal	100	101	101.1%	9.3	2.0	A
EB	Left Turn	90	92	101.8%	7.6	1.0	A
	Through	247	242	97.9%	2.0	0.4	A
	Right Turn						
	Subtotal	337	333	98.9%	3.7	0.6	A
WB	Left Turn						
	Through	498	509	102.1%	0.7	0.1	A
	Right Turn	35	35	99.7%	0.4	0.2	A
	Subtotal	533	543	102.0%	0.6	0.1	A
Total		970	978	100.8%	2.6	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	749	753	100.5%	35.6	21.9	D
	Right Turn	45	45	98.9%	31.7	20.5	C
	Subtotal	794	797	100.4%	35.3	21.8	D
SB	Left Turn	292	288	98.6%	27.6	5.1	C
	Through	303	294	97.0%	3.9	1.4	A
	Right Turn						
	Subtotal	595	582	97.8%	14.9	3.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	25	99.6%	99.7	33.8	F
	Through						
	Right Turn	553	546	98.7%	83.2	26.3	F
	Subtotal	578	571	98.8%	83.9	26.4	F
Total		1,967	1,950	99.1%	43.5	14.6	D

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	888	857	96.5%	173.4	65.6	F
	Right Turn	861	784	91.0%	217.3	89.3	F
	Subtotal	1,749	1,641	93.8%	193.6	75.6	F
SB	Left Turn	290	183	63.1%	23.4	3.1	C
	Through	528	358	67.7%	7.5	2.4	A
	Right Turn						
	Subtotal	818	541	66.1%	12.6	2.4	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	553	557	100.8%	39.2	6.3	D
	Through						
	Right Turn	150	151	100.6%	24.9	6.9	C
	Subtotal	703	708	100.7%	36.2	6.4	D
Total		3,270	2,890	88.4%	116.7	38.4	F

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	73	103.7%	33.5	7.8	C
	Through	395	392	99.1%	54.1	5.5	D
	Right Turn	70	71	100.7%	33.1	8.9	C
	Subtotal	535	535	99.9%	48.7	4.6	D
SB	Left Turn	553	366	66.1%	225.6	17.6	F
	Through	365	232	63.4%	181.8	18.5	F
	Right Turn	720	478	66.4%	57.0	10.1	E
	Subtotal	1,638	1,076	65.7%	141.5	14.3	F
EB	Left Turn	1,190	524	44.1%	87.2	6.3	F
	Through	445	197	44.2%	65.3	13.2	E
	Right Turn	70	32	46.1%	47.1	17.8	D
	Subtotal	1,705	753	44.2%	79.9	8.1	E
WB	Left Turn	75	67	89.5%	106.6	23.0	F
	Through	405	386	95.4%	90.3	12.2	F
	Right Turn	743	624	84.0%	46.2	7.2	D
	Subtotal	1,223	1,078	88.1%	65.8	4.6	E
Total		5,101	3,441	67.5%	89.4	3.9	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	210	173	82.2%	55.8	16.2	E
	Through	90	85	94.0%	40.8	10.5	D
	Right Turn	606	523	86.3%	20.9	4.4	C
	Subtotal	906	780	86.1%	30.8	6.0	C
SB	Left Turn	105	107	101.7%	38.9	3.5	D
	Through	55	58	105.5%	52.5	8.2	D
	Right Turn	75	73	97.9%	6.6	1.2	A
	Subtotal	235	238	101.4%	31.0	2.5	C
EB	Left Turn	85	83	98.1%	19.9	4.8	B
	Through	865	860	99.4%	42.9	11.9	D
	Right Turn	175	180	102.6%	39.0	13.7	D
	Subtotal	1,125	1,123	99.8%	40.6	11.5	D
WB	Left Turn	278	277	99.7%	26.7	3.5	C
	Through	570	569	99.9%	13.1	2.3	B
	Right Turn	55	55	99.5%	10.9	3.0	B
	Subtotal	903	901	99.8%	17.1	2.2	B
Total		3,169	3,043	96.0%	30.6	5.4	C

Intersection 1 **P2 Parking/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	71	70	98.5%	11.1	1.0	B
	Through						
	Right Turn						
	Subtotal	71	70	98.5%	11.1	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	144	127	88.2%	0.7	0.4	A
	Right Turn	674	608	90.2%	12.3	4.1	B
	Subtotal	818	735	89.8%	10.4	3.5	B
WB	Left Turn						
	Through	152	125	81.9%	0.4	0.1	A
	Right Turn						
	Subtotal	152	125	81.9%	0.4	0.1	A
Total		1,041	929	89.3%	9.2	2.9	A

Intersection 2 **P1 Parking/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	18	15	82.8%	8.5	0.8	A
	Through						
	Right Turn						
	Subtotal	18	15	82.8%	8.5	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	115	101	87.7%	0.1	0.1	A
	Right Turn	29	26	89.7%	0.6	0.2	A
	Subtotal	144	127	88.1%	0.2	0.1	A
WB	Left Turn						
	Through	134	109	81.6%	0.1	0.0	A
	Right Turn						
	Subtotal	134	109	81.6%	0.1	0.0	A
Total		296	251	84.8%	0.5	0.1	A

Intersection 3 **Mobility Hub Entrance/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	100	86	85.8%	0.1	0.1	A
	Right Turn	15	13	86.7%	0.3	0.0	A
	Subtotal	115	99	85.9%	0.1	0.1	A
WB	Left Turn	15	15	100.0%	1.5	1.2	A
	Through	119	109	91.7%	0.2	0.1	A
	Right Turn						
	Subtotal	134	124	92.6%	0.4	0.3	A
Total		249	223	89.5%	0.3	0.2	A

Intersection 4 **Mobility Hub Exit/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	16	105.3%	30.7	4.9	D
	Through						
	Right Turn	15	15	101.3%	33.4	14.6	D
	Subtotal	30	31	103.3%	31.6	6.1	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	100	86	85.9%	0.6	0.3	A
	Right Turn						
	Subtotal	100	86	85.9%	0.6	0.3	A
WB	Left Turn						
	Through	134	109	81.6%	0.1	0.0	A
	Right Turn						
	Subtotal	134	109	81.6%	0.1	0.0	A
Total		264	226	85.7%	5.8	1.2	A

Intersection 5 **Deer Valley Drive East/P2 Parking** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	209	176	84.0%	0.7	0.1	A
	Right Turn						
	Subtotal	209	176	84.0%	0.7	0.1	A
SB	Left Turn						
	Through	293	257	87.6%	1.4	0.2	A
	Right Turn	45	47	103.6%	0.5	0.1	A
	Subtotal	338	303	89.8%	1.2	0.2	A
EB	Left Turn	15	13	85.3%	8.6	3.5	A
	Through						
	Right Turn						
	Subtotal	15	13	85.3%	8.6	3.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		562	492	87.5%	1.2	0.1	A

Intersection 6 **Deer Valley Drive East/P3 Parking** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	209	176	84.1%	1.1	0.4	A
	Right Turn						
	Subtotal	209	176	84.1%	1.1	0.4	A
SB	Left Turn						
	Through	249	220	88.3%	5.4	7.9	A
	Right Turn	44	37	84.1%	1.0	1.1	A
	Subtotal	293	257	87.6%	4.8	6.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		502	433	86.2%	3.2	3.8	A

Intersection 7 **Deer Valley Drive East/P4 Parking** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	41	81.8%	1.5	1.9	A
	Through	150	119	79.0%	1.6	0.8	A
	Right Turn						
	Subtotal	200	159	79.7%	1.6	0.6	A
SB	Left Turn						
	Through	200	176	88.2%	17.3	18.4	C
	Right Turn	49	44	89.4%	3.5	7.1	A
	Subtotal	249	220	88.4%	14.3	16.2	B
EB	Left Turn	59	57	97.1%	3.4	0.9	A
	Through						
	Right Turn						
	Subtotal	59	57	97.1%	3.4	0.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		508	437	86.0%	8.0	8.0	A

Intersection 8 **Deer Valley Drive East/Pick-up/Drop-off** **Uncontrolled**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	200	160	79.8%	1.0	0.3	A
	Right Turn						
	Subtotal	200	160	79.8%	1.0	0.3	A
SB	Left Turn						
	Through	200	177	88.3%	43.8	18.9	E
	Right Turn						
	Subtotal	200	177	88.3%	43.8	18.9	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		400	336	84.0%	22.9	9.5	C

Intersection 101 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through	500	66	5	60	75	268	24	229	309	NO
	Right Turn	500	69	5	63	78	272	24	233	313	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	100	7	2	4	12	112	21	85	161	MAX
	Through	500	18	4	13	24	297	64	203	413	NO
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	500	3	1	1	6	29	11	15	43	NO
	Through										
	Right Turn	100	6	1	4	8	125	18	91	143	MAX
	Second Right										

Intersection 102 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	500	1	0	1	1	30	2	28	35	NO
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	500	63	81	4	273	274	176	107	721	NO
	Right Turn	500	89	99	10	338	353	178	189	803	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	100	0	0	0	0	19	22	0	55	NO
	Right Turn										
	Second Right										

Intersection 103 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through	300	6	1	5	8	74	10	63	95	NO
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through	150	13	3	9	19	169	34	131	239	MAX
	Right Turn	150	13	3	10	20	172	34	135	243	MAX
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	75	1	0	1	2	86	20	47	117	MAX
	Through										
	Right Turn	75	2	0	1	2	86	20	47	116	MAX
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										

Intersection 104 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	28	8	18	44	NO
	Through										
	Right Turn	500	0	0	0	0	28	8	18	44	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	0	0	0	0	NO
	Through	500	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	500	0	0	0	0	0	0	0	0	NO
	Right Turn	500	1	0	1	2	31	0	31	32	NO
	Second Right										

Intersection 105 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum	Exceeds Storage?
NB	U Turn										
	Second Left										
	Left Turn										
	Through	500	0	0	0	0	0	0	0	0	NO
	Right Turn	500	0	0	0	0	0	0	0	0	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	4	5	0	14	NO
	Through	500	1	1	0	2	0	0	0	0	NO
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	27	6	19	32	NO
	Through										
	Right Turn	500	4	0	4	5	78	4	72	81	NO
	Second Right										

Vissim Post-Processor **Snow Park Village**
Average Results from 10 Runs **2040 Plus Project - Bus Option**
Queue Length **AM Peak Hour**

Intersection 1 **P2 Parking/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	150	10	1	8	11	119	1	117	120	NO
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	125	52	22	24	94	229	6	217	235	MAX
	Right Turn	125	42	20	17	80	208	6	197	215	MAX
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										

Intersection 2 **P1 Parking/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	150	5	0	4	5	78	2	76	82	NO
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	125	0	0	0	0	0	0	0	0	NO
	Right Turn	125	0	0	0	0	0	0	0	0	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										

Intersection 3 **Mobility Hub Entrance/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum	Exceeds Storage?
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn	75	0	0	0	0	0	0	0	0	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	15	13	0	35	NO
	Through	100	1	0	1	1	105	0	105	105	MAX
	Right Turn										
	Second Right										

Intersection 4 **Mobility Hub Exit/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	14	5	10	28	146	20	120	180	MAX
	Through										
	Right Turn	100	14	5	9	28	146	20	119	179	MAX
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	100	0	0	0	0	4	6	0	18	NO
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	75	2	1	2	3	108	10	94	127	MAX
	Right Turn										
	Second Right										

Intersection 5 **Deer Valley Drive East/P2 Parking** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through	160	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through	300	0	0	0	1	4	13	0	42	NO
	Right Turn	50	0	0	0	0	0	0	0	0	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	150	1	0	1	2	72	12	55	90	NO
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										

Intersection 6 **Deer Valley Drive East/P3 Parking** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum	Exceeds Storage?
NB	U Turn										
	Second Left										
	Left Turn										
	Through	200	1	0	0	2	38	18	23	81	NO
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through	160	2	3	0	10	54	33	13	131	NO
	Right Turn	50	0	0	0	0	0	0	0	0	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										

Intersection 7 **Deer Valley Drive East/P4 Parking** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum	Exceeds Storage?
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	0	0	0	0	NO
	Through	100	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through	75	1	2	0	6	14	18	0	39	NO
	Right Turn	75	1	2	0	6	14	18	0	39	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	150	2	0	1	3	82	1	80	84	NO
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										

Intersection 8 **Deer Valley Drive East/Pick-up/Drop-off** **Uncontrolled**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn Second Left Left Turn Through Right Turn Second Right	150	0	0	0	0	5	7	0	21	NO
SB	U Turn Second Left Left Turn Through Right Turn Second Right	150	13	9	0	31	92	42	21	162	NO
EB	U Turn Second Left Left Turn Through Right Turn Second Right										
WB	U Turn Second Left Left Turn Through Right Turn Second Right										

Intersection 1 **P2 Parking/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	596	226	37.8%	11.2	0.7	B
	Through						
	Right Turn						
	Subtotal	596	226	37.8%	11.2	0.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	175	155	88.8%	2.5	0.8	A
	Right Turn	133	122	91.7%	0.5	0.1	A
	Subtotal	308	277	90.1%	1.6	0.5	A
WB	Left Turn						
	Through	178	143	80.1%	1.6	0.3	A
	Right Turn						
	Subtotal	178	143	80.1%	1.6	0.3	A
Total		1,082	645	59.6%	5.0	0.5	A

Intersection 2 **P1 Parking/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	13	12	91.5%	9.8	1.9	A
	Through						
	Right Turn						
	Subtotal	13	12	91.5%	9.8	1.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	161	142	88.4%	0.2	0.1	A
	Right Turn	14	13	92.1%	0.6	0.3	A
	Subtotal	175	155	88.7%	0.2	0.1	A
WB	Left Turn						
	Through	165	131	79.3%	0.6	0.1	A
	Right Turn						
	Subtotal	165	131	79.3%	0.6	0.1	A
Total		353	298	84.4%	0.8	0.1	A

Intersection 3 **Mobility Hub Entrance/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	146	127	87.0%	0.6	1.4	A
	Right Turn	15	13	86.7%	2.5	7.0	A
	Subtotal	161	140	87.0%	0.8	1.9	A
WB	Left Turn	15	15	96.7%	1.2	1.1	A
	Through	150	131	87.3%	0.6	0.3	A
	Right Turn						
	Subtotal	165	145	88.1%	0.7	0.5	A
Total		326	285	87.5%	0.7	0.9	A

Intersection 4 **Mobility Hub Exit/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	15	102.0%	36.6	12.8	E
	Through						
	Right Turn	15	15	100.0%	22.7	7.8	C
	Subtotal	30	30	101.0%	30.6	8.6	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	161	127	78.8%	1.3	0.9	A
	Right Turn						
	Subtotal	161	127	78.8%	1.3	0.9	A
WB	Left Turn						
	Through	165	131	79.4%	0.8	0.3	A
	Right Turn						
	Subtotal	165	131	79.4%	0.8	0.3	A
Total		356	288	81.0%	5.1	1.6	A

Intersection 5 **Deer Valley Drive East/P2 Parking** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn Through Right Turn	465	418	89.9%	0.8	0.3	A
	Subtotal	465	418	89.9%	0.8	0.3	A
SB	Left Turn						
	Through	196	167	85.4%	1.0	0.2	A
	Right Turn	95	88	92.4%	0.7	0.2	A
	Subtotal	291	255	87.7%	0.9	0.1	A
EB	Left Turn	139	137	98.8%	5.9	0.8	A
	Through Right Turn						
	Subtotal	139	137	98.8%	5.9	0.8	A
WB	Left Turn Through Right Turn						
	Subtotal						
Total		895	810	90.5%	1.7	0.3	A

Intersection 6 **Deer Valley Drive East/P3 Parking** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn Through Right Turn	326	280	85.8%	1.0	0.3	A
	Subtotal	326	280	85.8%	1.0	0.3	A
SB	Left Turn Through Right Turn	196	167	85.4%	1.2	0.6	A
	Subtotal	196	167	85.4%	1.2	0.6	A
EB	Left Turn	139	138	99.5%	8.6	1.0	A
	Through Right Turn						
	Subtotal	139	138	99.5%	8.6	1.0	A
WB	Left Turn Through Right Turn						
	Subtotal						
Total		661	585	88.5%	2.9	0.3	A

Intersection 7 **Deer Valley Drive East/P4 Parking** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	200	157	78.7%	2.8	1.0	A
	Right Turn						
	Subtotal	200	157	78.7%	2.8	1.0	A
SB	Left Turn						
	Through	150	128	85.1%	16.2	15.7	C
	Right Turn	46	39	84.3%	0.6	0.6	A
	Subtotal	196	167	84.9%	12.4	11.7	B
EB	Left Turn	126	122	97.1%	11.4	12.2	B
	Through						
	Right Turn	50	48	96.8%	23.3	26.6	C
	Subtotal	176	171	97.0%	14.3	15.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		572	495	86.5%	10.0	8.9	B

Intersection 8 **Deer Valley Drive East/Pick-up/Drop-off** **Uncontrolled**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	200	157	78.7%	2.7	0.8	A
	Right Turn						
	Subtotal	200	157	78.7%	2.7	0.8	A
SB	Left Turn						
	Through	200	174	87.1%	44.2	35.6	E
	Right Turn						
	Subtotal	200	174	87.1%	44.2	35.6	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		400	332	82.9%	24.7	18.8	C

Intersection 101 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through	500	214	31	154	264	519	49	397	581	MAX
	Right Turn	500	218	31	158	268	523	49	401	586	MAX
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	100	22	4	18	29	168	16	140	186	MAX
	Through	500	6	1	5	8	125	22	105	169	NO
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	500	8	1	5	10	52	9	38	66	NO
	Through										
	Right Turn	100	33	3	29	39	326	48	240	405	MAX
	Second Right										

Intersection 102 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	150	1	0	0	1	30	2	28	34	NO
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	500	0	0	0	0	0	0	0	0	NO
	Right Turn	500	0	0	0	0	3	5	0	13	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	100	0	0	0	0	54	28	27	103	NO
	Right Turn										
	Second Right										

Intersection 103 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	300	29	2	25	34	249	29	210	297	NO
	Through	300	28	2	25	33	248	29	209	296	NO
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through	150	7	1	5	9	117	26	69	153	NO
	Right Turn	150	7	1	6	10	120	26	73	156	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	75	2	0	1	3	109	9	90	115	MAX
	Through										
	Right Turn	75	2	0	2	3	109	9	90	115	MAX
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										

Intersection 104 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	500	0	0	0	1	34	5	27	44	NO
	Through										
	Right Turn	500	0	0	0	1	34	5	27	44	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	0	0	0	0	NO
	Through	500	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	500	0	0	0	0	1	4	0	12	NO
	Right Turn	500	1	0	1	1	31	0	31	31	NO
	Second Right										

Intersection 105 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum	Exceeds Storage?
NB	U Turn										
	Second Left										
	Left Turn										
	Through	500	0	0	0	0	0	0	0	0	NO
	Right Turn	500	0	0	0	0	0	0	0	0	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	19	12	0	42	NO
	Through	500	0	0	0	1	0	0	0	0	NO
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	500	0	0	0	1	27	6	20	38	NO
	Through										
	Right Turn	500	6	0	5	7	78	4	72	86	NO
	Second Right										

Intersection 1 **P2 Parking/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn Second Left Left Turn Through Right Turn Second Right	150	68	0	68	69	121	1	119	122	NO
SB	U Turn Second Left Left Turn Through Right Turn Second Right										
EB	U Turn Second Left Left Turn Through Right Turn Second Right	125 125	1 0	0 0	1 0	1 1	59 38	13 12	34 14	73 52	NO NO
WB	U Turn Second Left Left Turn Through Right Turn Second Right	75	0	0	0	0	0	0	0	0	NO

Intersection 2 **P1 Parking/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	150	4	0	4	4	78	2	76	82	NO
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	125	0	0	0	0	0	0	0	0	NO
	Right Turn	125	0	0	0	0	0	0	0	0	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										

Intersection 3 **Mobility Hub Entrance/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum	Exceeds Storage?
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	75	0	0	0	2	4	13	0	43	NO
	Right Turn	75	0	0	0	2	4	13	0	43	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	1	16	17	0	39	NO
	Through	100	1	0	0	1	102	11	70	106	MAX
	Right Turn										
	Second Right										

Intersection 4 **Mobility Hub Exit/Doe Pass Road** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	18	8	8	36	141	15	119	160	MAX
	Through										
	Right Turn	100	18	8	8	36	140	15	119	160	MAX
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	100	0	0	0	0	14	12	0	36	NO
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	75	1	0	0	2	103	17	59	116	MAX
	Right Turn										
	Second Right										

Intersection 5 **Deer Valley Drive East/P2 Parking** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum	Exceeds Storage?
NB	U Turn										
	Second Left										
	Left Turn										
	Through	160	0	0	0	0	1	2	0	7	NO
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through	300	0	0	0	0	0	0	0	0	NO
	Right Turn	50	0	0	0	0	0	0	0	0	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	150	37	1	36	39	117	1	116	118	NO
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										

Intersection 6 **Deer Valley Drive East/P3 Parking** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn Second Left Left Turn Through Right Turn Second Right	200	1	0	1	2	68	23	29	105	NO
SB	U Turn Second Left Left Turn Through Right Turn Second Right	160	0	0	0	1	28	11	12	53	NO
EB	U Turn Second Left Left Turn Through Right Turn Second Right	150	35	1	33	37	101	1	101	103	NO
WB	U Turn Second Left Left Turn Through Right Turn Second Right										

Intersection 7 **Deer Valley Drive East/P4 Parking** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum	Exceeds Storage?
NB	U Turn										
	Second Left										
	Left Turn										
	Through	100	3	1	2	5	116	14	82	139	MAX
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through	75	0	1	0	2	0	0	0	0	NO
	Right Turn	75	0	1	0	2	0	0	0	0	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	150	19	17	6	66	126	26	84	181	NO
	Through										
	Right Turn	150	22	15	8	63	146	18	111	170	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										

Intersection 8 **Deer Valley Drive East/Pick-up/Drop-off** **Uncontrolled**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn Second Left Left Turn Through Right Turn Second Right	150	39	38	4	124	201	49	99	270	MAX
SB	U Turn Second Left Left Turn Through Right Turn Second Right	150	10	10	1	36	90	36	52	170	NO
EB	U Turn Second Left Left Turn Through Right Turn Second Right										
WB	U Turn Second Left Left Turn Through Right Turn Second Right										

Intersection 0 **//** **Signal**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
SE	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										

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Project: UT20-2245
Description: Snow Park Transportation Study

Park City Minimum Parking Rates Based *Nonshared* Parking Demand Summary

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 6 AM	Peak Mo Adj December	Estimated Parking Demand	Peak Hr Adj 6 AM	Peak Mo Adj December	Estimated Parking Demand
Retail																		
Retail (<400 ksf)	25,866	sf GLA	3.22	100%	100%	3.22	ksf GLA	3.20	100%	100%	3.20	ksf GLA	100%	100%	84	100%	100%	83
Employee			0.78	100%	100%	0.78		0.80	100%	100%	0.80		100%	100%	21	100%	100%	21
Food and Beverage																		
Entertainment and Institutions																		
Convention Center	30,879	sf GLA	5.73	100%	100%	5.73	ksf GLA	5.73	100%	100%	5.73	ksf GLA	100%	100%	177	100%	100%	177
Employee			0.52	100%	100%	0.52		0.52	100%	100%	0.52		100%	100%	17	100%	100%	17
Hotel and Residential																		
Hotel-Business		keys	0.87	100%	100%	0.87	key	0.87	100%	100%	0.87	key	100%	100%	-	100%	100%	-
Hotel-Leisure	193	keys	0.87	100%	100%	0.87	key	0.87	100%	100%	0.87	key	100%	100%	168	100%	100%	168
Hotel Employees	193	keys	0.13	100%	100%	0.13	key	0.13	100%	100%	0.13	key	100%	100%	25	100%	100%	25
Restaurant/Lounge	5,451	sf GLA	4.24	100%	100%	4.24	ksf GLA	4.26	100%	100%	4.26	ksf GLA	100%	100%	24	100%	100%	24
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	100%	100%	0.00	ksf GLA	5.50	100%	100%	5.50	ksf GLA	100%	100%	-	100%	100%	-
Convention (> 200 sq ft/key)		sf GLA	4.58	100%	100%	4.58	ksf GLA	4.58	100%	100%	4.58	ksf GLA	100%	100%	-	100%	100%	-
Restaurant/Meeting Employees	5,451	sf GLA	0.76	100%	100%	0.76	ksf GLA	0.74	100%	100%	0.74	ksf GLA	100%	100%	5	100%	100%	5
Residential, Urban																0%		
Studio Efficiency		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
1 Bedroom	11	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
2 Bedrooms		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
3+ Bedrooms	132	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
Reserved	100%	res spaces	1.44	100%	100%	1.44	unit	1.41	100%	100%	1.41	unit	100%	100%	206	100%	100%	201
Visitor	143	units	0.06	100%	100%	0.06	unit	0.08	100%	100%	0.08	unit	100%	100%	9	100%	100%	13
Office																		
Additional Land Uses																		
Ski Resort (as observed during data collection)	1	count	1,500	100%	100%	1,500	count	1,500	100%	100%	1,500	count	100%	100%	1,500	100%	100%	1,500
Employee			0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
													Customer/Visitor		1,962	Customer		1,965
													Employee/Resident		68	Employee/Resident		68
													Reserved		206	Reserved		201
													Total		2,236	Total		2,234

Attachment A:

Trip Generation Memorandum

FEHR PEERS

MEMORANDUM

Date: January 21, 2022

To: Alexandra Ananth, Park City Planning

From: Fehr & Peers

Subject: **Revised Trip Generation Estimates for the Snow Park Village Traffic Impact Study**

UT20-2245

This memorandum presents revised trip generation estimates for the proposed Snow Park Village project at Deer Valley Resort. The original trip generation estimates included in the Traffic Impact Study (April 2021) were reviewed by Park City staff and Wall Consulting Group (WCG), a third-party reviewer retained by the City. Park City staff, through WCG, requested revisions to the trip generation estimates with supporting documentation and/or rationale. Revisions presented in this memorandum are based on an updated land use plan, a local precedent study, comparable trip resort analysis, published trip generation rates from the Institute of Transportation Engineers, and mode shift assumptions derived from the Summit County travel demand model. This memorandum is an intermediate deliverable while additional details regarding site access and circulation are being resolved.

In summary, revised trip generation estimates for the Snow Park Village project show 2,276 daily trips, 162 trips in the Saturday AM peak-hour, and 204 trips in the Saturday PM peak hour. When compared with estimates included in the April 2021 traffic impact study, this results in an 60 percent increase in estimated daily trips, 80 percent increase in the Saturday AM peak-hour trips, and a 148 percent increase in the Saturday PM peak-hour trips.

Trip Generation Estimates

Trip generation estimates focus on Saturday AM and PM peak-hour operations due to the nature of how a ski resort operates: skier traffic is consistently highest on Saturdays. Updated trip generation estimates for Snow Park Village are presented below in **Table 1**.

Key Revisions

Trip generation estimates in this memorandum incorporate several key revisions, including:

- Updated resort hotel trip generation rates taken from the 2018 Canyons Village Transportation Master Plan
- Assumed mode shift away from private car taken from MXD, the Environmental Protection Agency's approved trip generation method, and the Summit County travel demand model for all proposed land uses
- Reductions in trip generation rates due to the implementation of paid parking for day skiers and most proposed land uses
- Reliance on trip internalization derived from MXD and the Summit County travel demand model for most proposed land uses
- The rate of internal capture assumed due to complementary land uses derived from analysis at a peer resort (Palisades at Tahoe, formerly known as Squaw Valley)

This combination of updates represents a much more conservative foundation for subsequent traffic analysis. Each of these changes and justification for each are described in greater detail below.

Resort Hotel Trip Generation Rates

The third-party reviewers (WCG) noted that the resort hotel trip generation rates appeared unreasonably low based on observed trip generation rates recorded during the development of the 2018 Canyons Village Transportation Master Plan. While there are a handful of key factors that might result in trip generation rates closer to those in the original Snow Park Village Traffic Impact Study, including proximity to the interstate and other complementary land uses, estimates in this memorandum used the local rates recorded at the Canyons.

Assumed Mode Shift

To avoid double-counting potential reductions, as was the case in the original Snow Park Village traffic impact study, the trip generation estimates in this memorandum rely solely on mode shift derived from the MXD methodology and underlying assumptions from the regional travel demand model. These reductions, which are shown in the columns titled "% Walk/Bike" and "% Transit," are applied to all proposed land uses. This results in a more conservative and defensible analysis,

however, it does not account for the planned changes to transit service in Park City and the world-class transit facility proposed as part of the Snow Park Village project. Potential mode shift to transit for those traveling to and from Deer Valley may be higher following such improvements.

Reduction in Vehicle Trips due to Implementation of Paid Parking

Charging for parking is a reliable method by which to influence mode choice, and Deer Valley intends to implement paid parking as part of the Snow Park Village proposal. The original Snow Park Village traffic study assumed a reduction in vehicle trips of nearly 18% and applied it to all land uses. This reduction was developed based on approximately 50 studies on the effects of paid parking from across the United States. WCG noted this reduction seemed high based on assumptions about typical Deer Valley clientele and their assumed willingness to pay for fees in addition to lift tickets, meal, lessons, and/or equipment rentals.

Reductions in trip generation due to the implementation of paid parking at Deer Valley have been scaled back to present a more conservative estimate of how parking pricing will affect trip generation. While we agree that some Deer Valley clientele may be much less sensitive to additional costs associated with a day's skiing as presented in the traffic study, almost 45% of existing trips to and from Deer Valley start and end at points along the Wasatch Front, residents of which are more likely to alter their behavior based on willingness to pay (note the massive increase in peripheral on-street parking at a greater distance to ski lifts at Deer Valley's IKON pass-sharing resort, Solitude). Lastly, reductions in trip generation due to the implementation of parking pricing are applied only to the resort hotel-, shopping center-, and recreational community center-generated trips, as proposed residential uses at the site are unlikely to require that residents pay for parking on a daily basis.

Trip Internalization Derived from MXD

A fundamental element of the Snow Park Village proposal is to provide amenities, services, and entertainment options that complement each other and the ski resort itself. This means that peak-hour trips that might occur without complementary land uses are either delayed (so that they do not occur during the peak hours) or do not require a vehicle trip due to proximity of different uses. Trip internalization rates, presented in **Table 1** under the column heading "% Internal Capture" are applied only to the residential-, resort hotel-, and recreational community center-generated trips, and present a more conservative rate of internalization than presented in the original Snow Park Village traffic impact study.

Trip Internalization Derived from Squaw Valley

While the residential, hotel, and community center uses are expected to be destinations unto themselves that will generate a measurable number of peak-hour vehicle trips, the food service and retail uses (shown in **Table 1** as "Shopping enter") are expected to almost exclusively serve guests already at Deer Valley rather than guests traveling to Deer Valley explicitly for those services.

To support this assumption, trip generation estimates for the shopping center uses in this memorandum rely on trip internalization estimates derived from an origin-destination survey conducted at the Squaw Valley, California resort in 2011. Surveys conducted showed that 95-97% of customers at dining and retail uses in a similar context (ski resort base village) were already at the village for other purposes, and did not travel solely for the dining/retail use. Reductions based on the data from Squaw Valley are presented under the column heading "% Resort Int. Capt." And are applied only to the shopping center uses. We assume that employees for these uses will almost exclusively arrive and depart during off-peak periods, resulting in lower reductions for daily trips generated by the shopping center uses.

Conclusion

Trip generation estimates prepared for the original Snow Park Village traffic impact study were based on an older land use plan, double-counted some reductions in vehicle trips, applied others to incorrect land uses, and over-emphasized the potential reductions in vehicle trips derived from paid parking. However, this memorandum relies on several assumptions that are fundamental to the Snow Park Village proposal:

- Complementary land uses will reduce peak-hour vehicle trips by providing alternatives to driving
- Employees will typically arrive and depart during off-peak periods
- Charging for parking is one of the most powerful tools available for influencing mode choice, relying on an appropriate pricing structure being implemented

The trip generation estimates presented in this memorandum represent a conservative set of analyses that will inform a fully revised traffic impact study for the Snow Park Village Project.

Attachment B:
Snow Park Village Parking Management Plan

FEHR PEERS

MEMORANDUM

Date: January 21, 2022

To: Rich Wagner, Deer Valley

From: Fehr & Peers

Subject: Snow Park Village MPD Parking Response

UT20-2245

The current parking experience at Deer Valley follows a well-established surface parking scenario, typical of ski resorts. There are five large surface lots that hold approximately 1,340 cars. There is also a long-standing agreement with Park City to allow for overflow parking on parts of Deer Valley Drive on peak visitation days.

Parking Layout

The proposed redevelopment of the base area (Snow Park) will change the parking experience in three significant ways:

- Parking will be in structures;
- There will be a paid parking program, with variable pricing based on season and demand;
- There will be a robust parking management program that includes parking and availability information to visitors as they approach the development, parking garages, and once within, and will rely heavily on Deer Valley's high-quality customer service provided by trained staff.

For phase 1, the proposed parking garages will be on four levels. Each level will have a prescribed function as outlined below. Parking loading will be managed level by level, utilizing guest services staff and electronic messaging. To help ensure that the majority of traffic coming to Snow Park does not conflict with transit on Doe Pass Road, signing, striping, and prominent wayfinding will direct the majority of personal vehicles to use Deer Valley Drive East to enter the garages, while transit and shuttle vehicles will be directed to Deer Valley Drive West and/or Doe Pass Road. The primary entrances to the garages, for levels P2, P3, and P4, will be from Deer Valley Drive East. There are no internal garage connections between levels allowing each level of the garage to serve

as an independent programmable parking resource. The layout and uses are shown in the attached *Parking Allocation* figure.

P1 Parking – this level will be divided between two user groups with a total of 406 stalls. Hotel/condo uses will have 202 stalls. The other 204 stalls may be utilized by valet parking and/or credentialed access users. Access to this area is from Doe Pass near the intersection Deer Valley Drive west. Due to its restricted uses, demand for spaces on P1 is expected to be relatively low, with hotel patrons parking vehicles for multiple days at once. In addition, it is unlikely that all hotel patrons will need to park at times that coincide with peak day skier arrival, further reducing the expected number of vehicles on Doe Pass Road during peak hours.

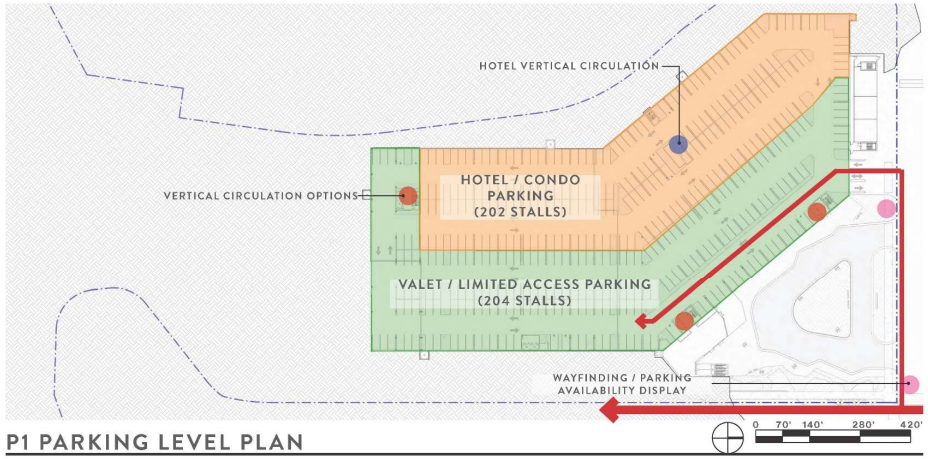
P2 Parking – this level will have 368 stalls. It will primarily be used for winter day skiers and summer resort guests during those seasons, transient parking and special event parking during event periods. Access is provided on Deer Valley Drive East, however an auxiliary exit is provided accessing Doe Pass to add flexibility in managing egress and minimize potential congestion during periods of peak parking demand and special events.

P3 Parking – the primary users for this level will be similar to P2; day users, transient parking, special event parking as well as space dedicated to ski school drop-off/pick-up. There are 375 stalls for these uses. There are an additional 80 stalls for hotel/condo use, for a total of 455 stalls. Access is primarily to/from Deer Valley Drive, however an auxiliary entrance/exit is provided accessing Deer Valley Drive West/Royal Street intersection, which will be dedicated to hotel and condominium uses.

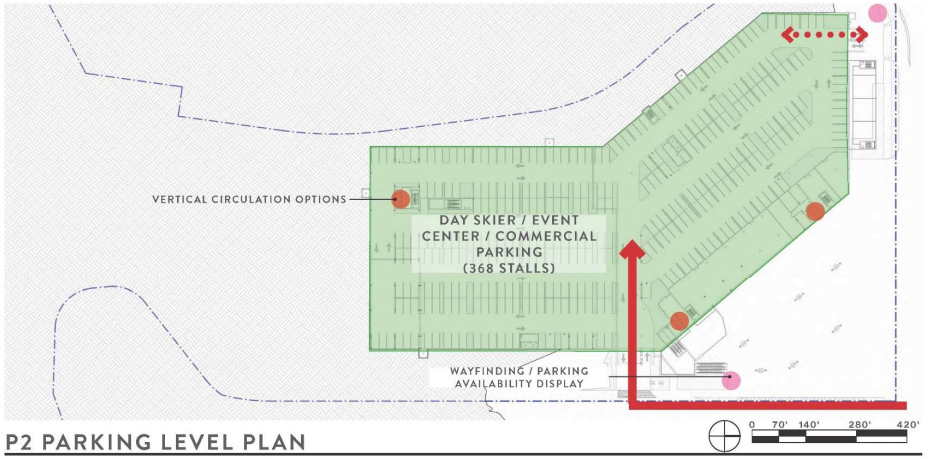
P4 Parking – there are 90 stalls for ski school, valet, and short-term parking on this level. "Short-term" means for visitor parking less than 30 minutes for such purposes as pick-up/drop-off, kiss 'n' ride, and so on. The balance of the parking on this level is 41 for hotel/condo uses.

North Parcel – The north parcel will consist of an additional 450 stalls. These will initially remain surface parking. This area will eventually consist of two levels, NP1 and NP2, and the total parking stalls will remain at 450. The north parcel will have the same level of parking management, including paid parking, and parking management technology, communications via multiple platforms, and high-touch customer service.

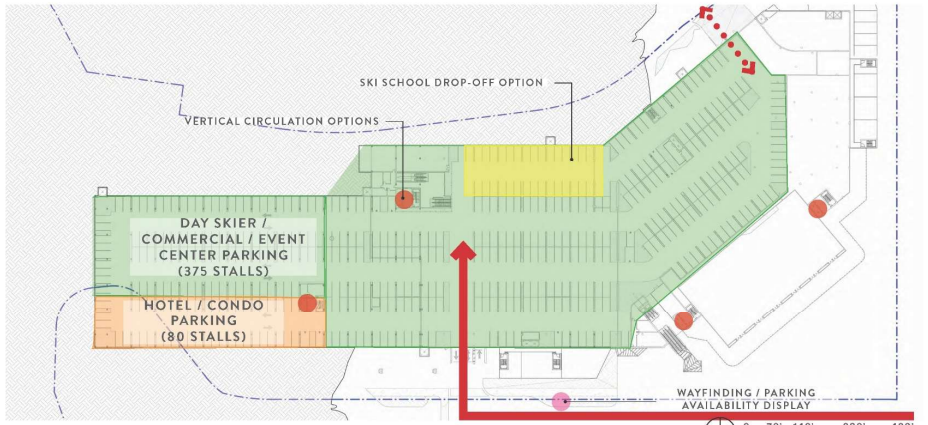
Structured parking layouts ae shown below in **Figure 1**.



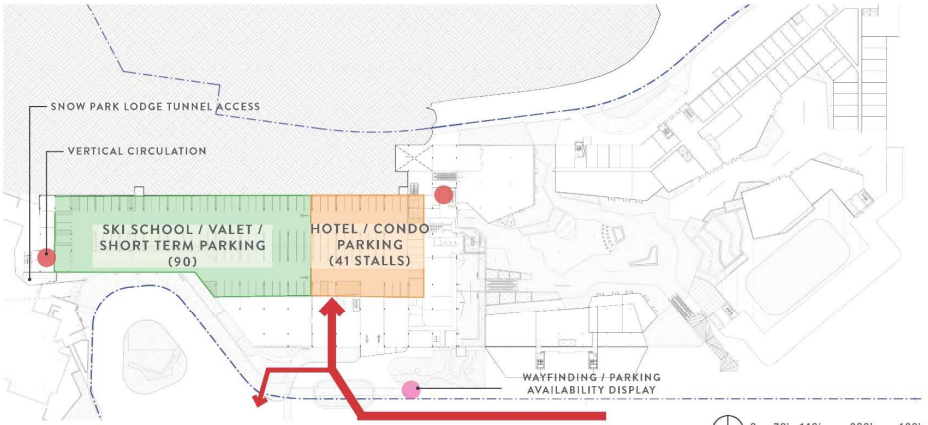
P1 PARKING LEVEL PLAN



P2 PARKING LEVEL PLAN



P3 PARKING LEVEL PLAN



P4 PARKING LEVEL PLAN

Source: IBI Group

Figure 1

Parking Level Layouts

Paid Parking

A paid parking scheme will be implemented in a manner that ensures transactions for inbound traffic do not cause delays which could impact adjacent streets. The price will vary by season and is an important tool to encourage all visitors to travel by modes other than driving alone. Signs and parking processes will be designed to maximize efficiency and minimize congestion.

Recognizing that the much of the typical clientele of Deer Valley are less price-sensitive than many potential parkers, pricing may be adjusted following initial implementation to ensure that the preferred reductions in peak parking demand are achieved.

Communications

To achieve the smoothest parking operations possible, parking information will be made available on Deer Valley's website and integrated into any platforms through which ski passes might be purchased. Additionally, hotel and condominium uses will be expected to incentivize arrival options that do not require parking on-site.

Parking availability by level will be integrated into the design of Snow Park. Parking information will be part of the dynamic wayfinding program included in the development. This information will be available to the visitor via electronic messaging at key decision points along Deer Valley Drive East, including at the newly-configured "Y" intersection of Deer Valley Drives East and West, and as the driver approaches the garage entrances. Parking communication may also be integrated into various phone and web apps operated by the resort, city, county, etc.

Once inside the parking levels, parking availability and general internal wayfinding will be incorporated into the design to improve access rates, guiding visitors to available spaces. The exact technologies and vendors have not been determined at this point, but it will employ the most appropriate and technologically advanced parking and transportation systems to ensure an efficient and user-friendly parking experience with minimal impact on adjacent streets.

Attachment C:
Snow Park Village Transportation Demand Management Plan

Snow Park Village

TDM Plan

Prepared for:
Deer Valley

October 2022

UT20-2245

FEHR PEERS

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1. Project Description and TDM Approach

This Transportation Demand Management (TDM) Plan describes the proposed approach to reduce the total number of vehicle trips at the Snow Park Village project at Deer Valley Resort in Park City, Utah. The Park City Municipal Corporation (PCMC), through its planning department review of the project application, has requested that a standalone TDM Plan be developed for the project. In addition, the City adopted a TDM Plan in 2016 that specifies how the City seeks to reduce vehicle trips through TDM strategies. A reduction in vehicle trips will reduce local pollution, greenhouse gas emissions and improve the quality of life for all who live and work in Park City by reducing vehicle traffic.

This document describes how Deer Valley intends to reduce the number of single-occupancy vehicle (SOV) trips to Snow Park Village using a variety of TDM options. This plan is based heavily on PCMC's existing TDM plan and strategies therein, adopted in August 2016.

Additionally, this plan formalizes TDM offerings that are already provided by Deer Valley to guests and employees for some time. In addition to describing existing offerings, this plan includes new TDM measures to help reduce SOV trips and monitor program effectiveness through ongoing collaboration with PCMC staff and other major destinations in Park City.

1.1 Project Description

Snow Park Village proposes to repurpose the existing surface parking lots of the Snow Park base area at Deer Valley Resort for a mixed-use development including hotel, residential, retail and events center uses. Snow Park Village is approximately 1.5 miles from downtown Park City and approximately 2.5 miles from the Pak City Mountain Resort base area. Snow Park Village's location in Park City is shown in **Figure 1**.

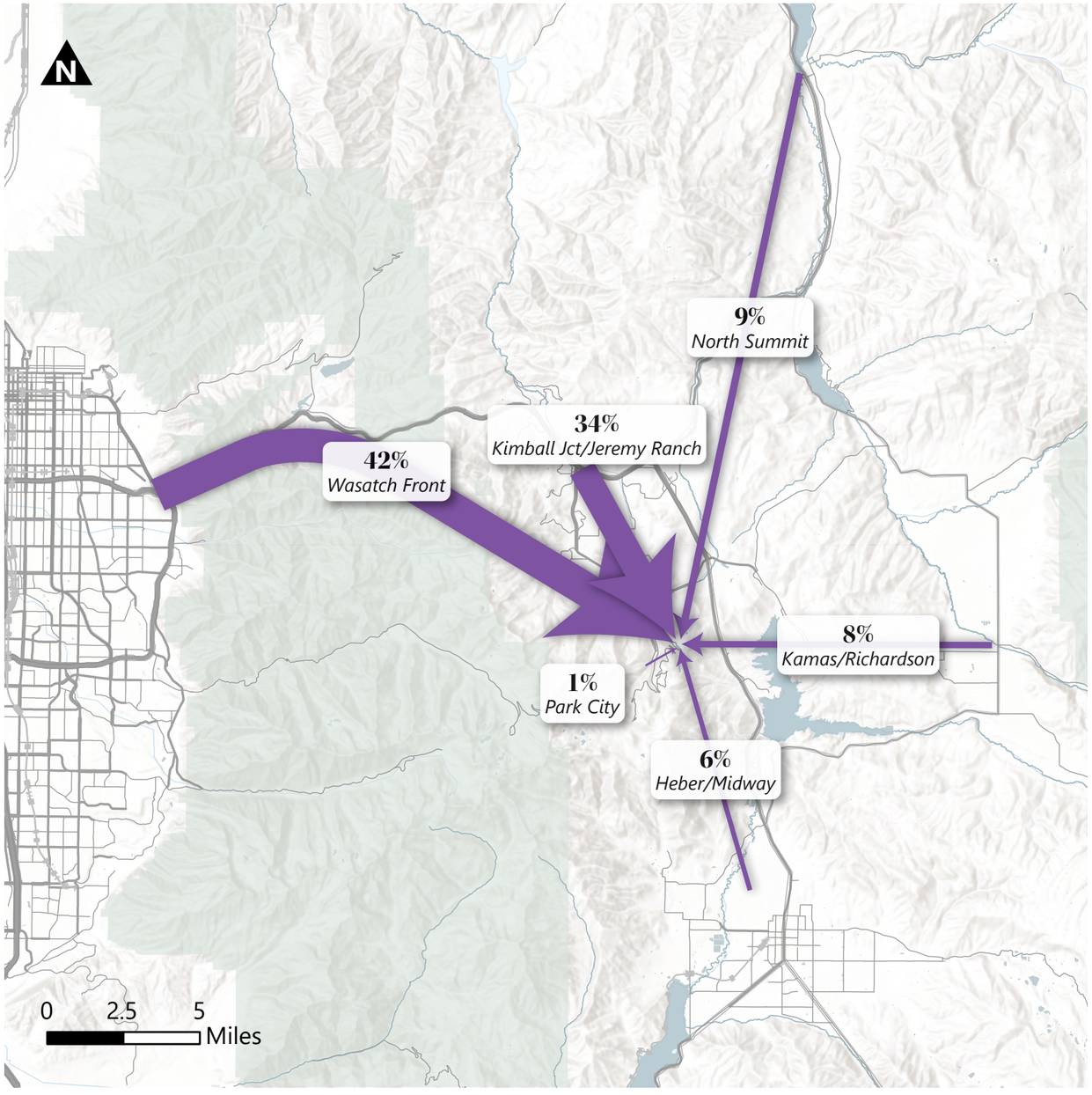
The bulk of activity at the Snow Park Village is expected to take place during normal business hours. Parking at the site will be priced and include standard and ADA-compliant spaces. Central to the success of the project, a multimodal mobility hub is proposed on Deer Valley Drive, will facilitate non-automobile connections to key destinations in Park City, elsewhere in Summit County, and the Salt Lake Valley. Full build-out of Snow Park Village will include a network of dedicated pedestrian paths within the project, as well as connections to area cycling and pedestrian facilities.



Project Location

1.2 TDM Approach

The success of a TDM program relies on creating a system to manage travel demand that shifts the behavior of those traveling to and from Snow Park from using single occupant vehicles to options other than driving alone. The following sections describe the menu of transportation choices that will make it easier and more convenient to use modes other than driving alone. Through an evaluation of anonymized mobile phone data, provided by a third-party vendor, this Plan has been assembled with the knowledge that a substantial portion of those traveling to and from Deer Valley do so from points around the region. The origins and destinations of Deer Valley's guests and employees are dispersed throughout northern Utah, with the largest share traveling to and from points along the Wasatch Front, as shown in **Figure 2.** This variety of travel patters requires a robust and diverse program to reduce drive alone trips. A diverse and flexible TDM program will allow Deer Valley to match the transportation services to the travel needs of all traveling to and from Snow Park Village. The TDM Plan described in the following sections supports the project's commitment to managing vehicle traffic to and from Snow Park Village while maintaining flexibility in response to changing travel behavior and regional transportation investments.



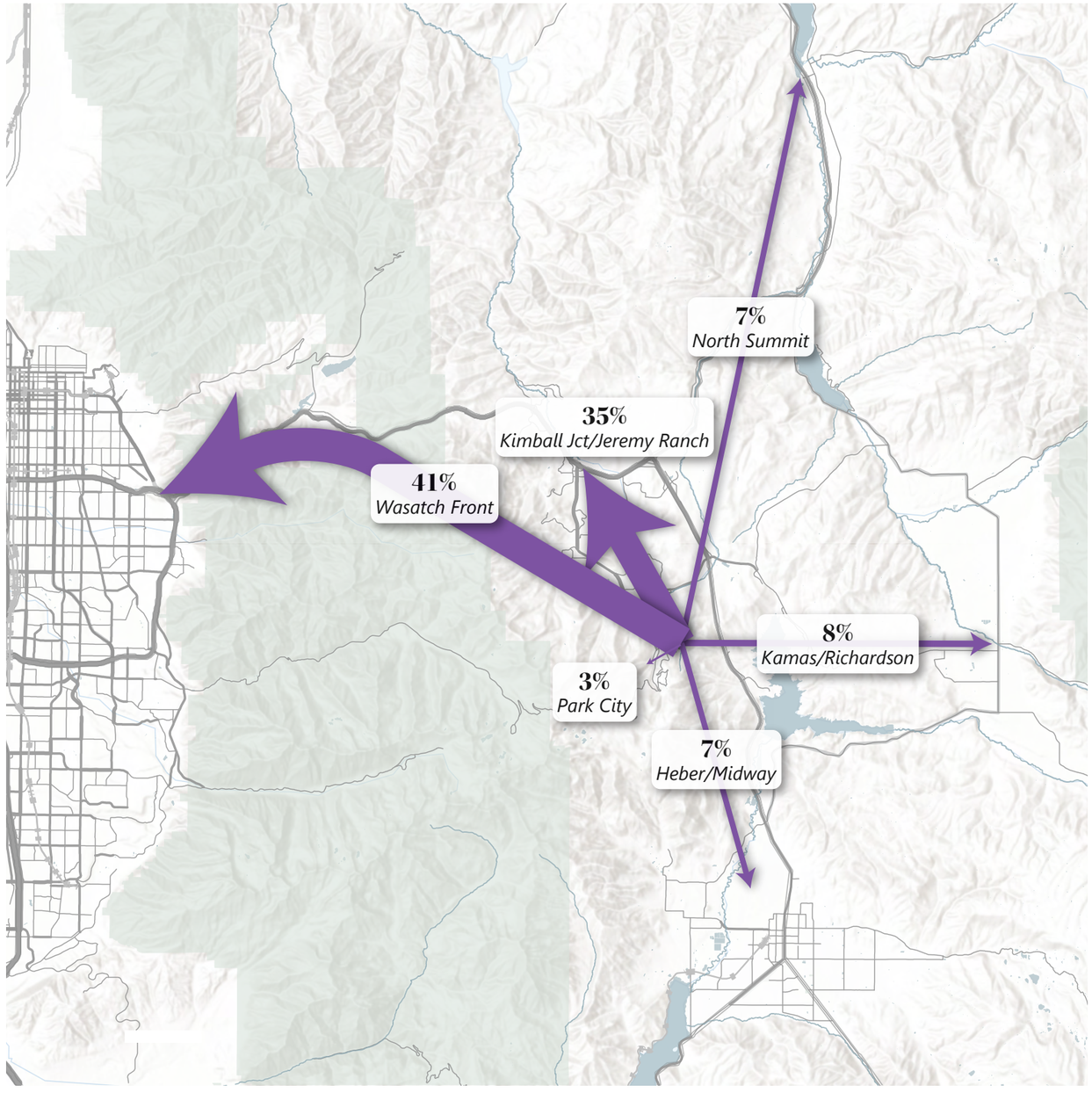


Figure 2

Deer Valley Origin-Destination AM Incoming – PM Outgoing Trends

2. Snow Park Village TDM Program

2.1 Primary TDM measures

Deer Valley will provide a variety of opportunities for those traveling to and from Snow Park to choose travel modes that are not driving alone. These are categorized as incentivizing using transit, riding a bicycle, sharing a car, or some combination thereof. A summary of the Primary TDM measures can be found in **Table 1**.

Table 1: Primary TDM Measures

Measure	Status	Description
Transit pass subsidy	Existing Program	Subsidized UTA transit passes for Deer Valley employees living in Salt Lake Valley and Utah Valley
Bicycle Amenities and Perks	New Program	Bicycle repair tools and dedicated bicycle parking at key locations
Education and Promotion	Existing Program	Educational and promotional events to encourage travelers to use by modes other than driving alone.
Parking Management	New Program	Efficient, constrained, and priced parking to discourage drive-alone trips
Employee Transit	Existing Program	Operate designated employee transit to facilitate efficient employee commutes through an appealing alternative
Real-Time Messaging	New Program	Communicate traffic conditions in real time to travelers
Appoint a TDM Coordinator	New Program	Identify a staff member to oversee the TDM program

Source: Deer Valley

More detailed descriptions of the Primary TDM Measures can be found below.

To incentivize traveling by bicycle, Deer Valley plans to implement the bicycling-based TDM strategies listed in **Table 2**.

Table 2: Bicycling and Walking TDM Strategies

Biking/Walking Strategies	Status	Target User Groups	Description
Implement Bicycle Parking at Key Destinations and Transit Stops	New Program	Day Guests Commuters Employees	Snow Park Village's site plan includes the provision of safe and convenient locations to park bicycles, encouraging their use and removing barriers such as frustration in finding secure parking and bicycle theft. This includes the proposed mobility hub on Deer Valley Drive, a key connecting point for trips to and from Snow Park.
Expand e-Bike Share	New Program	Day Guests Commuters Employees	Snow Park Village will include a relocated PCMC e-bike-share station with direct access to the mobility hub. This will expand coverage of the existing e-bike share service in Park City and enable more non-automobile trips for people traveling to and from Snow Park Village.
Install Bicycle Repair Stand	New Program	Day Guests Commuters Employees	Deer Valley will install two do-it-yourself bicycle repair stands: one at the proposed mobility hub on Deer Valley Drive, and another seasonal stand at the Silver Lake Express base. The repair stands may include an air pump and basic tools to make minor bicycle repairs. Additional repair options include full-service bike shop(s) during the summer season and on-mountain assistance from Bike Patrol.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the parking-based TDM strategies listed in **Table 3.**

Table 3: Demand Management TDM Strategies

Demand Management Strategies	Status	Target User Groups	Description
Implement Real-Time Information Messaging	New Program	Day Skiers Employees	Deer Valley plans to work with the City, UDOT, and Summit County to deploy VMS boards and other messaging systems at key locations, including approach roads, parking areas, and ski lift bases, to inform those traveling to and from Snow Park Village of current traffic and parking conditions. Additionally, Deer Valley will use its website, social media platforms, and mobile application to notify guests in real time. This will enable

			visitors to make more informed transportation choices allowing for better demand management.
Provide Additional Evening Recreation Opportunities/Amenities:	New Program	Day Skiers Employees Overnight Guests	Providing additional activities, food and beverage options, and/or entertainment for visitors after the ski day has ended is an essential element of the Snow Park Village proposal. Providing opportunities for day skiers to linger at the base area longer will better distribute peak-hour outbound vehicle trips.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the parking-based TDM strategies listed in **Table 4.**

Table 4: Policy-Based TDM Strategies

Policy Strategies	Status	Target User Groups	Description
Provide Employee Housing	Existing Program	Employees	Deer Valley has and will continue to provide subsidized housing for its employees in and around Park City. The locations of this housing allow for shorter commutes with access to public transit or shuttles, and increases the likelihood of ridesharing among employees. Any active, full-time staff member is eligible for employee housing. Employee housing is distributed throughout Park City and Heber City in areas that are served by public and employee transit.
Provide Employee Amenities	Existing Program	Employees	Deer Valley employees are able use various on-site amenities that will be provided at Snow Park Village, including employee dining rooms that offer discounted meals, and employee locker rooms that allow for storage of personal items to reduce the need for trips off-site during shift changes and during mealtimes.
Childcare	Existing Program	Day Skiers Employees Overnight Guests	Parents managing childcare are among those who are most attached to private vehicles for personal travel, and providing on-site childcare in the form of both nursery/day care programs, and on-mountain options for active childcare will reduce the need for parents to make multiple local trips and enable their use of non-SOV modes by collocating services. Deer Valley employees are eligible for discounted childcare programs.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the parking-based TDM strategies listed in **Table 5.**

Table 5: Parking TDM Strategies

Parking Strategies	Status	Target User Groups	Description
Implementation of Efficient Parking Schemes	Existing Program	Day Skiers Employees	Deer Valley will continue to assess the need for remote or satellite parking areas for days on which parking demand requires additional capacity beyond that which is provided at the base area itself. The only designated off-site parking location that has been used by Deer Valley is Treasure Mountain Middle School, and is used solely on days of particularly high demand.
Implement Parking Demand Management	New Program	Day Skiers Employees	A fundamental aspect of Snow Park Village's proposed parking system is to charge for parking, a direct incentive to those traveling to Deer Valley to more efficiently utilize vehicle capacity, specifically for day skiers. The cost of parking at Snow Park Village will be set at a level that will incentivize higher-occupancy vehicles when traveling to and from Snow Park, a direct disincentive to drive alone. While many Deer Valley patrons are likely less price sensitive to additional charges such as paid parking, available data suggests that a substantial portion of day traffic originates from points along the Wasatch Front, from where patrons are expected to be more price sensitive to parking fees, increasing their likelihood of mode shift.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the programmatic TDM strategies listed in **Table 6.**

Table 6: Program-Based TDM Strategies

Programmatic Strategies	Status	Target User Groups	Description
Establish a TDM Coordinator	New Program	Employees Day Skiers Overnight Guests	Deer Valley will identify an existing staff member to act as the TDM coordinator, a central source for TDM program information. The TDM coordinator may fill many roles, but may be responsible for: real-time messaging of traffic conditions to travelers, distribute information on new or adapted TDM program offerings, and evaluate the effectiveness and use of TDM program elements. The TDM coordinator will also continue to explore new TDM options that best serve Deer Valley guests and/or employees. The TDM coordinator will be the main point of contact with the City and will facilitate communication in connection with the proposed monitoring program. This coordinator will meet with Park City staff on a regular basis to discuss on-going adjustments to the TDM measures.
Provide Tailored Information and Promotions	Existing Program	Employees Day Skiers Overnight Guests	Deer Valley will develop and distribute targeted messaging and promotions to ensure that different user groups are aware of the TDM measures most relevant to their needs. These promotions may include gamification to further incentivize non-drive alone trips. Deer Valley supports a mobile app used by employees that allows them to organize rides sharing, and identify transit, bike and walking options for their commute. The application also offers incentives to Deer Valley employees for not driving alone to work. Deer Valley will encourage all ski area-serving businesses (namely hotels and other lodging) to further emphasize their transportation offerings that allow guests to rely less on private vehicles and more on shared mobility.

Source: Deer Valley

To incentivize traveling to and from Snow Park by transit, Deer Valley plans to implement the transit-based TDM strategies listed in **Table 7.**

Table 7: Transit TDM Strategies

Transit Strategies	Status	Target User Groups	Description
Provide Employee Transit	Existing Program	Employees	To complement public transit service and supplement in certain areas where public transit may not yet exist, Deer Valley will continue to provide private employee transit to and from Snow Park to allow Deer Valley employees to travel longer distances (such as from Heber City) on employee shuttles. Deer Valley contracts through Le Bus to operate full-sized coach buses for their employees. In a typical (non-Covid) year, Deer Valley provides three AM peak-period and two PM peak-period shuttle runs to serve their employees living in River's Edge and Heber City.
Subsidize Transit Passes for Inter-City Commuters	Existing Program	Employees	Deer Valley provides subsidized Utah Transit Authority passes to employees commuting to Deer Valley from Utah and Salt Lake Valleys.

Source: Deer Valley

3. Program Monitoring and Adaptation

Deer Valley has a strong interest in making trips to and from Snow Park Village as efficient and enjoyable as possible. Doing so is not only a way to improve the overall experience for all who visit Snow Park, but it also allows Deer Valley to contribute to shared goals for reducing traffic impacts within Park City and Summit County.

3.1 Monitoring Program

Deer Valley will conduct internal monitoring to best understand how various user groups are getting to Snow Park, how best to improve their experiences, and how to optimize their experience while minimizing their impact on area traffic and the environment. Elements of the TDM program may be adapted, added, or eliminated over time as Deer Valley strives to achieve maximum effectiveness with its TDM program. The Snow Park TDM program will change over time as travel behaviors change and the transportation context around Snow Park evolves.

Ongoing, real-time traffic monitoring will be enabled by a Deer Valley-funded and managed monitoring traffic monitoring station at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. This will allow for ongoing traffic counts, recording of queueing via still imagery, and year-over-year comparison at a crucial intersection in Park City.

The TDM coordinator will be responsible for ongoing collaboration and coordination with PCMC staff to ensure that goals are shared and TDM measures managed by Deer Valley are complementing those enacted by the City. To that end, semiannual meetings will take place among Deer Valley, PCMC staff, and other TDM coordinators:

- Prior to each ski season, relevant parties will gather to share relevant updates for the upcoming season, and identify potential opportunities for collaboration, share expectations for the coming months, and discuss performance metrics to be tracked
- Following each ski season, the same parties will meet to share lessons learned and review program performance as recorded by agreed-upon performance metrics, and establish potential action items during the off-season

With ongoing updates to local transit service operated by both Park City Transit and High Valley Transit, Deer Valley will strive to avoid duplication of transit service offerings. Deer Valley's TDM program is intended to support the use of public transit among the public rather than act as an alternative to public

transit service. As public transit coverage expands, Deer Valley will adapt its program to support local transit agencies.

3.1.1 Annual Monitoring Report

To evaluate the effectiveness of Deer Valley's TDM program, and inform potential adjustments to the program, Deer Valley will develop an annual monitoring report to be submitted to Park City staff for review. Submittal of this report will fall between semi-annual meeting with Park City staff and other TDM program mangers in Park City.

To the greatest extent possible, data collected for this monitoring effort will rely on existing or to-be-implemented sources. This will improve consistency across monitoring periods and allow for flexibility around weather or other events if needed.

Deer Valley will collect the following types of data for their TDM monitoring effort:

- Seven-day vehicle counts at all Snow Park Village driveways, to be analyzed and summarized by a third-party consultant. This data will be analyzed and summarized by a third-party consultant
- Average vehicle occupancy collected on one weekday and one weekend day, collected by a third-party vendor or Deer Valley staff, to be analyzed and summarized by a third-party consultant
- Ski season transit ridership, summarized at the stop and daily levels and provided by transit operators, to be analyzed and summarized by a third-party consultant
- Available data regarding program utilization from the *Ride On Park City* platform, to be analyzed and summarized by a third-party consultant

If additional or revised analyses are requested by the City, those requests can be reviewed and possibly scoped in advance of the first monitoring report.

WALL CONSULTANT GROUP
2139 South 1260 West, Salt Lake City, UT 84119-1464

TECHNICAL MEMORANDUM

Date: Wednesday, May 3rd, 2023

To: John Robertson, City Engineer

Cc: Alexandra Ananth, Senior Planner

From: Jeremy Searle, PE, PTOE and Gary Horton, SE

Subject: Snow Park Village Transportation Analysis Independent 3rd Party Review

Purpose & Background

WCG has been involved as the independent 3rd party review for the Snow Park Village project by Deer Valley since September 2021 and has provided multiple reviews of submitted materials and coordinated with City staff and the Deer Valley team. Through these reviews, meetings, and coordination, the proposed project has become more defined, better aligned with the goals of Park City, and more in tune with the feelings of the surrounding community.

Most recently, WCG was asked to review the updated Transportation Analysis – Shared Mobility Lane Alternative, dated April 2023 for the proposed Snow Park Village Redevelopment project at Deer Valley and provide comments. This memorandum outlines how previous comments on this analysis were addressed. No new concerns were identified in the review.

Summary

Generally, WCG finds **that the applicant's transportation analysis is sound**, and the previous traffic related concerns identified were addressed. **WCG supports the Shared Managed Lane (SML) Plan** proposed by the applicant, noting that this plan provides the best use of public right of way by providing improvements for transit balanced with bike lanes, while also improving transportation for all modes of travel in a safe manner. The proposed transit priority traffic signals provide Park City the flexibility needed to improve traffic operations while prioritizing transit when needed. There are a few comments related to driveway design/layout (comments #10, 11, 12) that are not critical to preliminary approvals, and will be addressed during final design review and approval. All addressed comments are marked with a green check mark. ✓

Previous Comments

Previously, the Applicant had requested a 20 percent parking reduction for the development. Recently, they have changed their application to provide the full amount of required parking, which results in a total of 2,262 required parking stalls. The increase in the number of parking also results in an expected increase in trips generated. Previously, the Applicant had submitted a PowerPoint in February 2023 outlining their proposed changes to the trip generation calculations and assumptions. WCG had previously reviewed this submittal and provided the following comments. Underneath each comment is an explanation of how each was addressed in the latest transportation analysis:

1. Why did the assumed transit reduction percentage increase with the removal of the parking reduction request? It would seem likely that transit ridership would decrease with the availability of more parking stalls.

This was addressed by decreasing the transit reduction from 3% to 1.5% daily and during the PM peak hour, and 1% during the AM peak hour. This change in calculating the trip generation is in line with what is expected with the increase in parking. Therefore, this comment has been addressed.

2. The diagram on slide 7 shows existing incoming and outgoing trips during the AM and PM peak hours. It also indicates that a 5% reduction on these counts was assumed to account for background traffic to Solamere and Queen Esther. However, the diagram shows the counts on DVD East being collected beyond Solamere and Queen Esther. If the diagram is accurate, a 5% reduction would not be needed for these counts. Please clarify these numbers and assumption.

This was addressed by removing the 5% reduction that was previously assumed. Therefore, the diagram, percent reduction, and overall comment are not relevant anymore.

3. Why was a daily trip generation total not calculated with the revised assumptions? Please provide a daily trip generation total for the development assuming no parking reduction.

This comment was addressed by providing an updated trip generation table in the new transportation analysis report, including a daily trip generation total. The projected number of daily trips from the development is 3,616 trips, with 261 during the AM peak hour and 322 during the PM peak hour.

4. Please provide a more detailed parking program for the planned stalls. How many will be reserved for residents, for the hotel, day skiers, etc? The parking program will greatly influence the trip generation for the project.

This comment was addressed with the Snow Park Village Parking Management Plan included as Attachment B in the transportation analysis report. This report provides details on the number of parking for each use, how each parking level is programmed, circulation, paid parking, etc.

5. Once the trip generation numbers are finalized, an updated traffic analysis is recommended to determine the impact of the additional trips.

This comment was addressed with the new transportation analysis report, which is dated April 2023. The new report includes updating trip generation, analyses, parking information, pick-up / drop-off loop analyses, etc.

6. Park City Municipal Corporation (PCMC) has a stated goal of reducing peak-hour traffic volumes by 20% citywide. The applicant's project will add peak hour traffic in the most congested areas of the City.

a. It is recommended that PCMC staff and the Applicant identify specific goals that can be measured and achievable. The Deer Valley team has outlined a detailed TDM plan and a monitoring system. The next step is to finalize the plan and identify the objectives that should be met with the annual data monitoring program.

This comment has been partially addressed through the Applicants detailed TDM plan, which outlines extensive efforts to reduce peak hour traffic. The final step is to continue to work with City Staff to identify specific metrics and objectives that can be monitored over time and be flexible in making adjustments as needed.

7. The Applicant's trip distribution assumptions between Deer Valley Drive East and West should be further justified and supported. If the distribution assumed in the TIS is different in reality, additional queuing will result on Deer Valley Drive East and West, as well as Doe Pass Road.
   a. The most recent plan submitted by the Applicant includes a signal at the "Y-intersection", which alleviates much of the concern regarding the distribution and potential queuing at that intersection. The signal timing can be adjusted, and transit priority can be added to provide flexibility for different distributions and transit needs.
   b. It is recommended that ingress into the parking garages be carefully monitored to ensure that queues do not develop and back up onto City streets. If the Applicant's distribution assumptions are not correct this could further exacerbate this concern.
   c. Similarly, the drop-off and pick-up area east of Snow Park Lodge should be monitored to ensure queues do not develop and back up onto City streets.

This comment was addressed in the most recent transportation analysis report (April 2023). The distribution was adjusted to more closely match existing travel patterns, and a sensitivity analysis was completed to show the impacts of changes to the distribution percentages. In addition, clarification on parking ingress and egress times were confirmed through WGI, a parking garage design and operations consultant, providing additional confidence in the parking garage assumptions. Finally, a detailed analysis of the drop-off and pick-up area east of Snow Park Lodge was completed. This included data on the average dwell time for vehicles in the pick-up / drop-off area collected in January 2022. This analysis provides a much clearer understanding of how the pick-up / drop-off area will operate. It shows that during peak times it is anticipated to operate at LOS E, with an average of 44 sec/veh of delay, however it does not impact adjacent intersections. The report suggests that added efficiencies with on-site staff will help improve operations as needed.

8. The additional VISSIM transportation analysis does not consider actual travel conditions, downstream impacts, or other common causes of delay in the Deer Valley Loop during peak traffic hours or weather/special events. PCMC has provided actual travel times of buses traveling these roads during ski season. Utilization of this data to calibrate the model could provide a more accurate view of the benefits of the SML to transit during peak congestion times.

a. It is recommended that the Applicant refine and calibrate the VISSIM model to better represent actual conditions and provide a better representation of the proposed project conditions.

This comment was addressed by the Applicant further refining the VISSIM model, including collecting additional dwell time data for the pick-up/drop-off loop. Park City also provided transit travel time data to further refine the model.

Additional explanation was provided in the report, "The simulation shows traffic circulation with minimal delays with the proposed configuration in peak ski season conditions. Because of the lack of congestion, the buses simulated in this analysis travel in near free-flow conditions. This was due to the models being calibrated to typical travel times. Bus and vehicle travel time measurements were provided by Deer Valley and Park City, which showed several outlier days with excessive travel times. However, the calibrated VISSIM model travel times were closer to the median travel times observed from the data."

9. The applicant does not provide enough detail about the assumptions for the pick/up drop off loop of 100 pick/up drop/off vehicles, 50 Transportation Network Company (TNC) vehicles, and 50 Valet vehicles were developed.
    a. WCG has requested additional detail outlining what data was collected to support these assumptions and what happens to the internal circulation if these numbers are low.

This comment was addressed with a detailed analysis for the drop-off and pick-up area in the latest transportation analysis report (April 2023). This included data on the average dwell time for vehicles in the pick-up / drop-off area collected in January 2022. This analysis provides a much clearer understanding of how the pick-up / drop-off area will operate. It shows that during peak times it is anticipated to operate at LOS E, with an average of 44 sec/veh of delay, however it does not impact adjacent intersections. The report suggests that added efficiencies with on-site staff will help improve operations as needed.

10. Some driveway widths do not appear to meet LMC § 15-3-4(C) requirements but may facilitate efficient garage ingress.

As conditions of final approval, these modifications need to be addressed with the final design.

11. The intersection of Royal Street and a proposed new driveway across the street do not appear to meet LMC § 15-3-3(H) requirements.
    a. It is recommended that the Applicant coordinate with City Staff on adjustments to the proposed driveway to meet City code.

As conditions of final approval, these modifications need to be addressed with the final design.

12. The driveway spacing of some driveways on Doe Pass Road does not appear to meet LMC § 15-3-3(H) requirements
    a. It is recommended that the Application coordinate with City Staff on adjustments to driveway spacing on Doe Pass Road to meet City code.

As conditions of final approval, these modifications need to be addressed with the final design.

13. A review of the bus auto-turn templates show that buses can make the required turning movements.
    a. It is recommended that another review be completed in the final design phases.

As noted above, the current design does meet bus turning requirements. Additional review is required with any design changes.

Applicant Proposed Mitigation Measures

The Applicant proposed to implement the following mitigation measures to improve traffic operations, safety, active transportation, and transit operations:

1. Reconfiguring the "Y-intersection" and adding signalized traffic control, which helps to establish a new access pattern for visitors while providing safety for pedestrians and bicyclists, as well as transit pre-emption.
2. A new left-turn deceleration and acceleration lane at Solamere Drive and Queen Esther Drive.
3. Reducing parking demand by implementing paid parking and shared parking for the development.
4. Improving the active transportation network with new or improved trails, safer crossings, and multi-use paths.
5. A new on-site mobility hub with space for six buses and additional amenities.
6. A new traffic signal at the intersection of Doe Pass Road / Deer Valley Drive East with transit signal pre-emption capabilities to expedite transit service into and out of the proposed mobility hub.
7. Either dedicated bike lanes or bike lanes during the summer and dedicated transit lanes during the peak winter season, depending on which transportation alternative is chosen.
8. A detailed transportation demand management plan that outlines a lot of measures the applicant is both currently doing and new measures that they plan to implement to reduce travel demand (see Snow Park Village TDM Plan for details).

Park City Fire District
736 W Bitner Drive
Park City UT 84098

Monday, March 6, 2023

RE: Snow Park Vehicle Control Gate and the Associated Right of Way

The Park City Fire District has worked with the Planning Department and the developer to resolve our concerns regarding the vacation of the right of way on Deer Valley Drive. Park City Fire District understands that the developer will be installing a gate that will restrict access to the south end of Deer Valley Drive.

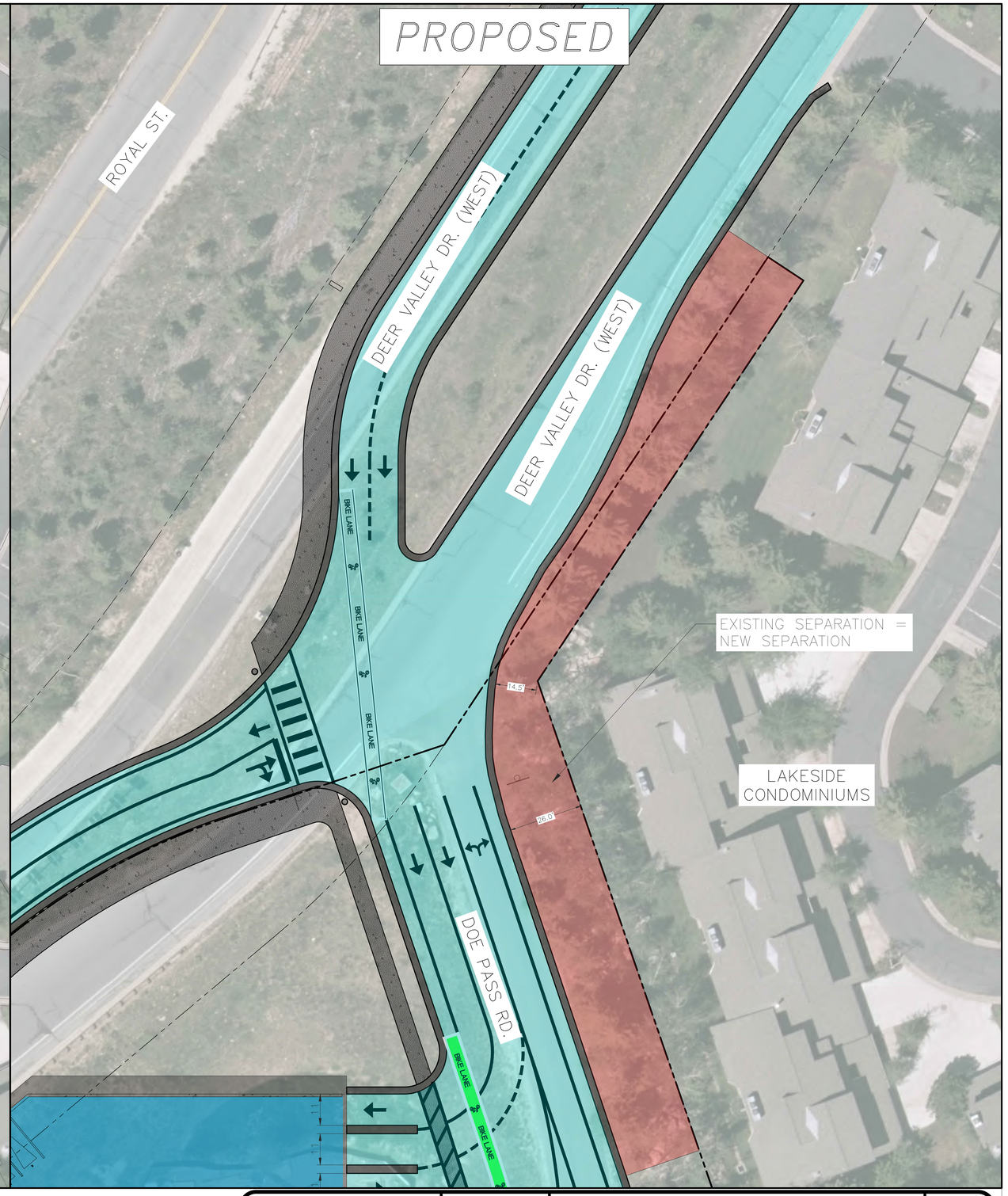
As part of the right-of-way vacation and the parking structure project, the developer will be providing pull-through access for emergency vehicles along the south side of the project. That will provide a pathway between the roads on the east and west sides of the parking structures.

PCFD accepts the overall project as designed with the following comments:

1. Access across the south end of the project must be designed to support vehicles of no less than 75,000 lbs.
2. Any access control through the area identified as "Emergency Vehicle Access Path" on the "Snow Storage Plan" dated February 15, 2023, must be approved by PCFD.
3. The final design and layout of the emergency path mentioned in item number 2 must be approved by PCFD. This includes turning radius specifications and pathway width.
4. The bus-only lane may be used by PCFD vehicles.
5. All gates across any fire vehicle access road must be approved by PCFD.
6. All gates across any fire vehicle access road must have KnoxBox brand key switches and siren operated sensors installed.

Battalion Chief Mike Owens
District Fire Marshal
(435) 940-2520
mowens@pcfd.org





20' 0 20' 40'

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

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
ZACHARY ALHAMRA

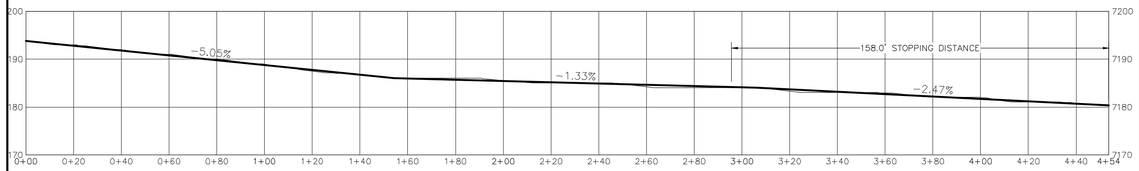
DATE: 04/10/2023

LAKESIDE & DOE PASS DR. EXHIBIT
SHARED MOBILITY LANE PRIORITY OPTION

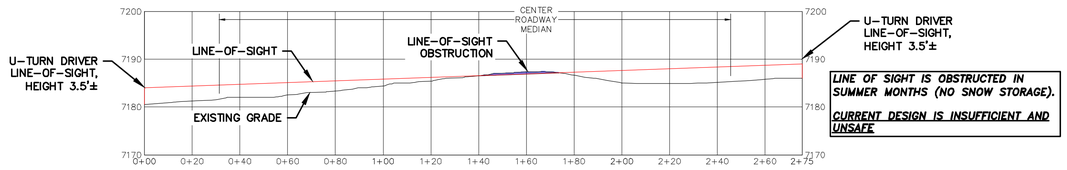
FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\exhibits\Access Exhibit\23.04.10\Exhibit for La

SHEET 1

EXISTING ROAD PROFILE



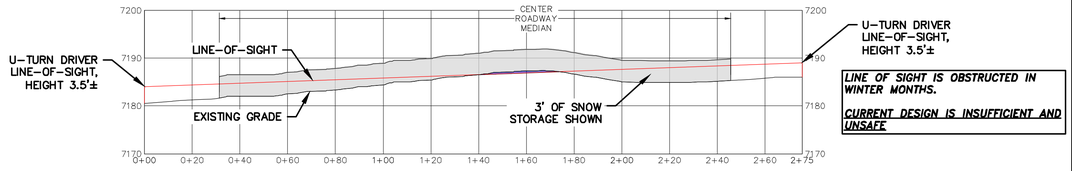
EXISTING ROAD SIGHT PROFILE – NO SNOW STORAGE



LINE OF SIGHT IS OBSTRUCTED IN SUMMER MONTHS (NO SNOW STORAGE).

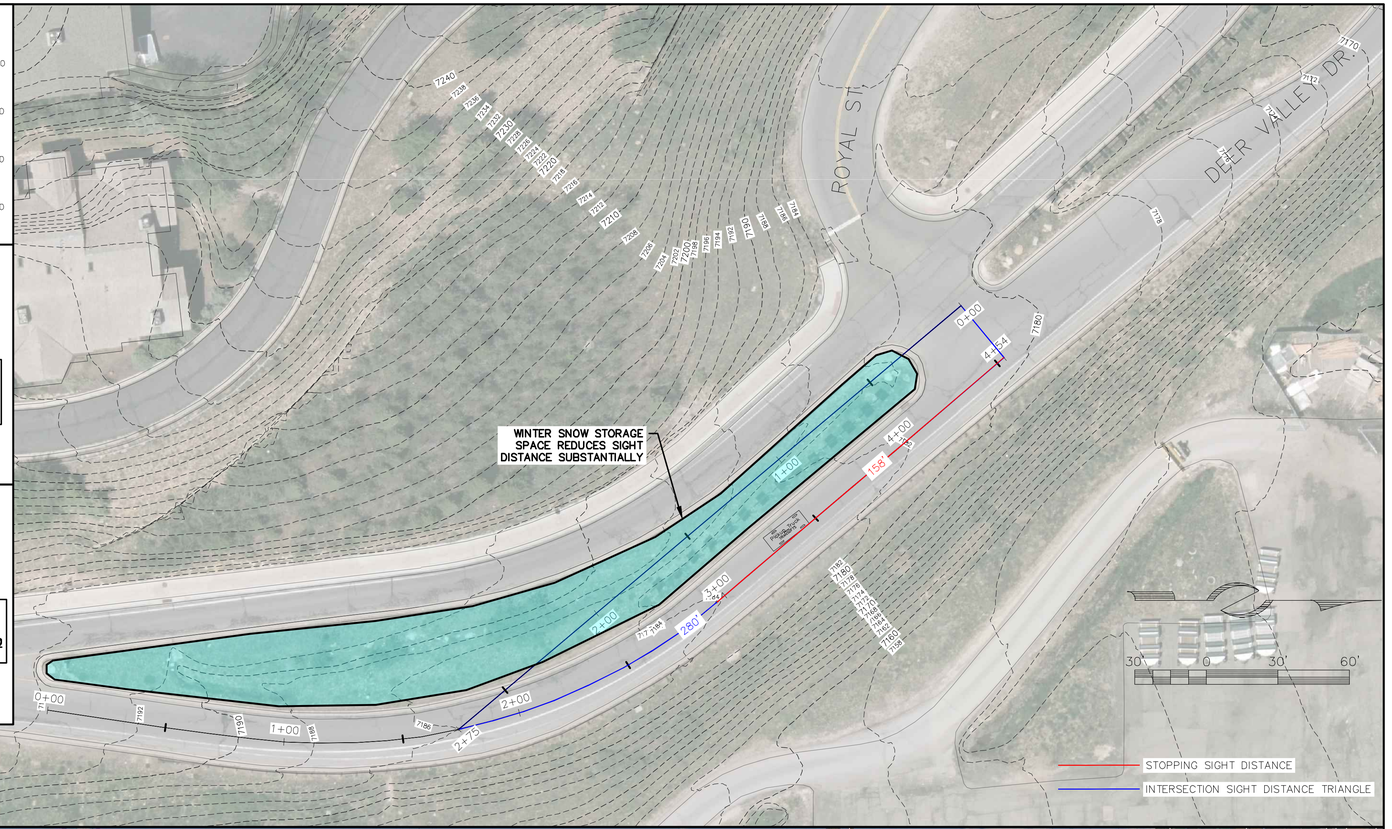
CURRENT DESIGN IS INSUFFICIENT AND UNSAFE

EXISTING ROAD SIGHT PROFILE – 3' SNOW STORAGE SHOWN



LINE OF SIGHT IS OBSTRUCTED IN WINTER MONTHS.

CURRENT DESIGN IS INSUFFICIENT AND UNSAFE



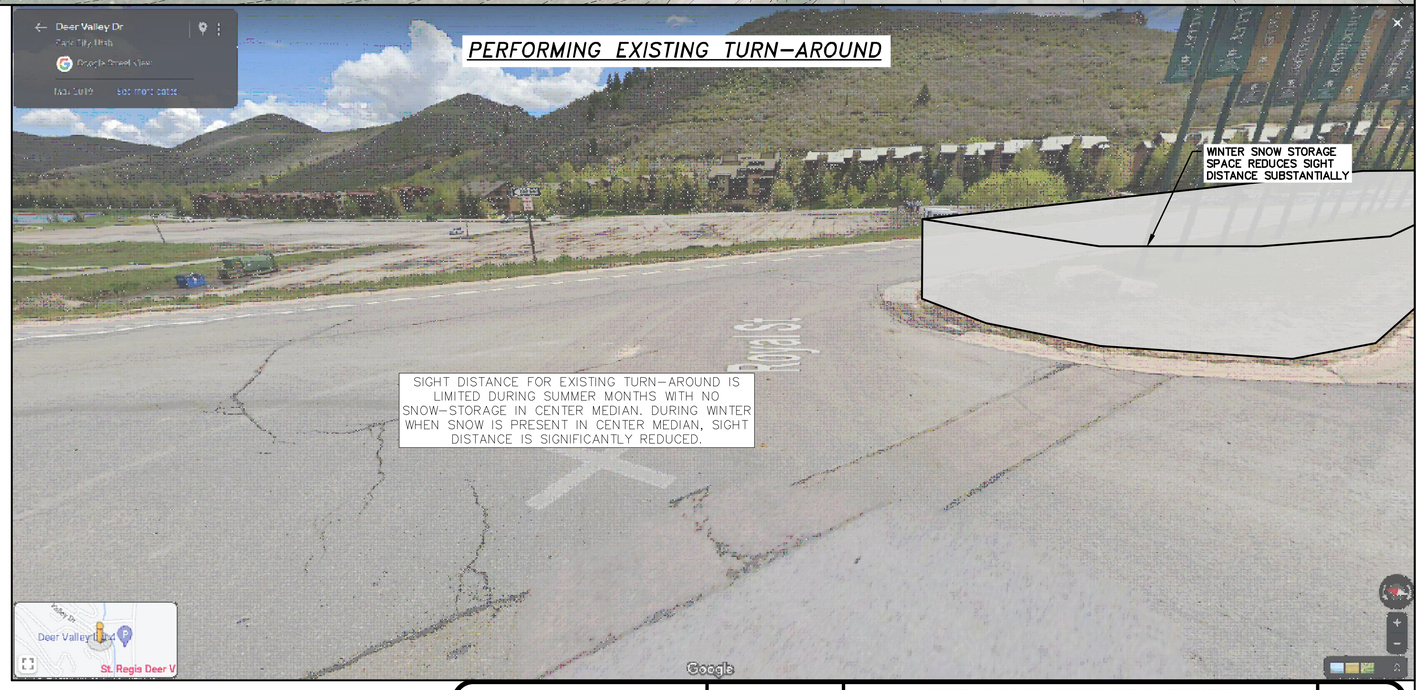
AASHTO TABLE 3–2 STOPPING SIGHT DISTANCE ON GRADES

EXISTING DESIGN SPEED: *25 MPH*
DOWNGRADE: *3% (APPROXIMATED FROM EXISTING PROFILE)*
STOPPING SIGHT DISTANCE: *158 LF*

NARRATIVE:

THE TURN–AROUND AT THE ROYAL STREET INTERSECTION DOES NOT MEET AASHTO STANDARDS. AS ILLUSTRATED IN THIS EXHIBIT, AASHTO STANDARDS SPECIFY THAT A CLEAR SIGHT DISTANCE, INDICATED AS THE HYPOTENUSE OF A RIGHT TRIANGLE OF LEG 280' IN LENGTH, SHALL EXIST FOR SUFFICIENT SAFETY OF THE TURNING MOVEMENT. THE CENTER MEDIAN OF THE ROADWAY OBSTRUCTS THIS SIGHT DISTANCE IN THE SUMMER MONTHS AND THIS SIGHT DISTANCE IS SUBSTANTIALLY REDUCED DURING WINTER MONTHS WHEN THE MEDIAN IS USED FOR SNOW STORAGE. A STOPPING SIGHT DISTANCE OF 158 LF IS REQUIRED PER AASHTO TABLE 3–2 FOR A 25 MPH ROADWAY OF SLOPE APPROXIMATELY 3%. THIS STOPPING SIGHT DISTANCE IS NOT MET DUE TO OBSTRUCTIONS, RENDERING THIS TURNING MOVEMENT VULNERABLE TO TRAFFIC COLLISIONS.

PERFORMING EXISTING TURN–AROUND



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

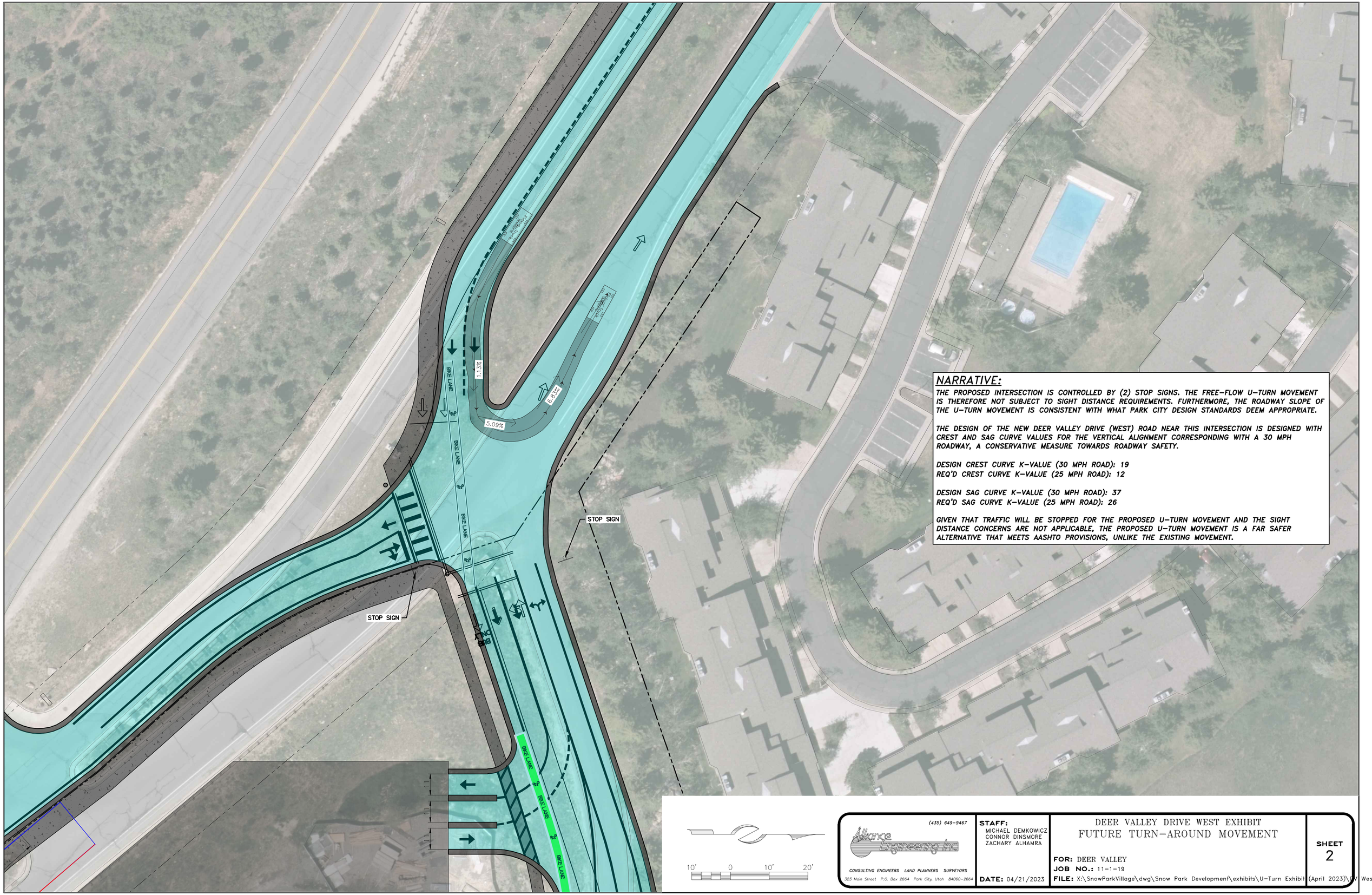
STAFF: MICHAEL DEMKOWICZ, CONNOR DINSMORE, ZACHARY ALHAMRA

DATE: 04/21/2023

DEER VALLEY DRIVE WEST EXHIBIT
EXISTING TURN–AROUND SIGHT DISTANCE

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\exhibits\U-Turn Exhibit (April 2023)\DV West

SHEET 1



NARRATIVE:

THE PROPOSED INTERSECTION IS CONTROLLED BY (2) STOP SIGNS. THE FREE-FLOW U-TURN MOVEMENT IS THEREFORE NOT SUBJECT TO SIGHT DISTANCE REQUIREMENTS. FURTHERMORE, THE ROADWAY SLOPE OF THE U-TURN MOVEMENT IS CONSISTENT WITH WHAT PARK CITY DESIGN STANDARDS DEEM APPROPRIATE.

THE DESIGN OF THE NEW DEER VALLEY DRIVE (WEST) ROAD NEAR THIS INTERSECTION IS DESIGNED WITH CREST AND SAG CURVE VALUES FOR THE VERTICAL ALIGNMENT CORRESPONDING WITH A 30 MPH ROADWAY, A CONSERVATIVE MEASURE TOWARDS ROADWAY SAFETY.

DESIGN CREST CURVE K-VALUE (30 MPH ROAD): 19
REQ'D CREST CURVE K-VALUE (25 MPH ROAD): 12

DESIGN SAG CURVE K-VALUE (30 MPH ROAD): 37
REQ'D SAG CURVE K-VALUE (25 MPH ROAD): 26

GIVEN THAT TRAFFIC WILL BE STOPPED FOR THE PROPOSED U-TURN MOVEMENT AND THE SIGHT DISTANCE CONCERNS ARE NOT APPLICABLE, THE PROPOSED U-TURN MOVEMENT IS A FAR SAFER ALTERNATIVE THAT MEETS AASHTO PROVISIONS, UNLIKE THE EXISTING MOVEMENT.

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

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
ZACHARY ALHAMRA

DATE: 04/21/2023

DEER VALLEY DRIVE WEST EXHIBIT
FUTURE TURN-AROUND MOVEMENT

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\exhibits\U-Turn Exhibit (April 2023)\DV West

SHEET 2

February 22, 2022

To Whom It May Concern:

I am writing on behalf of the Trails End Condominium community in support of the Deer Valley Resort's proposed right-of-way vacation and dedication as a part of the Snow Park Village redevelopment. As you may know, Trails End Condominiums directly abuts Deer Valley Resort's existing Carpenter Express and Silver Lake Express lifts and drop-off area.

Deer Valley Resort has been an excellent partner over the past few years as they have developed their proposed plan for the Snow Park Village redevelopment. They have worked very closely with our community and been very transparent as their plan has evolved and impacts to our development have changed.

We are generally supportive of the proposed right-of-way vacation and dedication, expanded ski beach, and overall village concept as we believe they will enhance the Lower Deer Valley experience for residents and guests. As a direct abutter to the proposed Snow Park Village, we believe the proposed right-of-way dedication/vacation and vehicle control gate will greatly mitigate the impacts to the neighboring residential community. We believe the proposed plan will improve the overall traffic and transportation flow for the base area as well as provide amenities that currently do not exist for the neighborhood.

We are eager to experience the proposed Snow Park Village as it is developed and look forward to continuing to work with Deer Valley Resort and Park City throughout the process.

Sincerely,

R. Finleyson

Rich Finleyson
President TRAILS END LODGE
909 630 - 3676

High Valley
TRANSIT

February 23, 2023

Victoria Schlaepfer
Deer Valley Event, Sponsorship and Sustainability Manger
P.O. Box 1525
2250 Deer Valley Drive South
Park City, UT 84060

Via email

Dear Ms. Schlaepfer,

I am happy to represent High Valley Transit in our support of Deer Valley's dedicated Transit Hub in the proposed Snow Park Plan. The concept supports High Valley Transit's goal to improve transit access, walkability, and passenger safety and comfort. We appreciate that the plan includes signal prioritization to quickly move buses through traffic and that the hub's location and design accommodates a steady flow of buses with a layout that can be structured for various operational scenarios.

High Valley Transit is incredibly appreciative of our partnership with Deer Valley Resort which allowed our fare-free, public transit service to see just shy of 66,000 passenger trips at the existing Snow Park bus stop in only our first full year of service. Projects like the Snow Park Transit Hub are critical to our organization as we look to promote regional mobility for employees, residents, and visitors through public transportation.

Thank you for the opportunity to provide our endorsement of this plan.

Very truly yours,

Caroline Rodriguez

Caroline Rodriguez
Executive Director

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Engineering
Item Type: Staff Report
Agenda Section: OLD BUSINESS

Subject:
Consideration to Authorize the City Manager to Execute a Construction Contract Amendment with Geneva Rock in a Form Approved by the City Attorney Not to Exceed $577,282 for a Total Contract Amount of $2,727,646 for Rossi Hill Roadway Improvements
(A) Public Input (B) Action

Suggested Action:

Attachments:
Rossi Hill Construction Contract Amendment Staff Report

City Council Staff Report

Subject:	**Contract Amendment to the Construction Agreement for Rossi Hill Drive Reconstruction Project**
Author:	**John Robertson, PE, City Engineer**
Department:	**Engineering**
Date:	**June 15, 2023**
Type of Item:	**Old Business**

Summary Recommendation

Consider a request to authorize the City Manager to execute a construction contract amendment in a form approved by the City Attorney not to exceed $577,282 for a total contract amount of $2,727,646. This is a contract amendment, not a budget adjustment, as the total approved budget for the project remains $3,458,762.

Executive Summary

The Rossi Hill Drive Reconstruction Project was awarded to Geneva Rock on March 17, 2022 for $2,150,364. The project scope included new pavement/resurfacing on Rossi Hill Drive and Coalition View Court, new curb and gutter, storm drain system improvements, water system improvements, and coordination with dry utility companies to replace or upgrade their facilities. The work began in June 2022 and was suspended due to weather conditions in November 2022.

The City's Procurement Policy allows a 10% contract modification to cover contingency items above the awarded contract amount. It is customary to utilize all or some contingency on construction projects. A ten percent contingency of the awarded contract equals $215,036. Per the Procurement Policy, if work costs exceed 10% of the awarded contract amount, it is required to return to Council to obtain approval of the revised contract amount.

Due to a number of field conditions (paving in cold weather conditions, utility conflicts, installation of additional electric conduit), additional requests by neighborhood residents (storm drain extension to better capture nuisance runoff, additional street signage), and increased scope of work from the City (water line alignment modifications, additional one inch of asphalt paving), the contingency amount was met and require Council approval for adjustment to ensure the Procurement Policy is met.

During construction, Geneva and the City Engineer discovered that the soil condition of the base of the old roadway system would require significant stabilization if the capital project were to meet pavement structural section requirements and engineering guidelines and remain compatible with our 20-year design life for street reconstruction projects. The unanticipated but required work resulted in a complete revision and stabilization of the old roadway support structure and corresponding bid items, which increased the project's cost beyond the 10% contingency.

The entire project budget before the additional work in the field was approved was:

FY Project Budget:	$3,458,762
Awarded Contract Amount:	$2,150,364
10% Contingency:	$215,036

The cost of contingency and the additional work authorized in the field is summarized below:

Contingency Work:	$225,762
Unanticipated Roadway Stabilization Work:	$351,520
Total Contract Addendum:	$577,282

Upon approval of the contract addendum, the new contract amount will be $2,727,646. Overall, the revised contract amount remains $700,000 below the project budget, and we do not anticipate any additional costs. This spring, the contractor re-engaged at the project site and is working on schedule to complete all project tasks by early August 2023.

Background

The Rossi Hill Drive Reconstruction project has been in the making for over a decade. The tightly congested neighborhood of many year-round residents has long sought a compatible street reconstruction project due to inferior road conditions, historically suitable for Old Town yet no longer reflective of today's environment and residential needs. A brief history of the project:

- May 12, 2011- OTIS study was updated with current estimates of construction costs.
- August 4, 2016- Staff discussed the NTMP appeal of the parking on Rossi Hill Drive between Ontario Avenue and Echo Spur, with Council directing staff to re-construct this section of the street to a width of 26 feet.
- September 21, 2017- Council approves Professional Services Agreement with Ward Engineering Group for an amount not to exceed $174,018.00
- May 17, 2018 - Staff informs Council that the 2018-19 recommended budget will temporarily de-obligate certain Capital Improvement Plan (CIP) projects, including the Rossi Hill Reconstruction Project, to purchase Treasure Hill. This delayed the construction of the project to a date uncertain.
- July 1, 2020 – Fiscal Year 2021 approves the CIP projects, including Rossi Hill Drive Reconstruction Project.
- November 12, 2020 – Council approves Contract Addendum No. 1 to the Professional Services Agreement with Ward Engineering Group for an amount not to exceed $91,185.29.
- March 17, 2022 – Construction contract awarded to Geneva Rock.
- May 23, 2022 – Construction begins.
- November 23, 2022 – Construction suspended due to weather conditions.
- May 15, 2023 – 2nd season of construction begins.

Department Review

The City Manager, Community Development, Budget, and Legal have reviewed this report.

Funding Source

Capital Project CP0157 contains funds to satisfy the change order request to stabilize the roadway systems and complete the project on schedule. Funding is a part of the Council adopted 10-year Additional Resort Communities Sales Tax plan and the 5-year CIP.

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Sustainability
Item Type: Staff Report
Agenda Section: OLD BUSINESS

Subject:
Consideration to Approve the 2023 Level Five Special Event Permit for the Park City Kimball Arts Festival (PCKAF) Supplemental Plan
(A) Public Hearing (B) Action

Suggested Action:

Attachments:
KAF 2023 Staff Report
Exhibit A: Draft Special Event Permit 2023 - PCKAF
Exhibit B: 2023 PCKAF Supplemental Plan
Exhibit C: 2023 Kimball Arts Festival Analysis

City Council Staff Report

Subject: 2023 Kimball Arts Festival Supplemental Plan
Author: Chris Phinney
Department: Special Events
Date: June 15, 2023
Type of Item: Administrative

Recommendation
Hold a public hearing and consider approving the 2023 Level Five Special Event Permit (**Exhibit A**) for the Park City Kimball Arts Festival (PCKAF) Supplemental Plan (**Exhibit B**), based upon findings that PCKAF is operating consistently with the City Services Agreement (CSA).

Executive Summary
The 2023 PCKAF will be held from August 4 to 6, 2023. Per section 1.2 of the CSA, Council retains the authority to review and approve Special Event Supplemental Plans (**Exhibit B),** which include Material Changes requested by the applicant (KAC). A failure to agree on proposed changes results in using the last approved plan, or in our case, the 2022 KAC Supplemental Plan.

Background
There is a long and successful history of the PCKAF. The KAC is a long-standing local nonprofit organization that hosts the PCKAF annually. The PCKAF serves as the KAC's primary fundraiser supporting youth programs to keep them low or no cost and provides year-round free exhibitions. The most recent CSA was secured in 2016, has been extended twice, and will expire on August 15, 2023. On May 25, 2023 (report p. 2 / minutes not published), the City Council approved a five-year agreement for the PCKAF (2024 to 2028).

Analysis
Based on the Application and Supplemental Plan (Exhibit B) and review by internal departments, the Special Event Department recommends approving the 2023 Supplemental Plan, including the Material Changes listed below. The KAC and the City are working to ensure that impacts are significantly mitigated. A full analysis and details of operations are included in **Exhibit C**.

Material Changes to the event are listed below.

2023 Material Changes requested by KAC:

- Request for the use of City property (stage): KAC requests the use of the City-owned stage, currently used by the Park Silly Sunday Market. If allowed, KAC would be responsible for all transportation and any repairs or maintenance after the event. This request would reduce the KAC's costs by $5,000, as they would

not have to rent a stage from another vendor if they are able to use the PCMC stage. There is no cost to the City associated with this request.

- Signs/Banners: The KAC received permission from the Marriot Summit Watch and Brothers Three who own the property to place an additional on the north side of the Town Lift/Marriott Summit Watch pedestrian bridge. The banner approval has followed sections 12-12 of the municipal code regarding Special Event Sign Plans.
- Volunteer and Artist Lounge: The KAC will have the Volunteer and Artist Lounge located in the Treasure Mountain Inn. Previously this was located at the Gateway Center.
- Sponsorship: The KAC has acquired Karl Malone Ford and Chevy of Park City as a new Sponsor for 2023. 4 to 5 cars with small sponsorship signage will be placed in locations along Main Street.
- Other requests from the KAC are listed in **Exhibit A**. Special Events determined they are not Material Changes and have minimal impacts on operations, such as ticket pricing, artwork displays, and additional tents in the Spirit Garden.

City Transportation Changes:

- Richardson Flat transit service will be available with a 10-minute frequency.
- We are planning an increased frequency of 15-minute service on the 2-Green route during the festival.
- High Valley Transit will be offering micro-transit inside city limits.

Funding

Funding for City services associated with the PCKAF comes from the General Fund and is estimated at $172,388 (**Exhibit B** and chart below). The KAC makes an annual $10,000 contribution to offset City services regardless of the total. Per the CSA, we do not anticipate City services exceeding $180,000; however, if this occurs, the KAC will be responsible for additional costs.

The final total of City Services will be provided in the event debrief, tentatively scheduled for the October 26 Council Meeting, which is required by the CSA.

Event Costs 2022 Actual & 2023 Estimate			
Cost Item	**2022 Actual**	**2023 Estimate**	**Notes**
Special Event Application Fee	$640	$1,038	This is the new updated Special Event Fee at the CIE rate, which we anticipate being adopted in June.
Fire & Building Permit	$218	$1,900	This will include after-hours fees and time for staff to do inspections. That is not currently

			being charged.
Parking Services – Removal of Parking	$10,000	$10,000	Per the current fee schedule – remove parking for 3 days on Main Street
Parking Services – Parking Spaces	$0	$36,000	$30/day for 400 parking spaces for 3 days – Swede Alley Surface, Bob Wells, Flagpole, Wasatch Brew Pub, China Bridge
Building Maintenance	$1,500	$3,000	Extra restroom cleaning. Arts Fest pays separately for the increased trash removal on Main Street through a contractor.
Transit Operations	$21,987	$25,000	$150/hour rates estimate. Includes golf carts = $21,987. Rounded up in case adjustments are needed.
Banner Installation	$5,300	$3,000	The actual cost is $2,872 because a UDOT permit was not required due to Park's coordination.
Public Safety – Police	$38,625	$59,625	Estimate of cost if all positions were filled + added earlier hours for Swede/Heber intersection.
Mobile Command	$0	$450	Per Fee Schedule
Equipment & VMS	$3,000	$13,000	Public Works estimate includes type 1 bus lane and equipment including VMS + PW man hours to implement. (Actual is $12,032, but rounded up).
Kane Security	$0	$20,000	Hard Cost – Residential, Taxi, and Bollard Management
Trash & Recycling Services	$0	$2,000	Hard Cost – Extra Dumpsters and Increased Dumps

Community Engagement & Outreach	$0	$2,000	For Event Impact Notices, Impact Map, and Boots on the Ground Outreach
Total	**$81,270**	**$172,388**	

Exhibits

A Draft Special Event Permit
B 2023 PCKAF Supplemental Plan
C Analysis of 2023 PCKAF

SPECIAL EVENT PERMIT

Type of License:	Level Five
Event Name:	2023 Park City Kimball Arts Festival
Event Date(s):	Friday through Sunday, August 4 – 6, 2023
Event Location:	Main Street, Heber Avenue, and Swede Alley
Permittee:	Kimball Art Center
Contact Person:	Hillary Gilson
Approved By:	City Council of Park City
Approval Date:	June 15, 2023

The Park City Kimball Arts Festival is to be held on Main Street, Heber Avenue, and Swede Alley. Event times are Friday, August 4, 2023, 5:00 pm to 9:00 pm, Saturday, August 5, 2023, 10:00 am to 8:00 pm, and Sunday, August 6, 2023, 10:00 am to 6:00 pm. Set up may begin as early as 3:00 a.m. on Friday, August 4, 2023, and shall be completed no later than 11:30 pm on Sunday, August 6, 2023.

Use Areas, Operations Plans, Transportation and Parking Plans, Insurance, and Hold Harmless Waiver shall be attached to this permit as an exhibit and finalized no later than July 21, 2023. This Level Five Special Event Permit has been issued under the authority described within the Park City Municipal Code Section 4A based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The Park City Kimball Arts Festival is a Level Five Special Event. The event is a unique cultural and entertainment activity, held for non-profit purposes, occurring for a limited duration that impacts the City by using and impacting City property, requiring licensing and services beyond the normal scope of business, and creates public impacts through the following:
    a. Interruption of the safe and efficient flow of transportation in Park City including public rights of way, which may include minimal impacts on streets or sidewalks necessary for pedestrian movement;
    b. Use of public property and facilities;
    c. Use of City parking facilities;
    d. Use of amplified sound above that which is defined in Title 6 of the code.
    e. Need for public safety beyond their normal scope of operations;
    f. Requires licensing and services beyond the normal scope of business; and
    g. Temporary events that do not normally occur within the permitted venue use.
2. The Park City Kimball Arts Festival has been determined as a Level Five event due to:
    a. Attendance throughout the event time period is estimated to be above 5,000 people and the event is in a non-consecutive series;
    b. Creates moderate to severe impacts to the surrounding area and cannot be held within the existing venue or use areas;
    c. Has moderate to severe transportation needs including removal of parking, requires a transportation mitigation plan, requires offsite parking plan, road closures, moderate to major residential transportation mitigation, and requires increased Park City Transit or a transportation provider; and
    d. Requires public safety staffing needs beyond their normal operations including moderate support in the venue and moderate transportation mitigation and public safety personnel.
3. The Park City Kimball Arts Festival is a Community Identifying Event as it:
    a. Honors Park City's unique community goals and enhances the goodwill that features authentic local culture, including making ties to the people, places, and history of Park City. It is not an outside event that simply partners with local organizations and businesses to check a box.
    b. The event fundamentally aligns with the City Council's top priority of transportation, as well as its lenses specific to social equity and environmental sustainability.

DRAFT

c. Attendance is targeted primarily at local participation from Park City and Summit County residents, businesses, and employees.
d. The event offers free attendance for local Park City and Summit County attendance.
e. The event offers free and affordable options for underserved populations.

4. Park City Kimball Arts Festival Application has been reviewed. The applicant has sufficiently mitigated adverse impacts to ensure transportation access in accordance with the Transportation Demand Management Plan, and Public Safety in accordance with the requirements of the Park City Police Department.
5. Park City Kimball Arts Festival Application has been reviewed. The applicant has sufficiently mitigated adverse impacts to ensure transportation access in accordance with the Transportation Demand Management Plan, and Public Safety in accordance with the requirements of the Park City Police Department.
6. The Park City Kimball Arts Festival is organized by the Kimball Art Center, which is a local nonprofit in Park City, therefore, the reasons for hosting the event on Park City's Main Street are consistent with previous years, the Special Service Agreement, and align with the City's core values. Specifically, the event and the organization support Park City's community goals, and local and regional culture. Park City Kimball Arts Festival is not using Park City Main Street asa backdrop or venue with no authentic tie to the local community or city goals.
7. The Park City Kimball Arts Festival is organized by the Kimball Art Center, which is a local nonprofit in Park City, therefore, the reasons for hosting the event on Park City's Main Street are consistent with previous years, the Special Service Agreement, and align with the City's core values. Specifically, the event and the organization support Park City's community goals, and local and regional culture. Park City Kimball Arts Festival is not using Park City Main Street as a backdrop or venue with no authentic tie to the local community or city goals.
8. The Park City Kimball Arts Festival is organized by the Kimball Art Center, which is a local nonprofit in Park City, therefore, the reasons for hosting the event on Park City's Main Street are consistent with previous years, the Special Service Agreement, and align with the City's core values. Specifically, the event and the organization support Park City's community goals, and local and regional culture. Park City Kimball Arts Festival is not using Park City Main Street asa backdrop or venue with no authentic tie to the local community or city goals.
9. The event is not primarily retail and or solely avoiding more restrictive zoning and licensing regulations.
10. Park City Kimball Arts Festival will operate during the following 2023 dates and times:
    Friday, August 6 through 8, 2023.
    Friday – 5:00 p.m. to 10:00 p.m.
    Saturday – 10:00 a.m. to 8:00 p.m.
    Sunday – 10:00 a.m. to 6:00 p.m.
11.
12. According to section B(2.5)(2) of the Kimball Arts Festival City Services Agreement, Main Street shall be reopened to traffic and parking by 11:00 p.m. or sooner when possible on Sunday, August 6, 2022. The permittee will organize load-in and load-out for each vendor, as well as ensure that traffic in the area continues to move during this high-traffic time. The permittee is responsible for working to establish and follow parking plans. The permittee will have volunteers as well as the help of the Park City Police Department to ensure the efficiency of traffic, transportation, and public safety.
13. Staff finds Park City Kimball Arts Festival is consistent with the measures as outlined in the City Services Agreement as entered into on December 16, 2017, and supports the Council's goal of creating a complete community that values economic diversity, arts and culture, and a thriving mountain community. This event creates a community gathering place, encourages and supports the Historic Main Street Alliance, Park City Businesses and encourages local andregional tourism, and supports continued Main Street vibrancy.
14. The permittee has established a weather and emergency plan and will train staff and volunteers to the procedures of the plans. The applicant has established these plans to maximize the safety of event attendees, volunteers, staff, and the general public. There are no weather dates for the event, but the applicant is aware that weather could interfere with the possibility of the event's proposed activities. In the case that the event was to be canceled due to dangerous weather conditions, they would notify the general public as well as participants in the event. The applicant understands that Park City Special Events, Police, Fire, Building Official/Fire Marshal, and Emergency Management have the right to canc

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or postpone the event at any time due to weather or emergency conditions.

15. The events associated with the Park City Kimball Arts Festival will not require the diversion of so great a number of police, fire, or other essential public employees from their normal duties as to prevent reasonable police, fire, or other public services protection to the remainder of the City.
16. The concentration of persons, vehicles, or animals will not unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets or with the provision of other public health or safety services. The Park City Kimball Arts Festival agrees to work in good faith with the City and Summit County Health Department to develop and agree upon health protocols and conduct businesses consistent with Utah requirements.
17. The Special Event will not substantially interfere with any other Special Events during the timeframe or with the provision of City Services in support of other events or governmental functions. There are other Special Event Permits that have been granted for Friday, August 5, and Saturday, August 6, 2023. The table below will show column (A) - Geographic separation of events; column (B) - Proposed time and duration of the events; column (C) - Anticipated attendance. The Park City Kimball Arts Festival will not substantially interfere with the logistics and venue for any event for which a license has already been granted and with the provision of City services in support of other such events or governmental functions based on the following:

Name of Event	Location	Time	Attendance
Deer Valley Music Festival Friday, August 4, 2023.	Deer Valley Snow Park Amphitheater	6:00 p.m. to 10:00 p.m.	3,500 – 5, 000. Anticipated sell-out concert with increased transportation mitigation.
Deer Valley Music Festival. Saturday, August 5, 2023	Deer Valley Snow Park Amphitheater	6:00 p.m. to 10:00 p.m.	3,500 – 5, 000. Anticipated sell-out concert with increased transportation mitigation.
Park City Trail Series. Saturday, August 5, 2023.	Quinn's Junction and Round Valley	7:00 am to 1:00 pm	400

18. The size of the crowd and nature of the event will not create an imminent possibility of violent disorderly conduct likely to endanger public safety or cause significant property damage.
19. The applicant has been working with City Staff and applicable departments to address all event concerns. The Applicant demonstrates an ability and willingness to conduct the event pursuant to the terms and conditions of PCMC 4A-2-4(I) and has not failed to conduct a previously authorized event in accordance with the law or terms of a license.
20. Staff finds Park City Kimball Arts Festival is consistent with the measures as outlined in the City Services Agreement as entered into on December 16, 2017, and supports the Council's goal of creating a complete community that values economic diversity, arts and culture, and a thriving mountain community. This event creates a community gathering place, encourages and supports the Historic Main Street Alliance, Park City Businesses and encourages local andregional tourism, and supports continued Main Street vibrancy.

Conclusions of Law:

1. The application is consistent with the requirements of the Park City Municipal Code, Title 4A.

Conditions of Approval:

1. The permittee, unless otherwise affirmatively agreed in writing, at its cost, shall incorporate such measures as directed by Staff to ensure that any safety, health, or sanitation equipment, and services or facilities reasonably necessary to ensure that the event will be conducted with due regard for safety are provided and paid for by the Permittee.
2. The permittee is required to provide supplemental documents including a Transportation and traffic control plan, Contingency plans, Site Identification and Private Property Use Permission,detailed

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map showing specifics of event operations as described in section 4A-2-11. Such documents shall be reviewed and approved with conditions administratively by the Special Events Manager in coordination with the Chief of Police, Transportation Manager, Chief Building Official, and Economic Development Manager.

3. The permittee is required to provide a sufficient number of traffic controllers, signs, and other equipment as required by City, not limited to barriers, fencing, traffic devices, monitors for crowd control and safety, overnight security, and such measures as directed by City, County orState Staff in order to ensure that any safety, health, or sanitation equipment, services or facilities reasonably necessary to ensure that the event will be conducted with due regard for safety and the environment, adequate offsite parking and traffic circulation in the vicinity of theevent and other services or facilities as necessary to ensure compliance with City ordinances in a plan approved by the Transportation Director, Chief of Police and Chief Building Official inaccordance with the Transportation Demand Management Plan, Park City Risk Assessment and International Building and Fire Code.
4. The permittee will organize load-in and load-out for each vendor, as well as, ensure that traffic in the area continues to move during this high-traffic time. The permittee is responsible for working to establish and follow parking plans. The permittee will have volunteers as well as thehelp of the Park City Police Department to ensure the efficiency of traffic, transportation, and public safety.
5. The permittee is required to submit a waste and recycling plan which will be reviewed and approved in accordance with the PCMC Event Sustainability Standards. Kimball Art Center shall report sustainability statistics in the debrief report of the event.
6. The Permittee is required to provide waiver and release of damages and indemnification insurance coverage in an amount as required by the Special Events Manager and the City Attorney's Office, with respect to liability arising out of or in connection with Park City Kimball Arts Festival activities under the Service Agreement It is suggested that the insurer have AM Best Financial Strength rating of at least A: VII.
    - General Liability of $2,000,000 per occurrence / $4,000,000 aggregate
    - Auto Liability of $2,000,000 each accident, combined single limit for bodily injury and property (hired/non-owned/owned) as applicable.
    - Liquor Liability of $1,000,000 per occurrence/ $2,000,000 aggregate
    - Proof of Workers Compensation with regard to statutory limits of $1,000,000 per accident, $1,000,000 disease each employee, and $1,000,000 disease policy limit. (Please note that the City does not have to be additionally insured on this specific policy).

    Such policies shall further name PCMC as additionally insured. The permittee shall further indemnify the City from liability occurring at the vent except for any claim arising out of the sole negligence or intentional torts of the City or its employees as described in sections 4A-2-6 and 4A-2-4.F. The insurance must name Park City Municipal Corporation as additional insured for any claims related to this permit, the Permittee's insurance coverage shall be primary insurance coverage with respect to PCMC, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by PCMC its officers, officials, employees, or volunteers shall be in excess of the Permittee's insurance and shall not contribute to it. The Workers Compensation policy shall be endorsed with a waiver of subrogation in favor of Park City Municipal Corporation for all work performed by the Permittee, its employees, officers, officials, volunteers, and subcontractors.
7. In accordance with the Transportation Demand Management Plan, the permittee is required to distinguish a transportation and parking plan, including obtaining private property permission or executing lease agreements for such public property use that utilizes available public parking and can accommodate the anticipated attendance numbers. Parking shall be identified, managed, and secured for ADA, VIP, Staff and Volunteers, and Drop and Go/Taxi/For-Hire Lot, In accordance with the Transportation Demand Management Plan, the permittee is required to distinguish a transportation and parking plan, including obtaining private property permission or executing lease agreements for such public property use that utilizes available public parking and can accommodate the anticipated attendance numbers. Parking shall be identified, managed, and secured for ADA, VIP, Staff, and Volunteers, and Drop and Go/Taxi/For-Hire Lot,
8. In accordance with the Transportation Demand Management Plan, the permittee is required to distinguish a transportation and parking plan, including obtaining private property permission or executing lease agreements for such public property use that utilizes available public parking and can accommodate the anticipated attendance numbers. Parking shall be identified, managed, and secured for ADA, VIP, Staff, and Volunteers, and Drop and Go/Taxi/For-Hire Lot,

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9. The permittee has requested an exemption to the noise ordinance 6-3-11, As according to section 6-3-11 of the Municipal Code, relief from noise restrictions in chapter 6 of the municipalcode on the basis of section 6-3-11(B)(3) in which the permittee is performing an activity that thereis no reasonable alternative and relief from restriction have been granted by the Chief of Police including that the noise from the stationary source of sound shall not exceed a ninetieth percentile sound pressure level (L90) of:
    a. Friday to Sunday, August 4 to 6, 90 dBA during the daily operations of the Festival as listed at the beginning of this permit. No amplified noise is permitted from the Kimball Roof Top Patio during this time.

    Any sound outside of these timeframes as listed above shall be kept to the noise levels as outlined in section 6-3-9 of the Municipal Code. The permittee shall work to orient noise activities to minimize sound impacts to the neighboring residents, businesses, and public facilities. If a complaint is received by Park City Police Department, the police department will investigate the complaint from the source of the complaint. If asked by the Park City Special Event staff or Police Department, the permittee shall turn the noise down to mitigate concerns of noise from surrounding residents, businesses, or public facilities. The permittee shall provide on-site management for each aspect of the event and shall be responsible to ensure that the sound system maintains level adjustments not to exceed provisions of the Park City Noise exemption as outlined above.
10. The permittee is responsible for assisting the City with an outreach and communication plan, including event engagement and outreach plans before the plans are considered by Council, an event notice and outreach plan with direct primary and secondary contacts for City, Kimball Art Center staff leading up to the Festival for a final reminder of impacts and review of debrief for Festival operations in a form to be approved by the Special Events Manager to surrounding businesses and residents.
11. The permittee is responsible for assisting the City with an outreach and communication plan, including event engagement and outreach plan before the plans are considered by Council, an event notice and outreach plan with direct primary and secondary contacts for City, Kimball Art Center staff leading up to the Festival for a final reminder of impacts and review of debrief for Festival operations in a form to be approved by the Special Events Manager to surrounding businesses and residents.
12. The permittee shall provide a final plan for the Park City Kimball Arts Festival, which includes final site plans, transportation, security/public safety, and parking management plans including details of the operations for venues as required by the Economic Development Manager, Chief of Police and Transportation Planning Manager no later than 10 days before the event.
13. The permittee is required to provide a waiver and release of damages and indemnification insurance coverage in an amount as required by the Special Events Manager or the City Attorney's Office, and shall further name Park City Municipal Corporation as additional insured. The permittee shall further indemnify the City from liability occurring at the event except for any claim arising out of the sole negligence or intentional torts of the City or its employees as described in sections 4A-2-10 and 4A-2-4(F).
14. All plans for tents, stages, and other temporary structures as well as flammable materials shall be submitted and approved by the Building Department no later than June 15, or no less than one week prior to the first day of set up for each venue. Tents, stages, or other temporary structures are not permitted on the Kimball Terrace for either the Kimball Arts Festival.
15. The permittee is responsible for securing all City, County, and State permit approvals required for this event and shall be secured no later than 10 days in advance of the start of the event.
16. The permittee is responsible for maintaining a staff and volunteer plan. Such a plan shall be provided to the Special Events Manager and Economic Development Manager.
17. The permittee’s use of barricades and signage will be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) for the duration of the event.
18. All third-party approvals including the Park City School District, Summit County, and the State of Utah, permit approvals required for this event shall be secured 30 days in advance of the event and submitted to Park City Municipal Corporation.
19. The Permittee will provide an official Kimball Art Center Venue and Sponsor list and sign plan for the event. Kimball Art Center shall have use of the areas as outlined in the site plans.
20. All handouts, flyers, banners, and other signage shall comply with the Park City Municipal sign code and be approved by the Planning Department.
21. Kimball Art Center estimates overall attendance of the Kimball Arts Festival in 2023 in Park City

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will be 50,000. The Permittee shall modify operations as directed by Staff to address any substantive change in conditions created by the growth in attendance to the event with regardsto maintaining public safety, traffic, and transportation impacts to the City.

22. Estimated City Service fees for the Park City Kimball Arts Festival in 2023 are $172,000. As per section 10.3 of the City Services Agreement, the Kimball Art Center is responsible for paying $10,000.00 towards the cost of City Services. Final financial reporting on City Service fees shall be reported in the debrief.
23. Kimball Art Center will address any requirements from the Chief Building Official, and Public Safety Personnel regarding placement of emergency staff and equipment. Kimball Art Center will submit an Emergency Operations Plan to be coordinated with Park City Police, Emergency Management, and Park City Fire District.
24. The Park City Special Events, Police, Fire, Building Official/Fire Marshal, and Emergency Management Departments have the right to cancel the event upon any condition, violation, or weather that jeopardizes the life, safety, or property of the residents or visitors of Park City.
25. The approval identification provided with the approval of this permit must be in possession of the permittee at all times while on location and must be made available for inspection when requested by City authorities or the public. The permittee is responsible for providing a schedule of events, and access to any site for purposes of Code Enforcement or Public Safetyas outlined by Park City Municipal Code 4A-2-4.

PASSED AND APPROVED this Thursday, the 15th day of June 2023.

PARK CITY MUNICIPAL CORPORATION

_____

City Manager, Matt Dias

Attest:

_____

Michelle Kellogg, City Recorder

Approved as to form:

_____

Margaret Plane, City Attorney

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KIMBALL ART CENTER

KIMBALL ARTS FESTIVAL

Park City Kimball Arts Festival

2023 Supplemental Plan

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KIMBALL ART CENTER

Summary of Changes in 2023

- To better highlight our Local Artists, Emerging Artists, and First-Time Artists, Kimball Art Center has created flags (similar to the Best in Show winner flags) for these artists to attach to their booths throughout the festival, highlighting them as 'Artists to Watch'. Asterisks will be added next to each artist's name on the booth map and new Best in Show awards will be given to a winning Local Artist and Emerging Artist on Saturday (8/5) evening.
- PCKAF team will report on pounds of compost (also referred to as food waste recycling), glass recycling, and mixed recycling collected throughout the festival weekend.
- The info tent and attached Studio on Main tent will be moved from Heber West to the middle of the Heber and Main intersection.
- Local company Motherlode Printing will be screenprinting merchandise on-site on Heber Ave. throughout the festival. Attendees will be able to customize their selected merchandise items with one of four designs. These designs include a winning design from a design contest the Kimball Art Center is currently hosting. All Utah based artists are eligible to submit designs and the winning design will convey what the Park City and art community means to them. It will also incorporate the name of the festival, festival dates or annual year, and the festival location.
- KAC is renting a slightly larger stage (SL100) for the Spirit Garden on Heber Ave. While the stage dimensions are roughly the same size as our previous stage, this model allows more signage opportunities. Per city ordinances and permitting, PCKAF staff will ensure the decibel level does not reach above 80. Music is only programmed during festival hours.
- KAC asks PCMC to grant us use of the stage the city rents for Park Silly Sunday Markets since it will not be in use the weekend of the arts festival. KAC would take responsibility for transporting, set-up, breakdown, and bringing the stage back to where it is stored in the Lift Lodge garage.
- Face painting is returning! KAC staff and volunteers will host a Wheel Try It activity on Saturday and face painting on Sunday at the Miner's Park Studio on Main location. To ensure we have enough supplies and staffing to create an experience everyone can enjoy, a small charge will be asked for participation in both activities.
- Students from the Young Artist Academy will be painting on-site during Friday night's Locals Night celebration. Location is to be determined. Pieces will not be auctioned or for sale.
- Four triangle shaped murals created by the KAC teen summer school group, a to be determined offsite programming group, and the team mural summer camps. Each side is 4' wide by 5' tall and they will be placed in front of 501 Main, The Brick, and the entrance to the post office parking lot in compliance with the Main Street fire lane.
- KAC is working with long-time festival sponsor, Swire Coca-Cola, to potentially provide free canned water at select locations along Main Street. KAC will still set-up the water bottle refill stations at Miner's and Town Lift as well as have other non-alcoholic concessions sold at the Spirit Garden on Heber Ave and the Food Truck Roundup in the Brew Pub parking lot.
- Park City High School Mountain Bike Team will run the complementary bike valet on 7th street. All tips from the bike valet will benefit the high school mountain bike team.
- Due to the opening of the O'Shucks White House at 628 Park Ave, KAC is considering relocating the Coca-Cola concession trailer to Heber Ave west. Due to Coca-Cola drop-off schedules, KAC requests a 20' no-parking zone starting from the Main Street curb on Heber Ave west from 12:00 am on Thursday, August 3rd through 23:00 pm on Sunday, August 6th.
- KAC will potentially set-up a 20'x20' - 20'x40' tent supplied by Diamond Rental in the Heber Ave Spirit Garden to provide shade. The tent will be in compliance with all city permits and codes.

KIMBALL ART CENTER

About Kimball Art Center

Kimball Art Center (KAC) inspires and connects our community through art. We strive to be a creative influence in Park City, bringing people together to experience exhibitions, participate in educational programs, and share in the artistic process. At KAC, we value creativity, curiosity, collaboration, and diversity. All of our programs operate on the belief that the arts sustain vibrant communities, challenge assumptions, celebrate multiple perspectives, and foster positive social change.

Over the past year, KAC has worked hard to reimagine, deepen, and expand its vision to reflect contemporary social dialogues and meet the needs of our community. Guided by a fresh outlook, we will continue to inspire and connect through art, while curating world-class exhibitions and expanding the accessibility of our offerings. Our goal is to steward dynamic and inclusive spaces throughout the organization that reflect the diversity of our community and the full range of social issues that impact our friends, neighbors, and visitors. We want everyone to feel represented by our programs and welcome in our galleries and classrooms.

Consistent with our mission to make the arts accessible to everyone, KAC's studios host over 300 art classes each year across a variety of media and skill levels—from beginners to experts, and from toddlers to seniors. Not only does Kimball Art Center reach thousands of students each year through our classes and programs, we also offer educator nights for art teachers and peer-to-peer critique nights. Moreover, partnerships with local organizations such as the National Ability Center, Swaner EcoCenter, Park City Library, Basin Recreation, Park City Senior Center, Park City Education Foundation, and Connect Summit County help us extend the reach and accessibility of our programs.

For children in Kindergarten through 12th grade, KAC is at the heart of art education in Park City public schools. Our Elementary Visual Arts (E.V.A.) Program, for example, has provided thousands of local elementary students regular access to a visual art program. This is critical because we know that arts education builds confidence and social skills, develops creative problem-solving abilities, improves test scores in core subjects, and fosters imagination, compassion, and emotional intelligence. For adults, KAC offers one-day and multi-week workshops in diverse media (painting, glass, clay, photography, and more), and open studio time, which helps to create a supportive artistic community within our studios. Additionally, we offer drop-in adult and youth classes in painting, figure drawing, and ceramics throughout the week, which are accessible to visiting families.

Kimball Art Center also supports the creative community through our exhibition program, which brings nationally recognized shows to our galleries throughout the year. Each exhibition is thoughtfully curated and carefully executed to cultivate curiosity and engender critical thinking in an inclusive environment. Exhibitions showcase multivocality: emerging and established local, national, and international artists who work in diverse media and explore diverse perspectives on contemporary ideas. Programs and interactive elements accompanying the exhibitions offer meaningful educational experiences for visitors, helping them find connections between their lives and the artwork on display.

KIMBALL ART CENTER

The kind of programming KAC offers is indispensable in our community, yet not found elsewhere. Park City has a range of commercial galleries and ticketed art events, but Kimball Art Center strives to offer exhibitions and programs that are low cost or free to the public and designed to inspire and connect. Thought-provoking, accessible programs, like ours, spark new conversations and offer meaningful insight into the diversity of everyday experience in our world. Meanwhile, our partnerships with other local and regional nonprofit organizations strengthen Kimball Art Center's programs and extend their reach.

About the Park City Kimball Arts Festival

While building a dynamic community of artists and art enthusiasts in our galleries and studios, Kimball Art Center also invites audiences to gather around community events that foster a communal sense of joy, social engagement, and local economic opportunity. Each year, the highly regarded Park City Kimball Arts Festival showcases the work of jury-selected artists from around the country, attracts thousands of visitors to Park City, and brings employment, tax revenue, and increased business sales to the community. Now in its 54th year, this three-day open-air celebration of the arts is considered one of Park City's signature events.

In 1969, a group of local Park City artists came together to launch an open-air arts festival on historic Main Street. Their aim was to imbue Park City – already a bustling ski resort during the winter – with cultural offerings in the summer months. Inspired by the artists' creative energy, local philanthropist Bill Kimball decided to expand upon their efforts by creating Kimball Art Center, a permanent home for the visual arts in Park City.

Under guidance and management of Kimball Art Center and a longstanding partnership with Park City Municipal Corporation, the Park City Kimball Arts Festival – true to the spirit of its founders – has established itself as one of Utah's leading cultural events, attracting thousands visitors annually, and garnering national attention for the artists whose works are displayed.

Today, the Park City Kimball Arts Festival receives more than 1,200 artist applications to the festival annually. Applicants are reviewed by a blind jury and approximately 190 artists are invited to participate.

Funds raised from the event directly support:

- o Scholarships for low-income children to participate in art classes and camps
- o Art education and curriculum in public schools
- o After-school art programs in area elementary schools
- o Hands-on instructions for teenagers dedicated to the study and practice of the visual arts
- o Cross-curriculum lesson plans integrating art into core subjects
- o Access to free and thought-provoking exhibitions

KIMBALL ART CENTER

Community Focus

To honor the Park City Kimball Arts Festival's local, grassroot founders, Kimball Art Center focuses on producing a festival that gives back to our community both financially, culturally, and energetically. Funds raised from the Park City Kimball Arts Festival directly impact the Park City community through arts education, additional tax revenue, and increased sales at local businesses. In addition to the financial benefits, the Arts Festival offers a cultural experience for Park City locals and its visitors.

Locals Night

Kimball Art Center continues to thank our Summit County locals by providing free festival admission for the opening night to all Summit County residents. New in 2023, KAC is opening up Locals Night to include all Main Street employees regardless of their residency.

Kimball Art Center is also working with Mountain Town Music to program a local focus music line-up on the Main Stage in the Spirit Garden on Heber Ave. Parkites can look forward to dancing to local favorites Bad Francis from 5:00-6:30 pm and Fat Paw from 7:15-9:00 pm. Stay tuned for some possible raffle items provided by our beer provider, Moab Brewery and exclusive swag giveaways!

Artist Lunches

For the third year in a row, artist lunches will be provided by a local Main Street establishment. Big Dipper will be providing sandwich and salad options to all artists on Main Street. They are also offering specific order times, so artists can plan on when to have their food arrive.

Local Artists

In an effort to export great art as well as import it, Kimball Art Center values the participation of our local artist community in the Park City Kimball Arts Festival. Each year, we reserve spaces on Main Street for artists from the Wasatch Back, regardless of jury scores. This year, we will have a minimum of 10 participating artists whose primary residence is in Summit or Wasatch county.

Kimball Art Center will also provide these artists with a banner to display throughout the festival naming them as an 'Artist to Watch' as well as give them a special call-out on the festival map. New to 2023, KAC will present a Best In Show - Local Artist award to the winning artist on Saturday evening. The winner will receive a Best in Show banner to display in their booth for the remainder of the festival and future festival, automatic acceptance to the 2024 arts festival, and media recognition.

T-Shirt Design Contest

New in 2023, the Kimball Art Center is hosting a t-shirt design contest open to all Utah based artists. KAC is asking for submissions that illustrate the importance of the Park City and arts communities as well as incorporate the name of the festival, festival dates or annual year, and the festival location. The design will be screen printed live during the festival by Motherlode Printing. To enter, artists must email their designs to artsfest@kimballartcenter.org by June 15th. The winner will be announced on July 1st and will receive a $200 honorarium, 2 merchandise items with the printed design, media recognition, and bragging rights. More information and the full RFD can be found at https://kimballartsfestival.org/2023-tshirt/.

KIMBALL ART CENTER

Event Schedule (See APPENDIX A: Park City Kimball Arts Festival Operations Schedule)

	Date	Day	Start	Finish
Arts Festival	August 4	Friday	5:00 PM	9:00 PM
Arts Festival	August 5	Saturday	10:00 AM	8:00 PM
Arts Festival	August 6	Sunday	10:00 AM	6:00 PM

Admission

Attendees can purchase tickets online prior to the festival and day-of at the gates. All sales will be processed through Etix software. Etix will assist in contact tracing should the need arise and will also allow attendees to receive updates via email. Additional donations will be taken at the gates via a QR code and cash donation buckets.

Festival Leadership Team

	Title	Phone	Email
Hillary Gilson	Arts Festival Director	609-405-1254	Hillary.Gilson@kimballartcenter.org
John Stevenson	Operations Manager	435-901-1882	John.Stevenson@kimballartcenter.org
Meisha Ross	Marketing & PR	435-659-9283	Meisha@kimballartcenter.org
Lacey Cole-Rae	Development Director	801-803-9041	Lacey.Cole-Rae@kimballartcenter.org
Aldy Milliken	Executive Director	502-599-3213	Aldy.Milliken@kimballartcenter.org

KIMBALL ART CENTER

Park City Kimball Arts Festival Event Offices and Lounges

Event Offices: TBD
VIP Lounge: Kimball Terrace - 675 Main Street
Volunteer Lounge: TMI conference room
Artist Lounges: TMI conference room and TBD location at the bottom of Main Street
Staff Offices: TBD

Parking/Transportation (See APPENDIX B: Park City Kimball Arts Festival Public Parking Summary 2023)

Parking operations are divided into artist/Kimball Art Center staff parking and public parking. All artist/staff parking lots are manned by Festival staff/volunteers to ensure efficient parking and to monitor numbers. Paid public parking in China Bridge is managed by PCMC.

Free public parking lots are located at Park City Mountain, Canyons, Park City High School/Treasure Mtn Jr High, and Deer Valley Resort. These lots are serviced by Park City Transit and High Valley's free bus service.

Kimball Art Center encourages all Festival attendees to take advantage of this convenient mode of transportation. Walking or biking to the event is also promoted and ***a complementary bike valet is provided at 7th Street****. Kimball Art Center actively discourages attendees from driving a personal vehicle and attempting to park near the Festival.*

The Park City Kimball Arts Festival is a fully accessible event. All of our parking areas provide accessible parking. *In addition, we provide a complimentary Festival golf cart shuttle to those who need assistance during the Festival. Please feel free to contact us with any questions at (435-649-8882).*

Reserved Parking

	Use	Available	Requested
Flagpole Lot – Oversized	Artist	57	57
Galleria Lot – Oversized	Artist	9	9
Historic Wall Lot – Oversized	Artist	60	60
Bob Wells Plaza Parking	Staff	9	9
Old China Bridge L1	Staff	15	15

Old China Bridge L2	Artist	86	86
Old China Bridge L3	Artist	91	91
China Bridge Roof – Oversized	Artist	78	78

Public Parking

	Type	**Park & Ride**	**Parking Cost**	**Quantity**
DVR Lot 5	Public	Yes	Free	200 *excluding 8/4, 8/5 and 8/6 nights after 4pm
PCM-Silver King & Main	Public non exclusive use	Yes	Free	200
PCM-Canyons Village Cabriolet Lot	Public non exclusive use	Yes	Free	200
China Bridge, Marsac	Public	No	Set by PCMC	as per PCMC
Park City High & Treasure Mtn Jr High	Public	Yes	Free, available Fri, Sat & Sun	Depends on construction
Sandridge Lots, North & South	Public	Yes	Free	

Transportation & Traffic

Many of the streets in Old Town will be open to residents with access passes only. These streets will be monitored by police. Resident access passes will be provided by KAC and distributed by PCMC's Special Events Team.

The Festival team is working closely with Park City Municipal event staff, Park City Transit, High Valley Transit, Park City Police and satellite parking providers in order to develop a comprehensive traffic, transportation and parking plan.

Park City Kimball Arts Festival Site Plan (See APPENDIX C: Park City Kimball Arts Festival Site Plan 2023)

Artists will set up along Main Street beginning at 4:00am on Friday, August 4th in preparation for opening at 5:00pm. Breakdown of the Festival will begin at 6:01pm on Sunday, August 6th and will conclude by 11:00pm on Main St and by 5:00pm on Monday, August 8th in other areas.

Park City Kimball Arts Festival Operations (See APPENDIX A: Park City Kimball Arts Festival Operations Schedule 2023)

The Park City Kimball Arts Festival requires the collective efforts of all Kimball Art Center staff, temporary Festival employees, interns, PCMC event staff, and hundreds of volunteers. The Festival set and strike is very complex, requiring detailed plans to set-up the artist, vendor, and merchant booths, food trucks, stages, beer gardens, and support services in order to operate within the size and time restrictions of Main Street. Initial set-up for the Arts Festival begins on Monday, July 31st in off-street locations. This initial set-up should have little to no impact on Main Street. Additional set-up begins on Wednesday, August 2nd and strike begins Sunday, August 6th at 6:01pm with Main Street open by 11:00 pm. The entire Festival is cleared by 5pm Monday, August 7th.

Festival Food and Drink

Kimball Art Center is partnering with food vendors to offer concessions and beverages. Attendees will be encouraged to bring their own already filled water bottles and there will be two refill stations available, one at the base of Town Lift and another at Miner's Park. Dog bowls will also be available at each water station. KAC is also working with festival sponsor Coca-Cola to provide free canned water at select locations along Main Street.

Alcohol will be available at two locations: the Food Truck Roundup, located in the Brew Pub parking lot, and the Spirit Garden, located on Heber Ave. in between Main Street and Park Ave. Top Shelf Services will manage the set-up, strike, staffing, and service for both bar locations.

Food Truck Roundup in Brew Pub Lot

Bar Partners and Footprint:

- 10'x20' Top Shelf bar set-up.
- 8'x4' Top Shelf refrigeration trailer
- High West Distillery
- Moab Brewery
- Old Town Cellars Wine

Food Trucks and Vendors to be finalized.

Non-alcoholic Beverages:

- 10'x8' trailer provided by Coca-cola will sell a limited product line of Coca-cola products. Trailer will be staffed by KAC volunteers and staff. All drinks will be packaged in aluminum cans.
    - Seltzer water
    - Still water
    - Sodas, teas, and other soft drinks

Miner's Park

Food and drink vendors to be finalized.

Non-alcoholic Beverages:

- Hydration Station for refilling water bottles.

Spirit Garden on Heber

Bar Partners and Footprint:

- 10'x20' Top Shelf bar set-up.
- 8'x4' Top Shelf refrigeration trailer
- High West Distillery
- Moab Brewery
- Old Town Cellars Wine

Food vendors to be finalized.

Non-alcoholic Beverages:

- 10'x8' trailer provided by Coca-cola will sell a limited product line of Coca-cola products. Trailer will be staffed by KAC volunteers and staff. All drinks will be packaged in aluminum cans.
    - Seltzer water
    - Still water
    - Sodas, teas, and other soft drinks

Educational Programming Summary

Kimball Art Center will be providing exhibition based programming for persons of all ages throughout the festival. Programming will be based on KAC's current exhibition, *Between Life and Land: Crisis*, which considers how our planet has been irreversibly transformed after two centuries of human impact on natural systems, and looks at the ways in which artists help us to conceptualize our place on the planet as well as our individual and communal responsibility for change. *Between Life and Land: Crisis* is the final installment of a three-part exhibition series on display throughout the 2023 calendar year. The exhibition series examines our relationship to land through the lens of more than 30 artists. Each exhibition in the series explores a singular theme to bring a deeper understanding of how this relationship has formed, evolved, and today continues to change. *Between Life and Land: Crisis* will be on display from July 21st through October 29th.

The *Creation Station* (previously the Kids Area) will be located at Town Lift Plaza and will host activities for youth attendees. *Studio on Main* locations will be the Kimball Art Center info booth (intersection of Heber Ave. and Main Street) and Miner's Park and will host additional exhibition programming for teens and adults.

KIMBALL ART CENTER

Creation Station

- Town Lift Plaza
    - **Art Activity 1:** TBD name and description
    - **Art Activity 2:** TBD name and description
    - **Art Activity 3:** TBD name and description
    - **Scavenger Hunt:** Pick-up scavenger hunt cards at the entry gates. Search for answers throughout the Festival, engage with the art and artists, and turn in the Scavenger Hunt clue card to the *Creation Station* at Town Lift Plaza in exchange for a prize.

Studio on Main

- KAC Info Booth
    - **Exhibition Programming 1** - TBD name and description
- Miner's Park - Rotating Programming
    - **Friday, August 4th: Exhibition Programming 2** - TBD name and description
    - **Saturday, August 5th: Wheel Try It** - Watch demonstrations by Kimball Art Center teachers and try your hand at the wheel. *Experimentation is encouraged, pieces created will not be fired. Small fee applies.
    - **Sunday, August 6th: Face Painting** - Select a design from the examples provided. Small fee applies.

Music Programming Summary

Mountain Town Music (MTM) has partnered with Kimball Art Center to program the Park City Kimball Arts Festival music stages in the Spirit Garden and Food Truck Roundup. KAC and MTM have decided to schedule musical acts that showcase music as a performative art form and highlight different genres of music. Educational materials will be provided to inform patrons of the origins and cultural significance of each genre. Local bands will also be programmed.

Park City Kimball Arts Festival Waste & Recycling Plan (See APPENDIX D: Waste & Recycling Plan)

Momentum Recycling has agreed to provide recycling bins to supplement the existing recycling bins on Main. Recycling for the Arts Festival will focus largely on plastic, cardboard, metals, glass, Styrofoam, and wood. Landfill waste will be collected by Festival staff or contractor as part of their enhanced daily service.

- Landfill Waste:
    - Kimball Art Center will use the city owned trash receptacles as well as supplemental temporary waste bins, which will be serviced by a contractor hired by the KAC.
- Temporary Food Waste Recycling Stations: Set up at Food Truck Roundup and Heber Spirit Garden sites. Food vendors will be educated with Food Waste Recycling requirements and they will be strongly advised to comply with the program.

- Temporary Waste Stations: Kimball Art Center will place temporary waste stations at bathroom and food vendor locations.
- Temporary Recycling Stations: Kimball Art Center will place temporary recycling stations at bathroom spirit garden and food vendor locations. One will also be created for artists to recycle or reuse any packaging materials.
- Temporary dumpsters: Additional dumpsters requested - (2) 30yd temporary dumpsters (1 for recycling) at Historic Wall Lot, (1) 30 yd at Swede Alley Bump Out, and (1) 8yd dumpster at Park and Heber.
- Additional recycling stations from Momentum at 9th street entrance

Waste and recycling operations will take place during all event hours. Contracted vendors, volunteers & staff will be responsible for monitoring volumes and waste stream classifications.

Recycling and food waste reports will be created after the festival by Momentum Recycling and Kimball Art Center.

Insurance Requirements for the 2023 Park City Kimball Arts Festival

Liability Insurance Amount:

- General Liability of $2,000,000 per occurrence/ $4,000,000 aggregate.
- $1,000,000/$2,000,000 Liquor liability required.
- Auto Liability required $2,000,000 per occurrence (owned/non owned – any auto)
- Workers Compensation coverage in the amount of $1,000,000 per accident, $1,000,000 disease each employee, and $1,000,000 disease policy limit.
- (Additional requirement) KAC shall require any hired security to provide commercial general liability, auto liability, and workers compensation coverages with the limits reflected in the section above, which coverages shall include the verbiage listed in the Description of Operations/Special Items Box below.

Description of Operations/Special Items Box must include:

- Park City Municipal Corporation is hereby named an additional insured.
- For any claims related to this permit, the Permittee's insurance coverage shall be primary insurance coverage as respects to PCMC, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by PCMC, its officers, officials, employees, or volunteers shall be excess of the Permittee's insurance and shall not contribute with it.
- The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the Entity for all work performed by the Permittee, its employees, agents and subcontractors.

Certificate Holder:
Park City Municipal Corporation
PO Box 1480
Park City, UT 84060

Please email certificates to the Park City Special Events Coordinator as follows:
Jillian Murillo jmurillo@moreton.com
Chris Phinney chris.phinney@parkcity.org

KIMBALL ART CENTER

Any change of these requirements must be approved prior to approval of permit by both the Special Events Coordinator and the City Attorney's Office. Event permits are void until Certificate of Insurance has been provided and accepted as outlined in the conditions of approval on the Special Event.

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APPENDIX A: Park City Kimball Arts Festival Operations Schedule 2023

Day	Date	Action	Start	End	Location	Site Description	Owner	Notes
Monday	7/31/23	Street Booth Marking	6:00	17:00	Main St, side streets		PCKAF	Marking locations for booths on streets, as needed
Monday	7/31/23	Set up KAC offices	8:00	17:00	TBD		PCKAF	
Monday	7/31/23	Street Sweeping OK	8:00	17:00	Main St		PCMC	Ok if needed
Tuesday	8/1/23	Street Booth Marking	6:00	17:00	Main St, side streets		PCKAF	
Tuesday	8/1/23	Ops Prep and Set	8:00	17:00	Off street		PCKAF	Off street prep and set
Tuesday	8/1/23	Street Sweeping OK	8:00	17:00	Main St		PCMC	Ok if needed
Wednesday	8/2/23	Bob Wells Plaza CLOSED	6:00	24 hr	BWP	BWP parking	PCMC	Set-up Ops tent, Closed through Sunday, 23:00
Wednesday	8/2/23	Set Bob Wells Plaza	6:00	17:00	BWP	BWP parking	PCKAF	Set Ops Compound
Wednesday	8/2/23	Street Booth Marking	6:00	17:00	Main St, side streets		PCKAF	
Wednesday	8/2/23	Ops Prep and Set	7:00	17:00	All areas		PCKAF	Off street prep and set
Wednesday	8/2/23	Brew Pub Lot Closed	6:00	24 hr	Brew Pub Lot	South end	PCMC	Stage set-up, vendor load-in, FF&E set
Wednesday	8/2/23	Tent, FF&E Set/Stage	8:00	17:00	Off street		PCKAF	Off street prep and set
Thursday	8/3/23	Street Booth Marking	6:00	17:00	Main St, side streets		PCKAF	
Thursday	8/3/23	Brew Pub Lot Closed	6:00	24 hr	Brew Pub Lot	All	PCMC	Vendor load-in, FF&E, restrooms set
Thursday	8/3/23	Ops Prep and Set	7:00	17:00	All areas		PCKAF	Off street prep and set
Thursday	8/3/23	Tent, FF&E Set/Stage	7:00	17:00	Off street		PCKAF	Off street, BWP, 5th, 7th, etc
Thursday	8/3/23	Tent, FF&E Set/Stage	7:00	17:00	Town Lift Plaza		PCKAF	Creation Station (Kid's Area) set
Thursday	8/3/23	Stage Ops Trucks, Trailers	7:00	17:00	All areas		PCKAF	Ops trucks and trailers parked in Fest locations
Thursday	8/3/23	Tent, FF&E Set/Stage	7:00	17:00	All areas		PCKAF	FF&E staging on Heber and side streets
Thursday	8/3/23	Tent, FF&E Set/Stage	7:00	17:00	Main St	Reserved parking spaces	PCKAF	Tent, FF&E staging in reserved parking spaces

KIMBALL ART CENTER

Thursday	8/3/23	Signage Installation	7:00	17:00	All areas		PCKAF	Wayfinding, parking, transportation, ect.
Thursday	8/3/23	Remote Parking Lot Set/Stage	7:00	17:00	All areas		PCKAF	DVR, PCHS, PCM
Friday	8/4/23	Main Street CLOSED	3:00	24hr	Main St	All	PCMC	Closed through Sunday, 23:00
Friday	8/4/23	Heber and side streets CLOSED	3:00	24hr	Heber	All side streets	PCMC	Closed through Sunday, 23:00
Friday	8/4/23	Main St Delivery Window - Friday only - NO ACCESS TO MAIN	3:00	6:00	Main St	All side streets	PCKAF	No deliveries on Main. Walk-In access from Swede only. Can't block traffic
Friday	8/4/23	Festival Operations	3:00	20:00	All Areas			
Friday	8/4/23	ARTIST EARLY MOVE IN	4:00	7:00	Main St		PCKAF	Per schedule. NORTH BOUND TRAFFIC ONLY
Friday	8/4/23	ARTIST PARKING	3:00	24hr	Swede	CB, FP, GA, HW, BP	PCKAF	Artist Parking in Permit Areas Only
Friday	8/4/23	Trash/Recycling Pick Up Service - NO ACCESS TO MAIN	5:00	8:00	Swede		PCMC	No Trash/Recycling service on Main. Access on Swede only. Can't block traffic
Friday	8/4/23	ARTIST STAGING DVR	6:00	16:00	DVR	Lot 5	PCKAF	Artist staging for Move In phase 2
Friday	8/4/23	ARTIST MOVE IN - phase 2	7:00	17:00	Main St		PCKAF	Per schedule. NORTH BOUND TRAFFIC ONLY
Friday	8/4/23	Old Town Permit Access	7:00	21:00	Old Town		PCMC	
Friday	8/4/23	Swede Alley Permit Access	7:00	21:00	Swede		PCMC	Reminder for Police coverage of Left turn lane off DVD to Swede
Friday	8/4/23	Public Parking Operations: DVR	N/A	N/A	DVR	Lot 5	PCKAF	No PCKAF parking Fri night due to concert
Friday	8/4/23	Public Parking Operations: PCHS	16:00	21:00	PCHS		PCKAF	Construction in Dozier Field Lot
Friday	8/4/23	Public Parking Operations: PCM	16:00	21:00	PCM	Silver King, Main, Canyons	PCKAF	Non exclusive use
Friday	8/4/23	Public Parking Operations: China Bridge	TBD	TBD	China Bridge	MARSAC ENTRANCE ONLY	PCMC	Paid Parking. No public access on Swede Alley - Marsac entrance only
Friday	8/4/23	No Main St Planter Watering			Main St		PCMC	No access for planter watering on Friday. Early access Sat and Sun, if needed.
Friday	8/4/23	PARK CITY KIMBALL ARTS FESTIVAL	17:00	21:00	Main St		PCKAF	PCKAF hours

KIMBALL ART CENTER

Saturday	8/5/23	Main Street CLOSED	0:00	24hr	Main St	All	PCMC	Closed through Sunday, 23:00
Saturday	8/5/23	Heber and side streets CLOSED	0:00	24hr	Heber	All side streets	PCMC	Closed through Sunday, 23:00
Saturday	8/5/23	Swede Alley Delivery Window - NO MAIN ST ACCESS	5:00	9:00	Swede		PCKAF	No deliveries on Main, Heber or side streets
Saturday	8/5/23	Trash/Recycling Pick Up Service - NO ACCESS TO MAIN	5:00	8:00	Swede		PCMC	No Trash/Recycling service on Main. Access on Swede only. Can't block traffic
Saturday	8/5/23	Main Street Planter Watering	5:00	7:00	Main St		PCMC	Early AM plant watering as needed
Saturday	8/5/23	Festival Operations	6:00	20:00	All Areas		PCKAF	
Saturday	8/5/23	Artist Resupply	6:00	8:00	Main St		PCKAF	NO UNAUTHORIZED VEHICLES ALLOWED ON MAIN
Saturday	8/5/23	Old Town Permit Access	8:00	20:00	Old Town		PCMC	
Saturday	8/5/23	Swede Alley Permit Access	8:00	20:00	Swede		PCMC	
Saturday	8/5/23	ARTIST PARKING	24 hr	24hr	Swede	CB, FP, GA, HW, BP	PCKAF	Artist Parking in Permit Areas Only
Saturday	8/5/23	Public Parking Operations: DVR	9:00	17:00	DVR	Lot 5	PCKAF	Art Fest parking ends at 17:00 due to concert
Saturday	8/5/23	Public Parking Operations: PCHS	9:00	20:00	PCHS		PCKAF	
Saturday	8/5/23	Public Parking Operations: PCM	9:00	20:00	PCM	Silver King, Main & Canyons	PCKAF	Non-exclusive use
Saturday	8/5/23	Public Parking Operations: China Bridge	9:00	TBD	China Bridge	MARSAC ENTRANCE ONLY	PCMC	Paid Parking. No public access on Swede Alley - Marsac entrance only
Saturday	8/5/23	PARK CITY KIMBALL ARTS FESTIVAL	10:00	20:00	Main St		PCKAF	PCKAF hours
Sunday	8/6/23	Main Street CLOSED	0:00	24hr	Main St	All	PCMC	Closed through Sunday, 23:00
Sunday	8/6/23	Heber and side streets CLOSED	0:00	24hr	Heber	All side streets	PCMC	Closed through Sunday, 23:00
Sunday	8/6/23	Swede Alley Delivery Window - NO MAIN ST ACCESS	5:00	9:00	Swede		PCKAF	No deliveries on Main, Heber or side streets
Sunday	8/6/23	Trash/Recycling Pick Up Service - NO ACCESS TO MAIN	5:00	8:00	Swede		PCMC	No Trash/Recycling service on Main. Access on Swede only. Can't block traffic

KIMBALL ART CENTER

Sunday	8/6/23	Main Street Planter Watering	5:00	7:00	Main St		PCMC	Early AM plant watering as needed
Sunday	8/6/23	Festival Operations	6:00	18:00	All Areas		PCKAF	
Sunday	8/6/23	Artist Resupply	6:00	8:00	Main St		PCKAF	NO UNAUTHORIZED VEHICLES ALLOWED ON MAIN
Sunday	8/6/23	Old Town Permit Access	8:00	18:00	Old Town		PCMC	
Sunday	8/6/23	Swede Alley Permit Access	8:00	23:00	Swede		PCMC	NO PUBLIC ACCESS TO SWEDE UNTIL 23:00
Sunday	8/6/23	ARTIST PARKING	24 hr	23:59	Swede	CB, FP, GA, HW, BP	PCKAF	Artist Parking in Permit Areas Only Until 12 am
Sunday	8/6/23	Public Parking Operations: DVR	9:00	16:00	DVR	Lot 5	PCKAF	No Festival parking after 4pm due to event
Sunday	8/6/23	Public Parking Operations: PCHS	9:00	18:00	PCHS		PCKAF	
Sunday	8/6/23	Public Parking Operations: PCM	9:00	18:00	PCM	Silver King, Main & Canyons	PCKAF	Non-exclusive use
Sunday	8/6/23	Public Parking Operations: China Bridge	9:00	TBD	China Bridge	MARSAC ENTRANCE ONLY	PCMC	Paid Parking. No public access on Swede Alley - Marsac entrance only
Sunday	8/6/23	PARK CITY KIMBALL ARTS FESTIVAL	10:00	18:00	Main St		PCKAF	PCKAF hours
Sunday	8/6/23	ARTIST MOVE OUT	18:00	23:00	Main St		PCKAF	Per schedule. NORTH BOUND TRAFFIC ONLY
Sunday	8/6/23	Festival Operations: STRIKE	18:00	23:00	All Areas		PCKAF	Per Strike schedule
Sunday	8/6/23	Festival Strike: Diamond Rentals	18:00	23:00	All Areas		PCKAF	Per Diamond Strike schedule
Sunday	8/6/23	Swede Alley OPEN	23:00		Swede		PCMC	Propose to keep Swede closed to public until 23:00 for safety reasons
Sunday	8/6/23	Main Street OPEN	23:00		Main St	All	PCMC	
Sunday	8/6/23	Heber and side streets OPEN	23:00		Heber	All side streets	PCMC	
Monday	8/7/23	Standard Delivery Window Open			Main St	All Areas		Resume regular schedule
Monday	8/7/23	Festival Operations: STRIKE	8:00	17:00	All Areas		PCKAF	Per Strike schedule

Monday	8/7/23	Festival Strike: Diamond Rentals	8:00	17:00	Brew Pub	All Areas	PCKAF	Per Diamond Strike schedule
Monday	8/7/23	Festival Operations: STRIKE	8:00	17:00	Town Lift		PCKAF	Per Strike schedule
Monday	8/7/23	Festival Operations: STRIKE	8:00	17:00	All Areas		PCKAF	Per Strike schedule
Monday	8/7/23	Festival Operations: STRIKE	8:00	17:00	BWP		PCKAF	Bob Wells Plaza Ops Compound
Monday	8/7/23	Festival Strike: Signage	8:00	17:00	Remote Parking Lots	DVR, PCHS, PCM	PCKAF	Pick up equipment in DVR, PCHS, PCM parking lots
Monday	8/7/23	Festival Operations: STRIKE COMPLETE		17:00	All Areas		PCKAF	The End

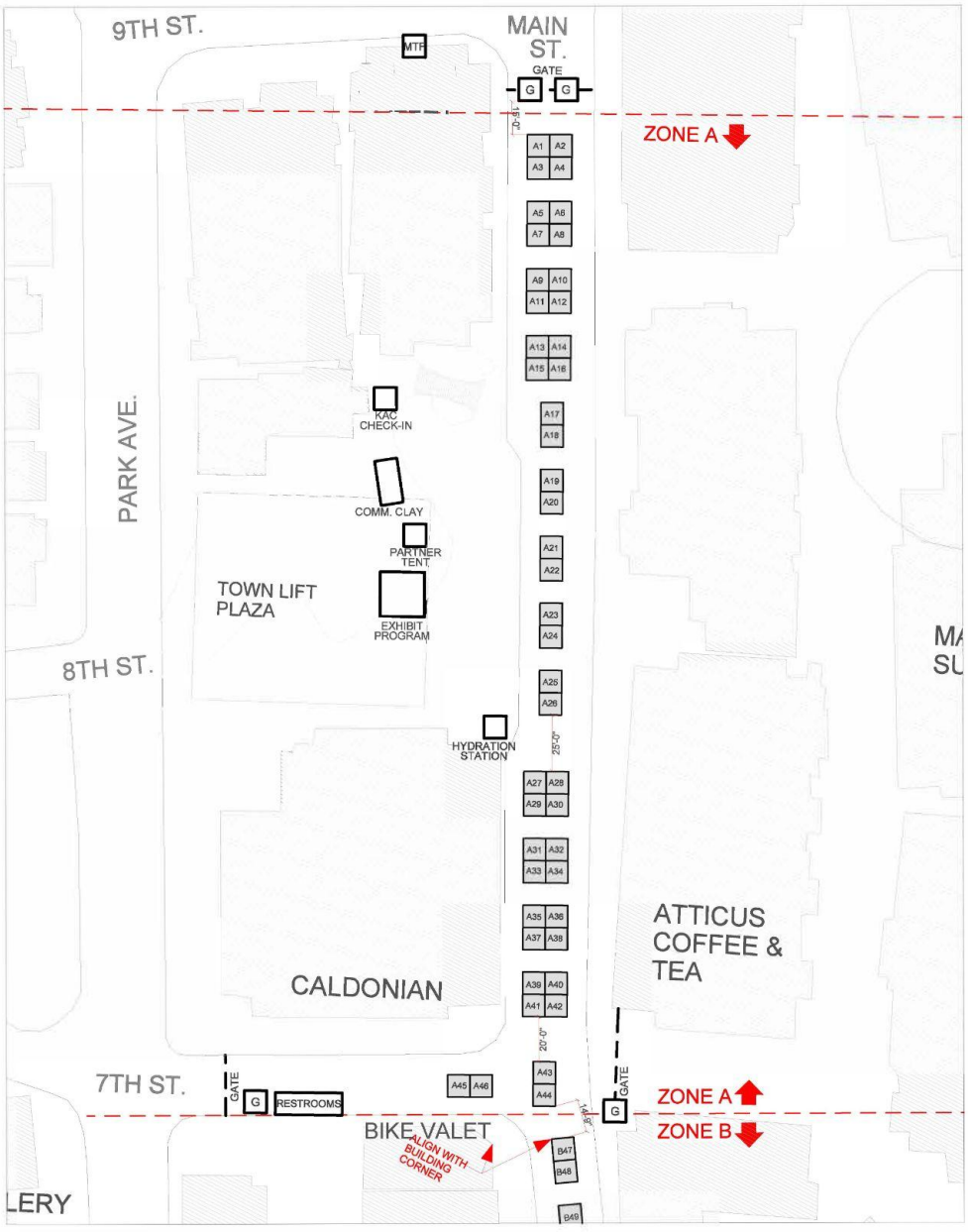
KIMBALL ART CENTER

APPENDIX B: Park City Kimball Arts Festival Public Parking Summary 2023

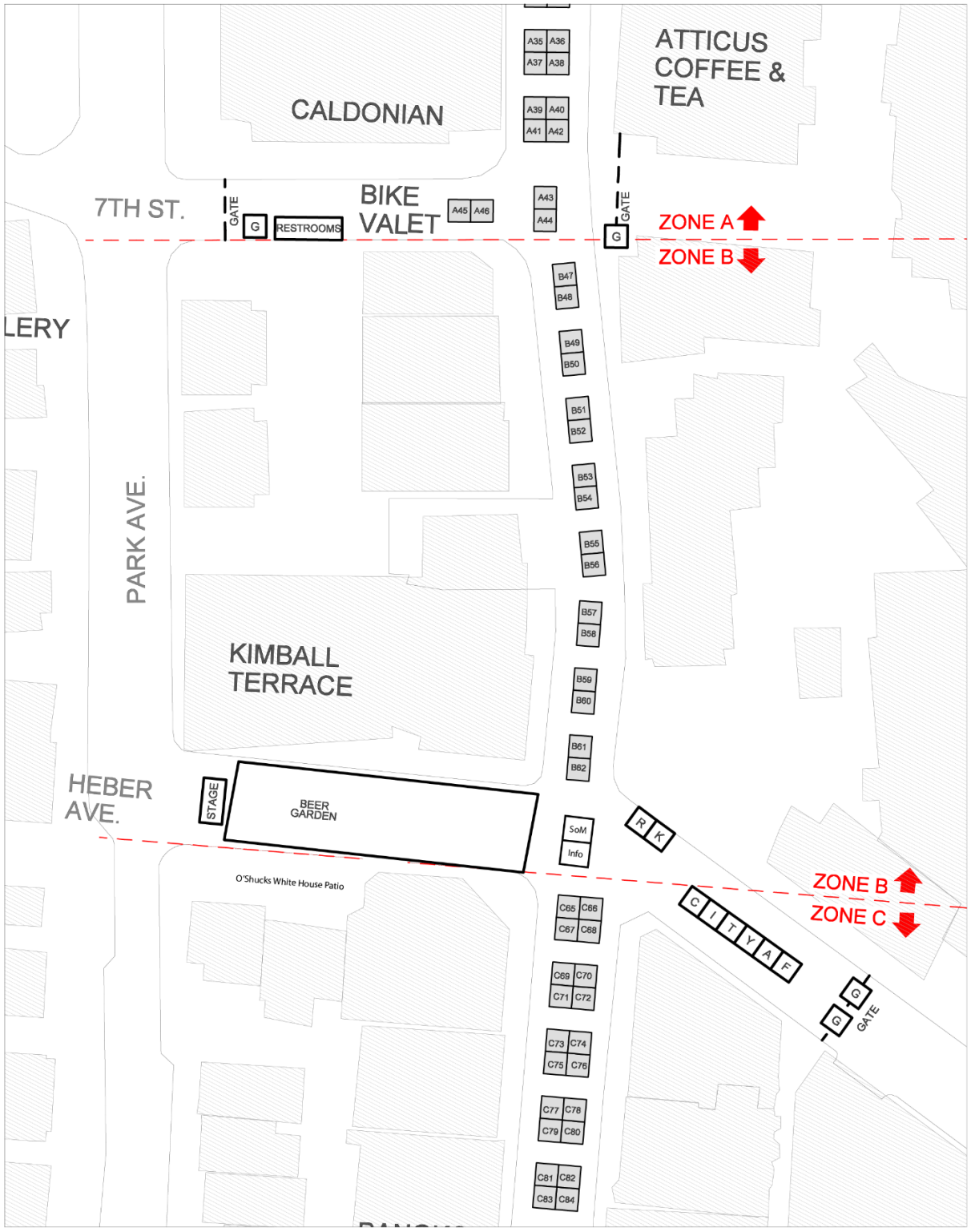
Day	Date	Action	Start	End	Location	Site Description	Owner	Notes
Thursday	8/3/23	Set up remote parking lot; tents, tables,signage	14:00	16:00	DVR	Lot 5	PCKAF	Concert, may have to stage and set up Fri am
Thursday	8/3/23	Set up remote parking lot; signage	8:00	17:00	PCHS		PCKAF	Set up signage
Thursday	8/3/23	Set up remote parking lot; signage	8:00	17:00	PCM, Canyons		PCKAF	Set up signage
Friday	8/4/23	Artist staging for set up	4:00	16:00	DVR	Lot 5	PCKAF	
Friday	8/4/23	DVR concert parking	16:00	22:00	DVR	Lot 5	DVR	Concert parking
Friday	8/4/23	Arts Festival free parking	16:00	21:00	PCHS		PCKAF	Arts Festival runs from 17:00 to 21:00
Friday	8/4/23	Arts Festival free parking	16:00	21:00	PCM, Canyons		PCKAF	
Friday	8/4/23	Arts Festival paid parking	8:00	0:00	China Bridge	Marsac Entrance	PCMC	Paid Parking; rate TBD by PCMC
Saturday	8/5/23	Arts Festival free parking	9:00	15:00	DVR	Lot 5	PCKAF	No festival parking after 16:00
Saturday	8/5/23	DVR concert parking	15:00	22:00	DVR	Lot 1-5	DVR	Concert parking
Saturday	8/5/23	Arts Festival free parking	9:00	20:00	PCHS		PCKAF	Arts Festival runs from 10:00 to 20:00
Saturday	8/5/23	Arts Festival free parking	9:00	20:00	PCM, Canyons		PCKAF	
Saturday	8/5/23	Arts Festival paid parking	8:00	0:00	China Bridge	Marsac Entrance	PCMC	Paid Parking; rate TBD by PCMC
Sunday	8/6/23	Arts Festival free parking	9:00	18:00	DVR	Lot 5	PCKAF	Arts Festival runs from 10:00 to 18:00
Sunday	8/6/23	Arts Festival free parking	9:00	18:00	PCHS		PCKAF	
Sunday	8/6/23	Arts Festival free parking	9:00	18:00	PCM, Canyons		PCKAF	
Sunday	8/6/23	Arts Festival paid parking	8:00	0:00	China Bridge	Marsac Entrance	PCMC	Paid Parking; rate TBD by PCMC

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APPENDIX C: Park City Kimball Arts Festival Site Plan 2023



KIMBALL ART CENTER



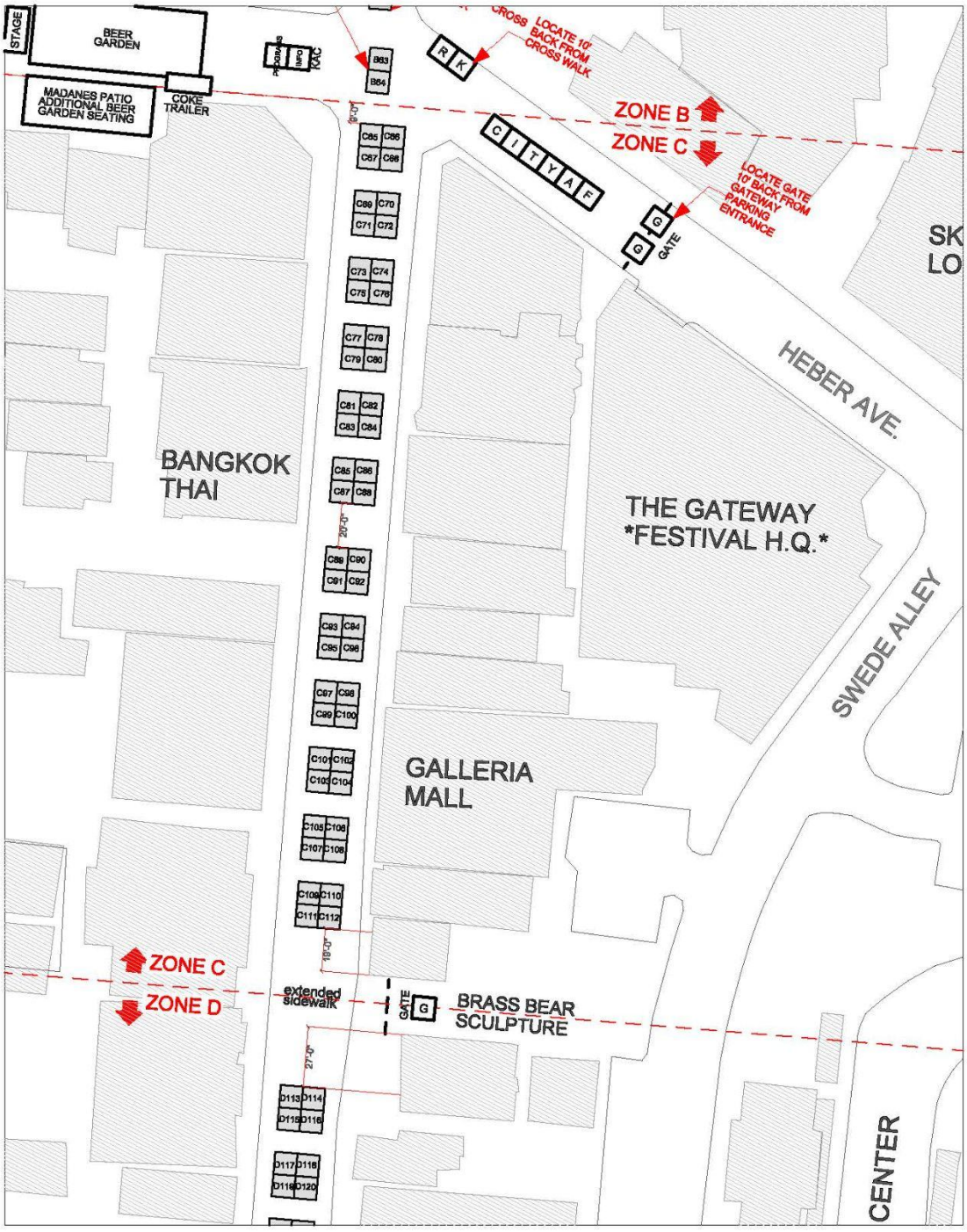
MAIN STREET - ZONE B

2022 PARK CITY KIMBALL ARTS FESTIVAL

SCALE: 1' = 60'-0"

Note: festival map is drawn presuming base site plan provided by Park City Planning Department is accurate

KIMBALL ART CENTER



NOTE ALL BOOTHS TO BE SPACED AT 10' APART, TYP. UNLESS OTHERWISE NOTED

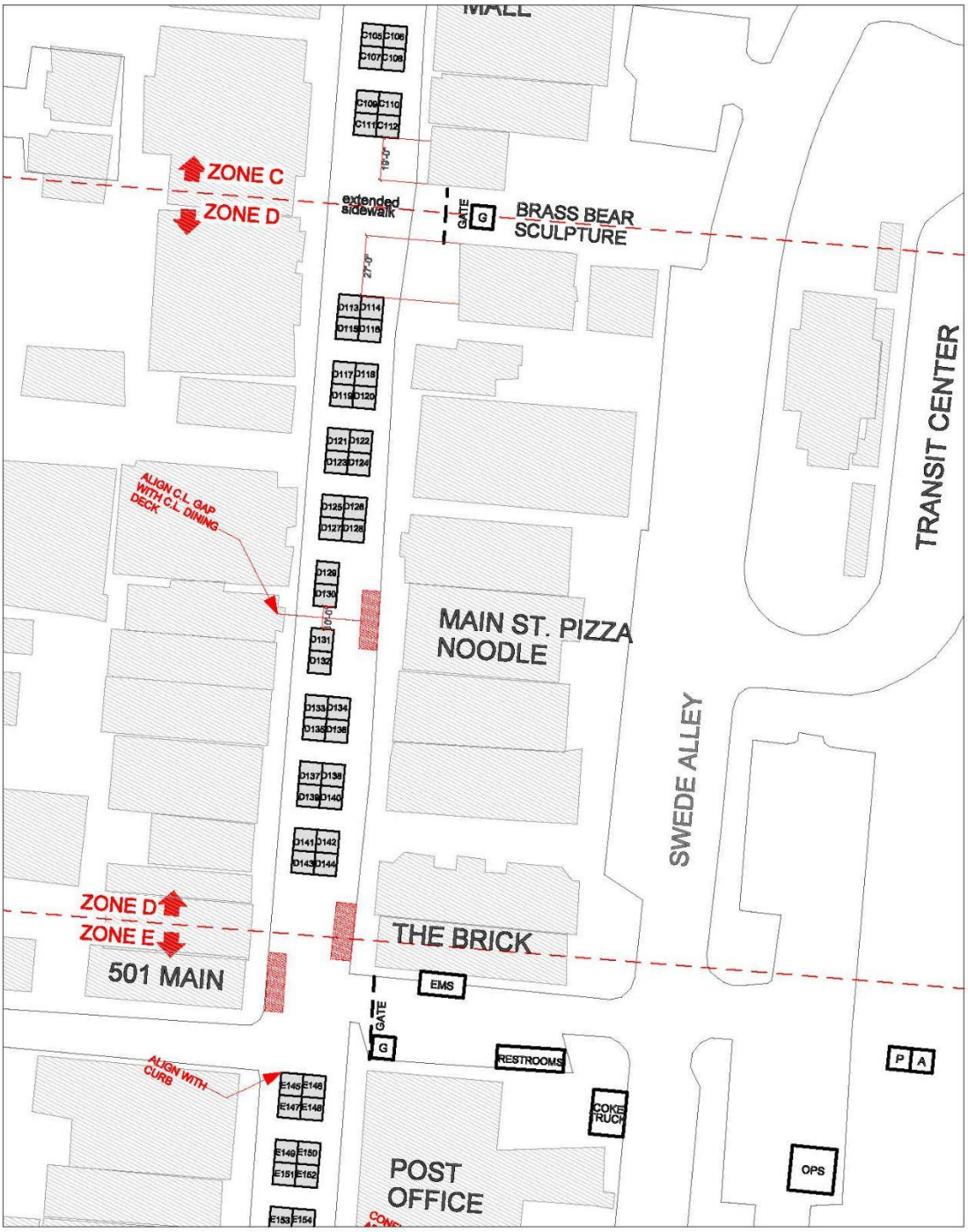
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MAIN STREET - ZONE C

2022 PARK CITY KIMBALL ARTS FESTIVAL

SCALE: 1' = 60'-0"

KIMBALL ART CENTER



NOTE ALL BOOTHS TO BE SPACED AT 10' APART, TYP. UNLESS OTHERWISE NOTED

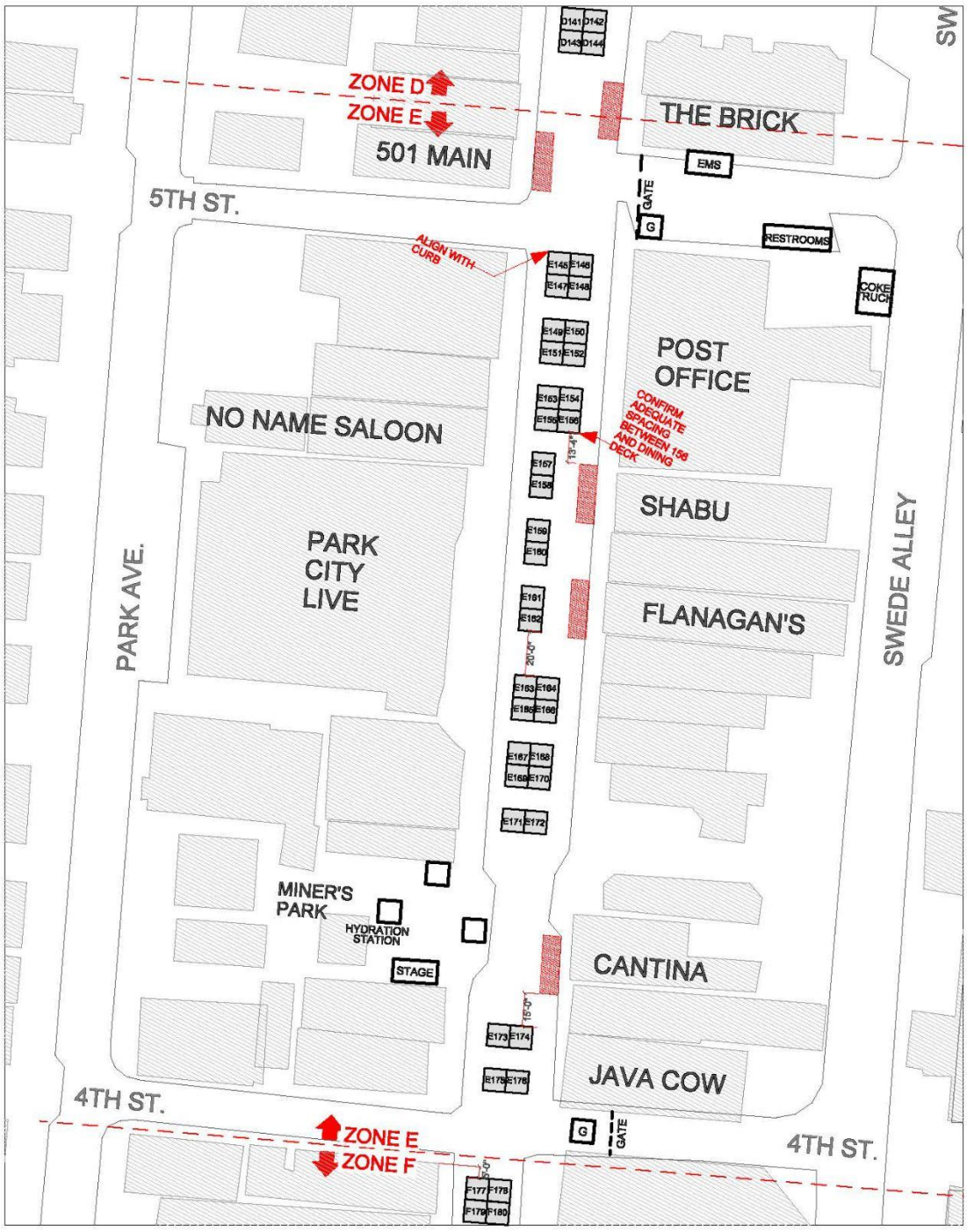
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MAIN STREET - ZONE D

2022 PARK CITY KIMBALL ARTS FESTIVAL

SCALE: 1' = 60'-0"

KIMBALL ART CENTER



NOTE ALL BOOTHS TO BE SPACED AT 10' APART, TYP. UNLESS OTHERWISE NOTED

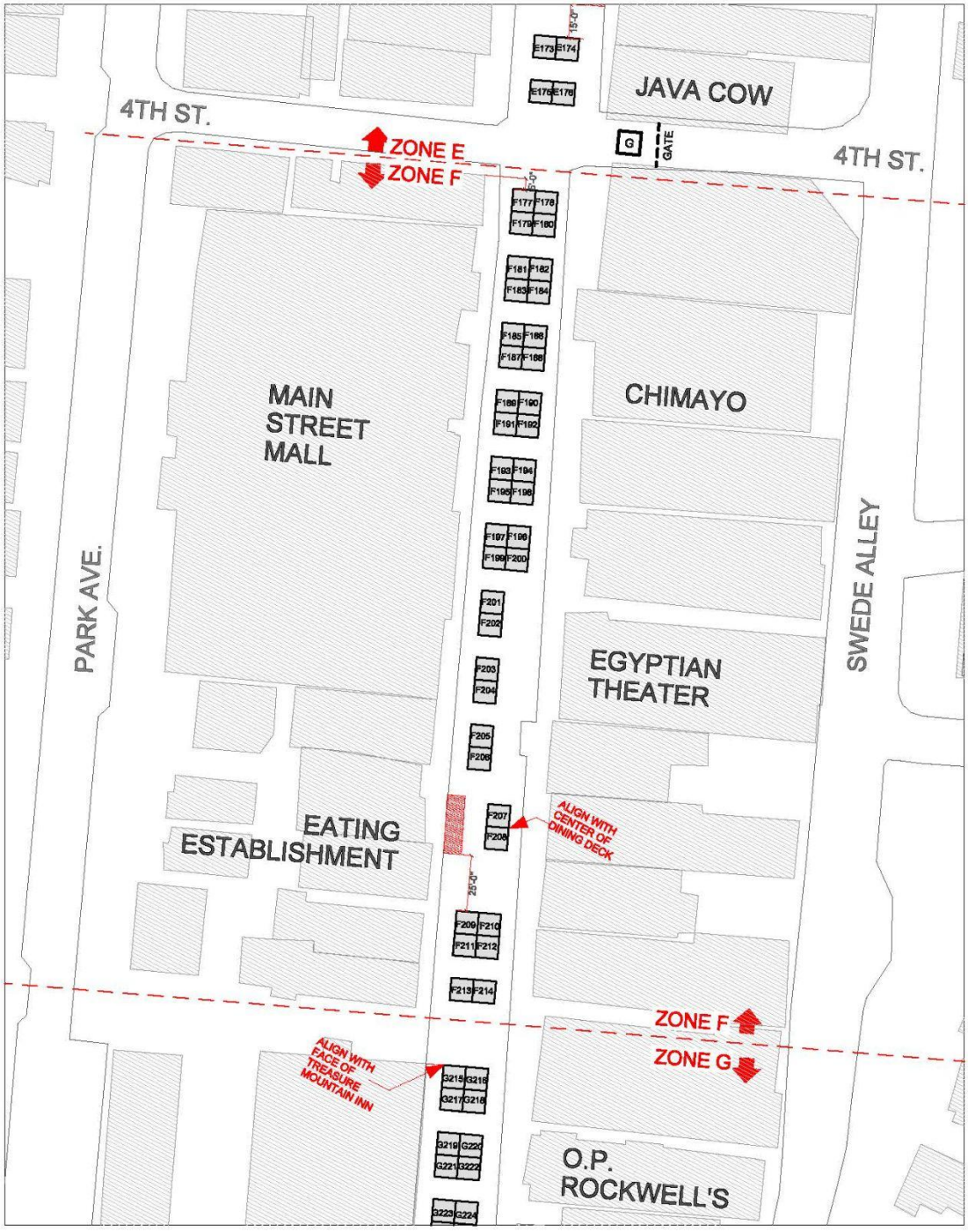
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MAIN STREET - ZONE E

2022 PARK CITY KIMBALL ARTS FESTIVAL

SCALE: 1' = 60'-0"

KIMBALL ART CENTER



NOTE ALL BOOTHS TO BE SPACED AT 10' APART, TYP. UNLESS OTHERWISE NOTED

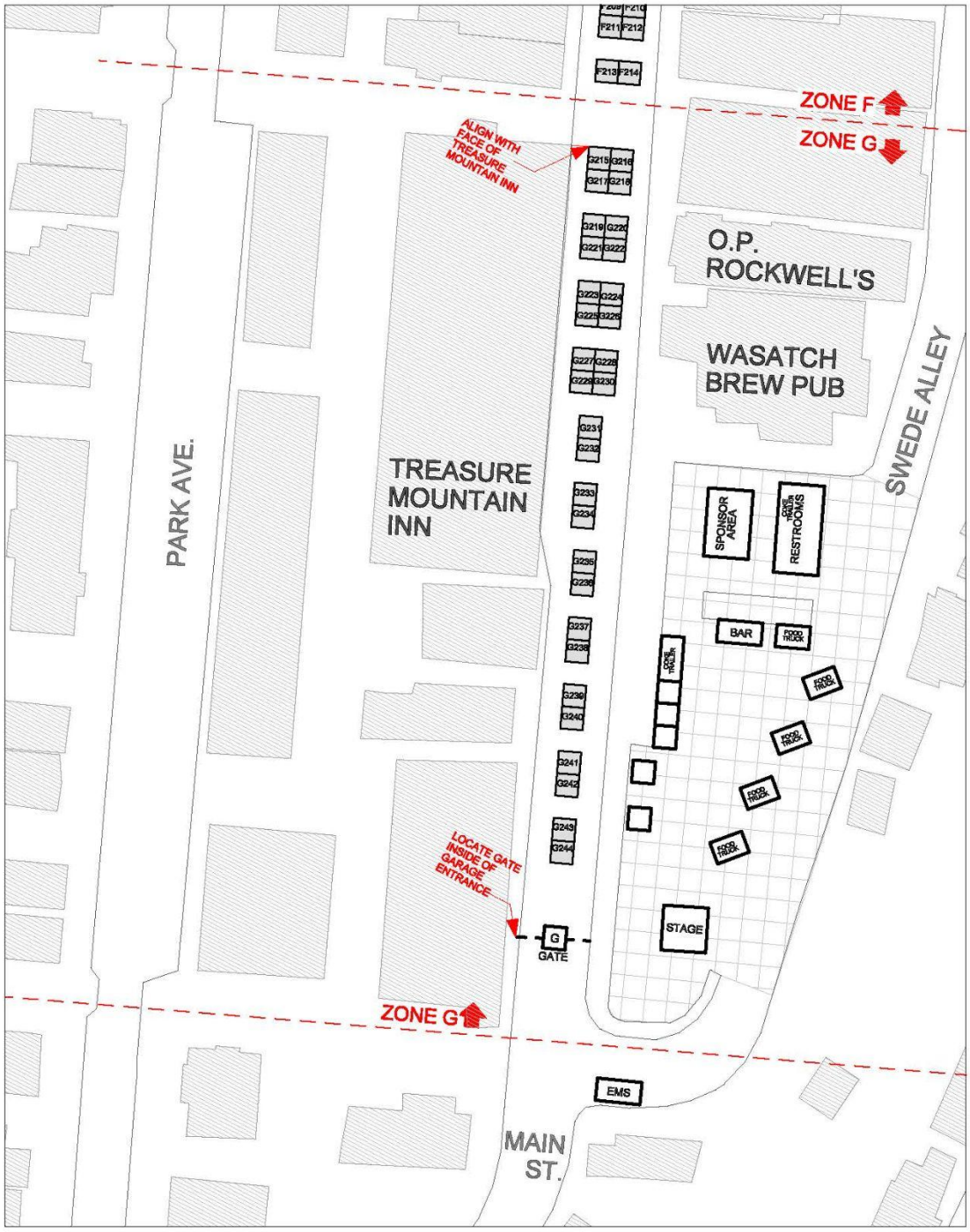
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MAIN STREET - ZONE F

2022 PARK CITY KIMBALL ARTS FESTIVAL

SCALE: 1' = 60'-0"

KIMBALL ART CENTER



NOTE ALL BOOTHS TO BE SPACED AT 10' APART, TYP. UNLESS OTHERWISE NOTED

MAIN STREET - ZONE G

2022 PARK CITY KIMBALL ARTS FESTIVAL

SCALE: 1' = 60'-0"

KIMBALL ART CENTER

APPENDIX D: Park City Kimball Arts Festival Sustainability and Waste Plan 2023

Overview

The Park City Kimball Arts Festival is committed to providing sustainable event solutions. In addition to our standard practice of waste recycling and landfill diversion, in 2021 PCKAF adopted a number of sustainable practices to reduce our overall carbon footprint including:

- Additional bins for the recycling of single-use plastic water bottles
- Created “Hydration Stations” and encouraged use of refillable bottles
- Request all food vendors to use compostable materials
- Increased recycling stations
- Used Goal Zero batteries and solar panels throughout Festival
- Provided free bike valet
- Encouraged use of public transportation
- Partnered with Rocky Mountain Power’s Blue Sky renewable energy program to purchase renewable energy credits (RECs) for all power used at gates

Recycling/Waste

The PCKAF has partnered with Momentum Recycling to collect and divert numerous waste streams. Park City Municipal will assist with waste management for this year.

Targeted Sustainability Programs

- Eliminate the use of disposable plastic bags
- Provide food waste recycling services
- Further promote public transportation and bike usage
- Eliminate idling during set-up and break down
- Encourage artists and vendors to use sustainable and compostable packaging
- Introduce glass recycling at bars
- Reduce use of paper for maps and programs. Most materials will be digital.
- Require the use of recyclable, reusable, or otherwise sustainable materials from all vendors
- Continue to offer and promote a free bike valet
- Continue use of “Artist Packaging Donation & Reuse Center” at the Operations Compound (used packaging and containers can be donated for reuse by others)

Sustainability Operations

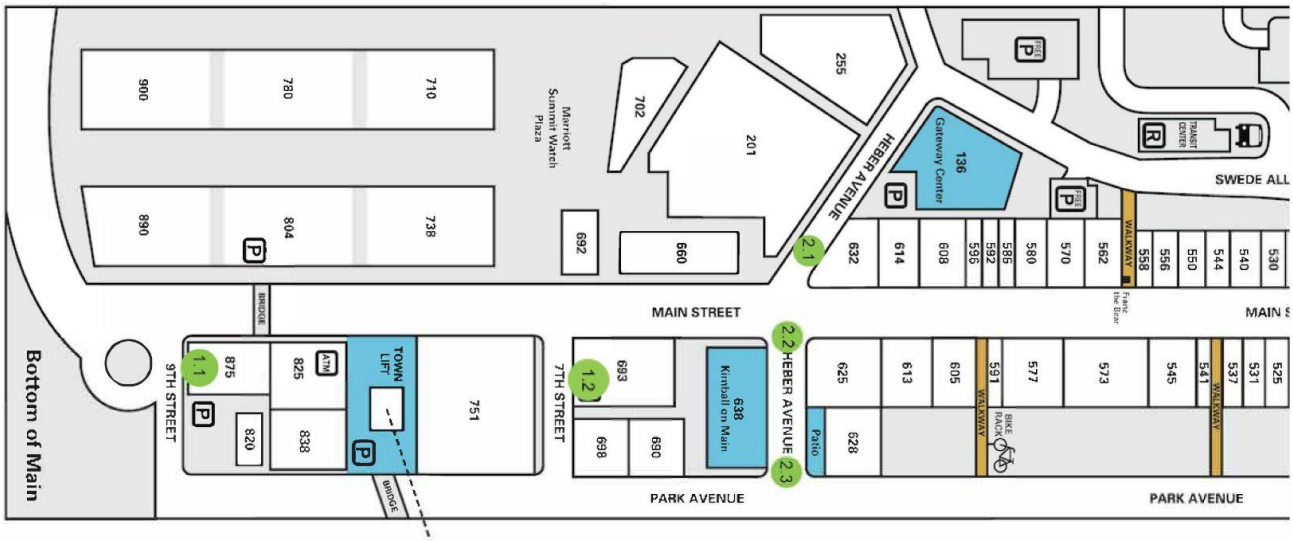
Working with PCMC and our recycling and waste partners, PCKAF will focus on providing numerous physical and programmatic opportunities to reduce, recycle, and reuse throughout the event. Examples include:

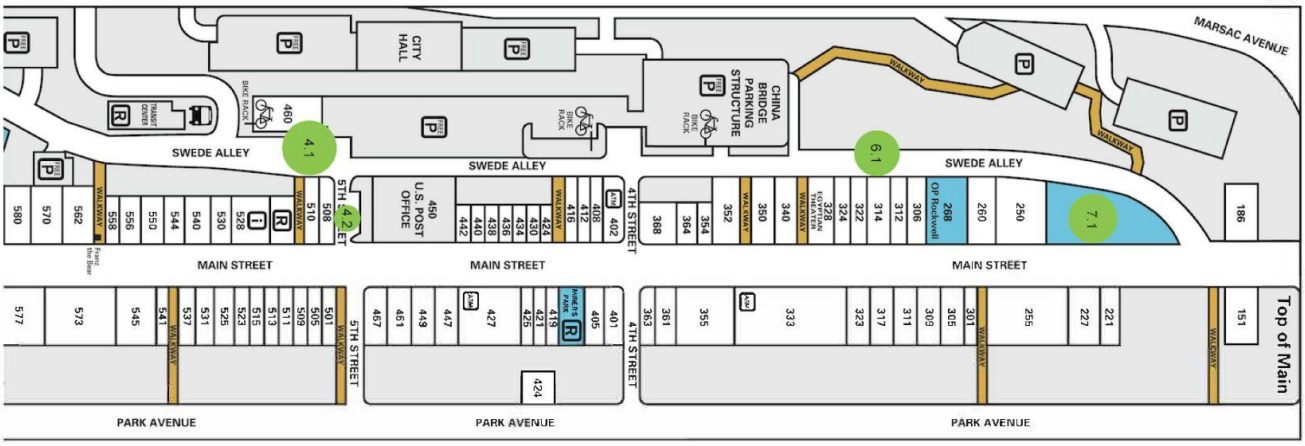
- Efforts to collect and divert waste streams during key operational phases such as load-in and load-out
- Targeted and concentrated recycling container placement near food vendor, concessions and bar areas
- Signage and Green Team volunteers in heavy use areas to ensure waste and recycling is sorted correctly
- Food waste recycling in in Food Truck Roundup area
- Artist and vendor outreach and notification of PCKAF sustainability efforts
- Sustainability services for artists and vendors, including an artist packaging donation, collection, and reuse area
- Public sustainability messaging and signage
- Transportation and parking staff support, reduce idling, reduce vehicle traffic

Sustainability and Waste Summary Table and Map

Area/Zone	Key	Provider	Notes
Recycling and Waste Station	1.1	PCMC, Momentum Recycling	Entry Gate and high traffic area
Bike Valet	1.2	PCKAF and TBD	
Recycling and Waste Station	2.1	PCKAF, PCMC, Momentum Recycling	Food vendor and high traffic area
Recycling and Waste Station	2.2	PCKAF, PCMC, Momentum Recycling	Food vendor and high traffic area
Temporary Dumpster	2.3	PCMC	
Artist Recycle & Reuse Station	4.1	PCKAF	Located at Ops Compound
Recycling and Waste Station	4.2	PCKAF, PCMC, Momentum Recycling	Entry Gate and high traffic area
Temporary Dumpsters	4.1, 6.1	PCMC	Recycling and Trash Dumpsters at Ops Compound
Recycling, Compost and Waste Station	7.1	PCKAF, PCMC, Momentum Recycling	Food vendor and high traffic area

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APPENDIX E: Park City Kimball Arts Festival Parking, Closures, and Street Ops 2023

Zone	Item	Owner	Key	Location	Site Description	Day	Date	Start	End Day	End Date	End Hour	Notes
A	Transit stop - Lower Main	PCMC	A.1	Lower Main St	9th St	Friday	8/4/23	17:00	Sunday	8/6/23	19:00	PC Transit service on request
A	Marriott Summit Watch parking entrance - CLOSED	PCMC	A.3	Main St	Garage entrance on Main	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	No access to Main st from garage
B	Media/Musician/ Service Parking A	PCMC	B.1	Park Ave	East Curb, N of Heber	Friday	8/4/23	7:00	Sunday	8/6/23	19:00	Short term parking for media, musicians, service
B	Media/Musician/ Service Parking B	PCMC	B.2	Park Ave	West Curb, N of Heber	Friday	8/4/23	7:00	Sunday	8/6/23	19:00	
B	Heber Stage - Musician loading zone	PCKAF	B.3	Park Ave	Intersection of Heber	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	Musician loading zone for Heber Stage
B	NO PARKING - Heber	PCMC	B.4	Heber Ave	N curb to Main	Thursday	8/3/23	8:00	Sunday	8/6/23	23:00	Stage FF&E
B	Portable Restrooms	PCKAF	B.5	7th St	South curb	Thursday	8/3/23	7:00	Monday	8/7/23	17:00	Stage on South side of street
B	Dumpster - 8yd	PCMC	B.6	Park Ave	East Curb, N of Heber	Thursday	8/3/23	7:00	Monday	8/7/23	17:00	PCMC provides temporary dumpster
B	Bike Valet	PCKAF	B.7	7th Street	7th St.	Friday	8/4/23	17:00	Sunday	8/6/23	19:00	Free Bike Valet service by TBD
C	NO PARKING - Heber	PCMC	C.1	Heber Ave	N curb cut	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	
C	NO PARKING - Heber	PCMC	C.2	Heber Ave	South Curb to Swede	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	
C	NO PARKING - Heber	PCMC	C.3	Heber Ave	North Curb to Swede	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	
C	ARTIST PARKING - Galleria	PCKAF	C.4	Galleria Lot	All Spaces	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	Oversized Vehicles by permit
C	Transit stop - Swede Alley	PCMC	C.5	Heber at Swede		Friday	8/4/23	17:00	Sunday	8/6/23	18:00	Possible PC Transit stop - TBD

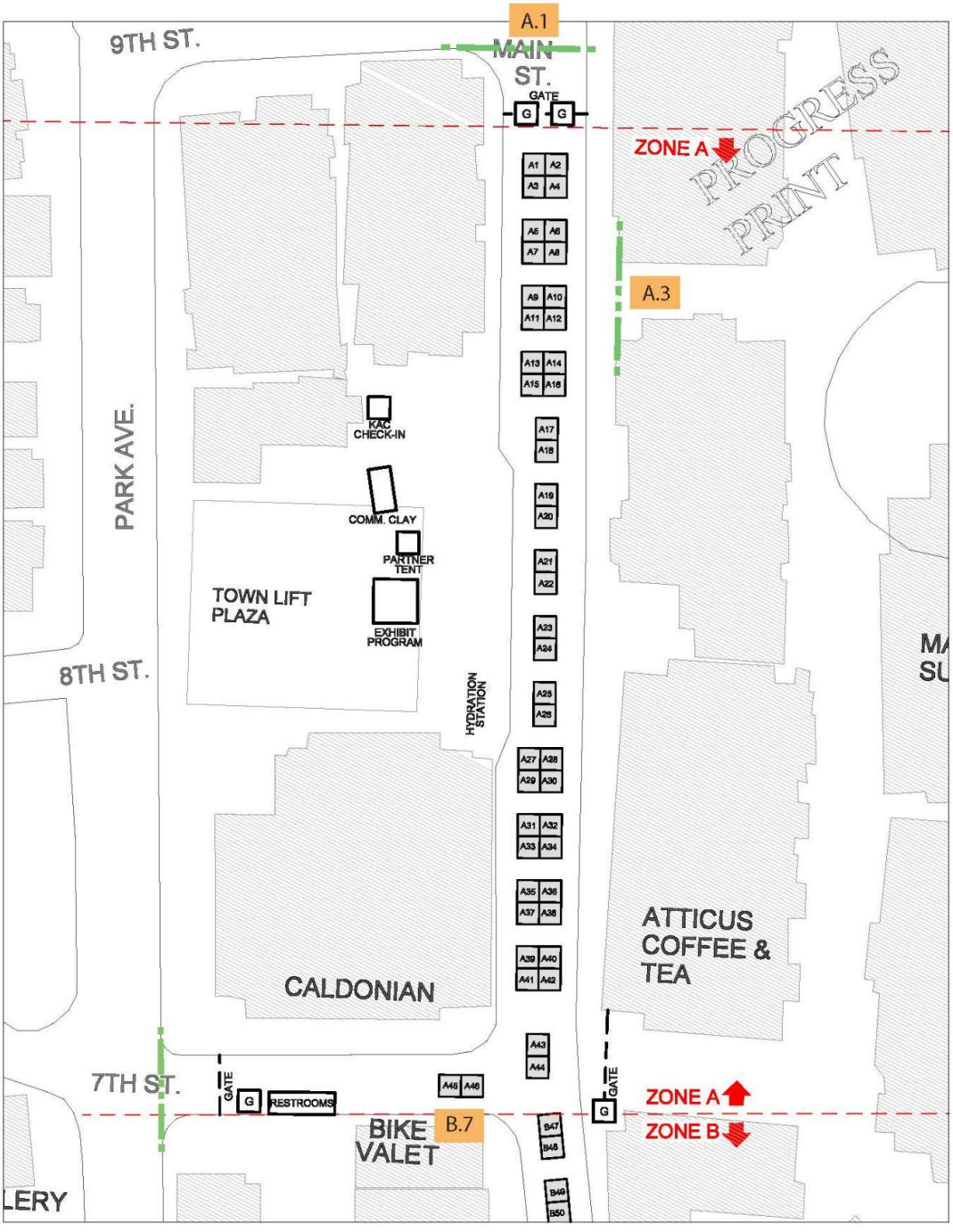
KIMBALL ART CENTER

C	ARTIST PARKING - Flag Pole Lot	PCKAF	C.6	Swede at Gateway	Flag Pole Lot	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	Oversized Vehicles by permit
D	Transit stop - Swede Alley	PCMC	D.1	Swede	Across from Transit Center	Friday	8/4/23	17:00	Sunday	8/6/23	19:00	PC Transit service on request
D	ADA PARKING	PCMC	D.2	Swede	Behind PC Museum	Friday	8/4/23	7:00	Sunday	8/6/23	19:00	Accessible Parking
D	ARTIST PARKING - Historic Wall Lot	PCKAF	D.3	Swede	Historic Wall Lot	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	Oversized Vehicles by permit
D	NO PARKING - 5th St Post Office	PCMC	D.4	5th St East	Between Main and Swede	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	(2) Mail Pick Up spots moved to Swede behind PC Museum
D	NO PARKING - 5th St West	PCMC	D.5	5th St West (Trapper's Way)	Between Main and Park	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	
D	NO PARKING - Swede	PCMC	D.6	Swede	West Side	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	
D	(2) Dumpsters - 30 yd	PCMC	D.7	Bob Wells Plaza	East Wall	Thursday	8/3/23	7:00	Monday	8/7/23	17:00	PCMC provides temporary dumpsters, 1 for recycling, 1 for trash
D	EMS Incident Command Post	PCFD	D.8	5th East	South Curb	Thursday	8/5/23	8:00	Sunday	8/6/23	19:00	Set up Thurs am
E	NO PARKING - Bob Wells Plaza	PCMC	E.3	Bob Wells Plaza	All Parking	Wednesday	8/2/23	6:00	Monday	8/7/23	17:00	Deliveries on Wednesday, Ops Compound
E	Portable Restrooms	PCKAF	E.1	5th East	Corner of Swede, behind Post Office	Thursday	8/3/23	7:00	Monday	8/7/23	17:00	Set up next to planter behind PO
E	NO PARKING - Swede East	PCMC	E.2	Swede	East Curb, Bob Wells	Thursday	8/3/23	7:00	Sunday	8/6/23	23:00	Deliveries on Thursday
E	ARTIST PARKING - China Bridge	PCKAF	E.4	China Bridge PS	L1, L2, L3, S Roof	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	Artist, staff, musician, by permit only
E	NO PARKING - 4th St East	PCMC	E.5	4th St East	Between Swede and Main	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	

KIMBALL ART CENTER

E	Miner's Park Loading	PCKAF	E.6	4h St West	4th between Park and Main	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	Staff, vendors loading into Miner's Park
E	NO PARKING - 4th St West	PCMC	E.7	4th St West	4th between Park and Main	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	No public access
F	Dumpster - 30 yd	PCMC	F.3	Swede	Curb Cut behind Firewood	Thursday	8/3/23	7:00	Monday	8/7/23	17:00	PCMC provides temporary dumpster
F	ARTIST PARKING - China Bridge	PCKAF	F.1	China Bridge PS	L1, L2, L3, S Roof	Friday	8/4/23	3:00	Sunday	8/6/23	23:00	Artist, staff, musician, by permit only
G	NO PARKING - Brew Pub Lot	PCMC	G.1	Brew Pub Lot	North	Thursday	8/3/23	6:00	Monday	8/7/23	17:00	Deliveries, staging
G	NO PARKING - Brew Pub Lot	PCMC	G.2	Brew Pub Lot	South	Wednesday	8/2/23	6:00	Monday	8/7/23	17:00	Deliveries, staging
G	Portable Restrooms	PCKAF	G.3	Brew Pub Lot	North	Thursday	8/3/23	7:00	Monday	8/7/23	17:00	
G	EMS vehicle	PCFD	G.4	Swede at Main	On curb near intersection	Friday	8/4/23	17:00	Sunday	8/6/23	18:00	Fri 17:00-21:00, Sat 10:00-20:00, Sun 10:00-18:00
H	Main St - Ops Staging	PCKAF	H.1	Main St	Reserved Parking Spaces	Thursday	8/3/23	7:00	Friday	8/4/23	3:00	Parking spaces reserved for tent, equip staging

KIMBALL ART CENTER



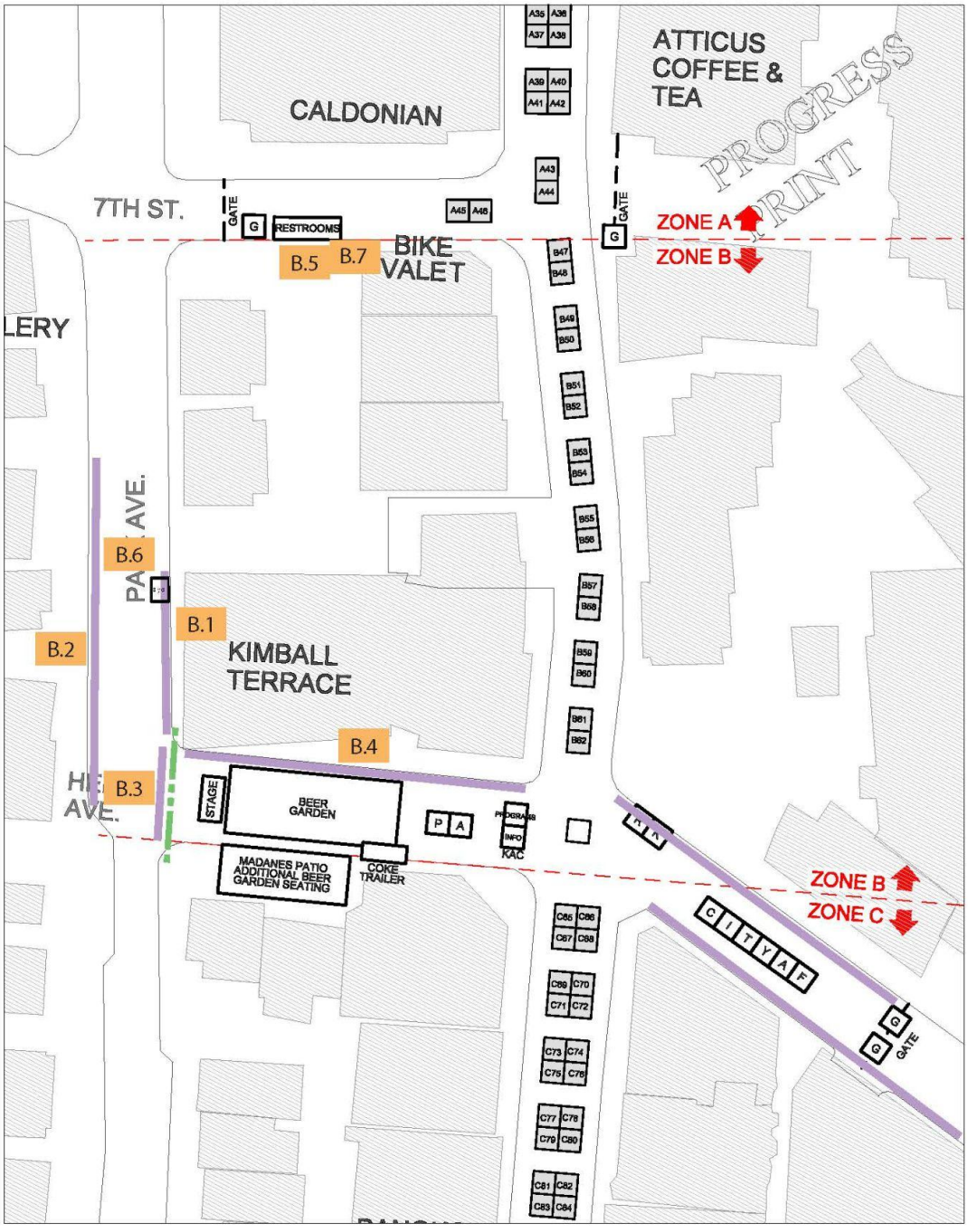
MAIN STREET - ZONE A

2022 PARK CITY KIMBALL ARTS FESTIVAL

SCALE: 1' = 60'-0"

Note: festival map is drawn presuming base site plan provided by Park City Planning Department is accurate

KIMBALL ART CENTER



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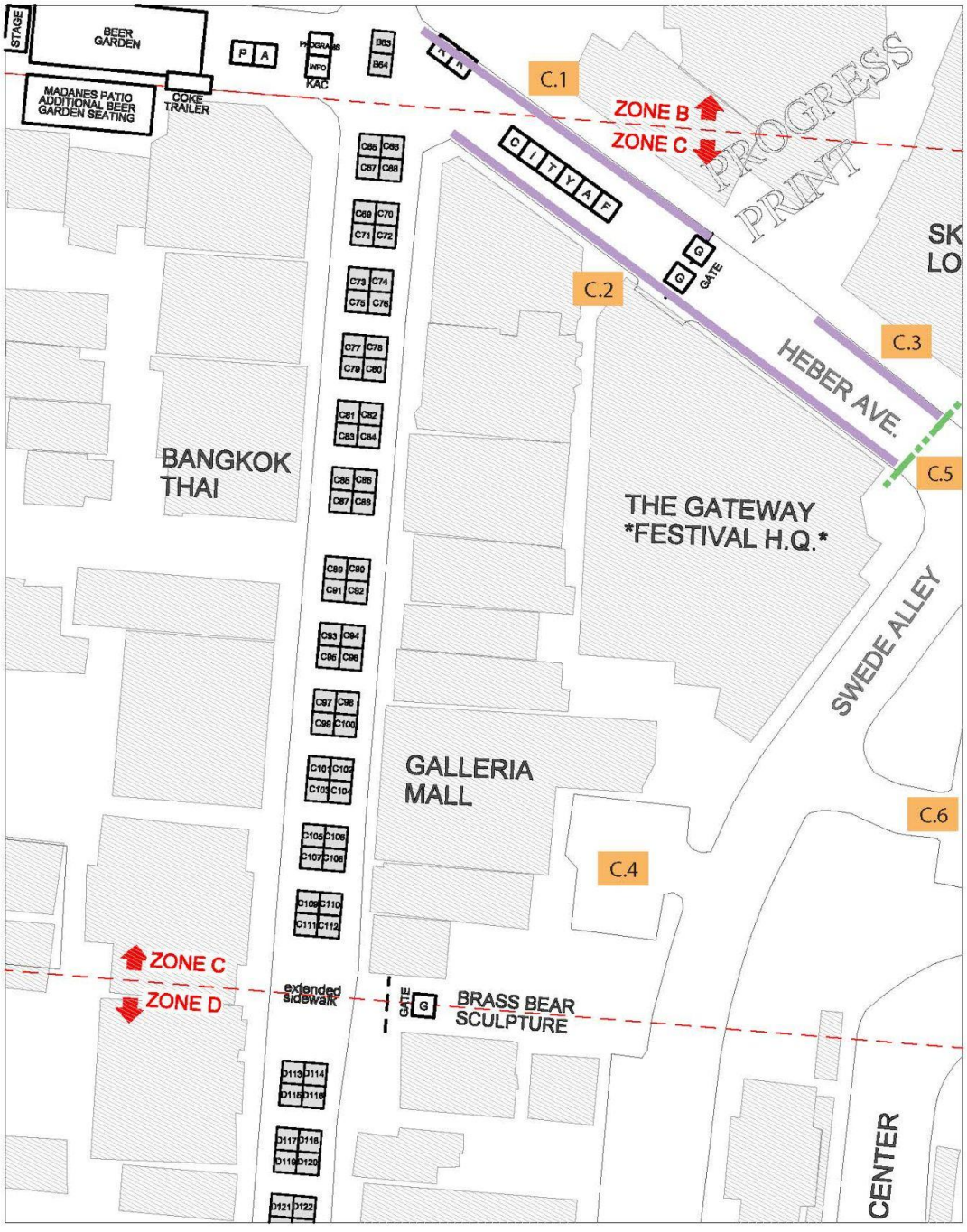
MAIN STREET - ZONE B

2022 PARK CITY KIMBALL ARTS FESTIVAL

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KIMBALL ART CENTER



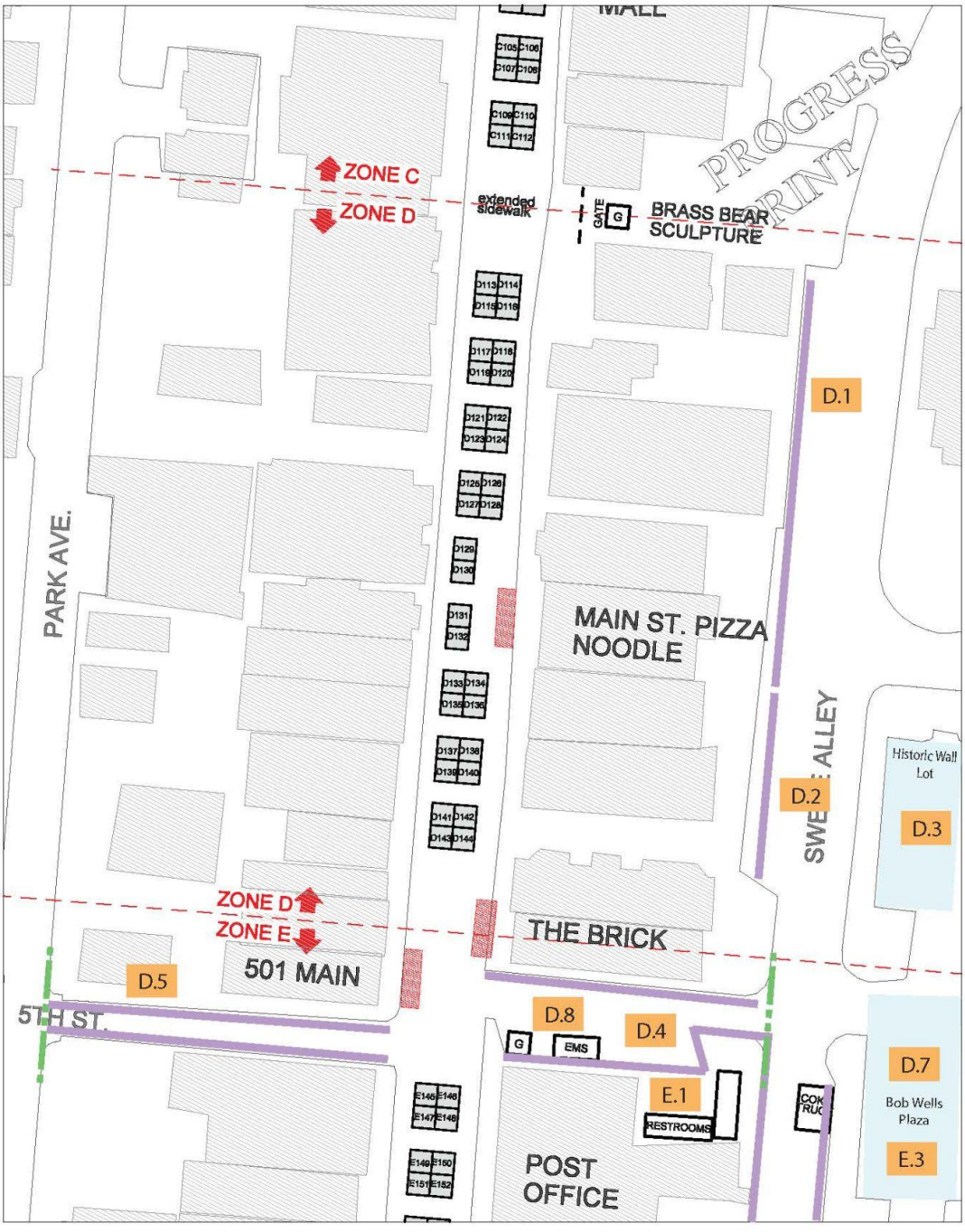
MAIN STREET - ZONE C

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KIMBALL ART CENTER



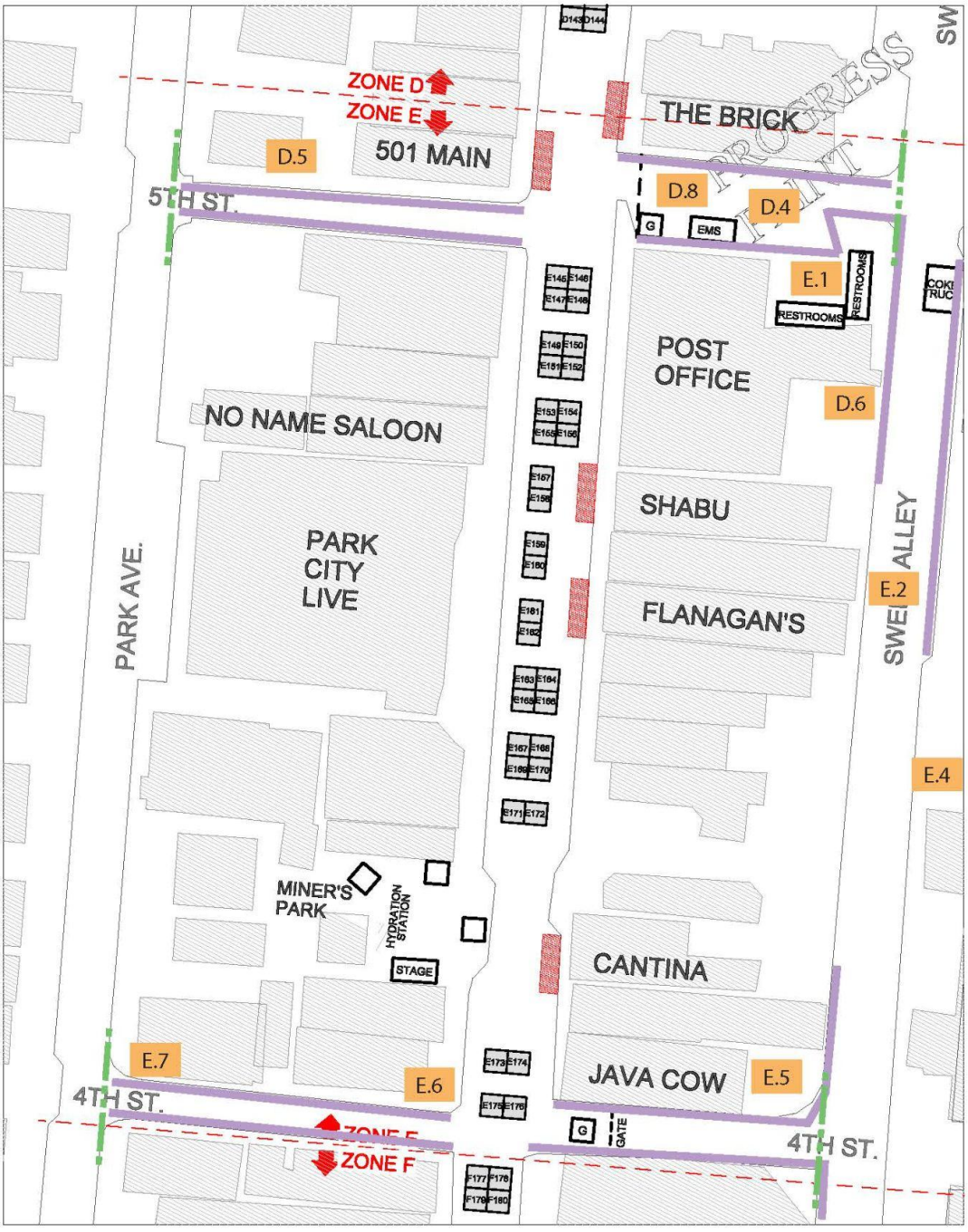
MAIN STREET - ZONE D

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KIMBALL ART CENTER



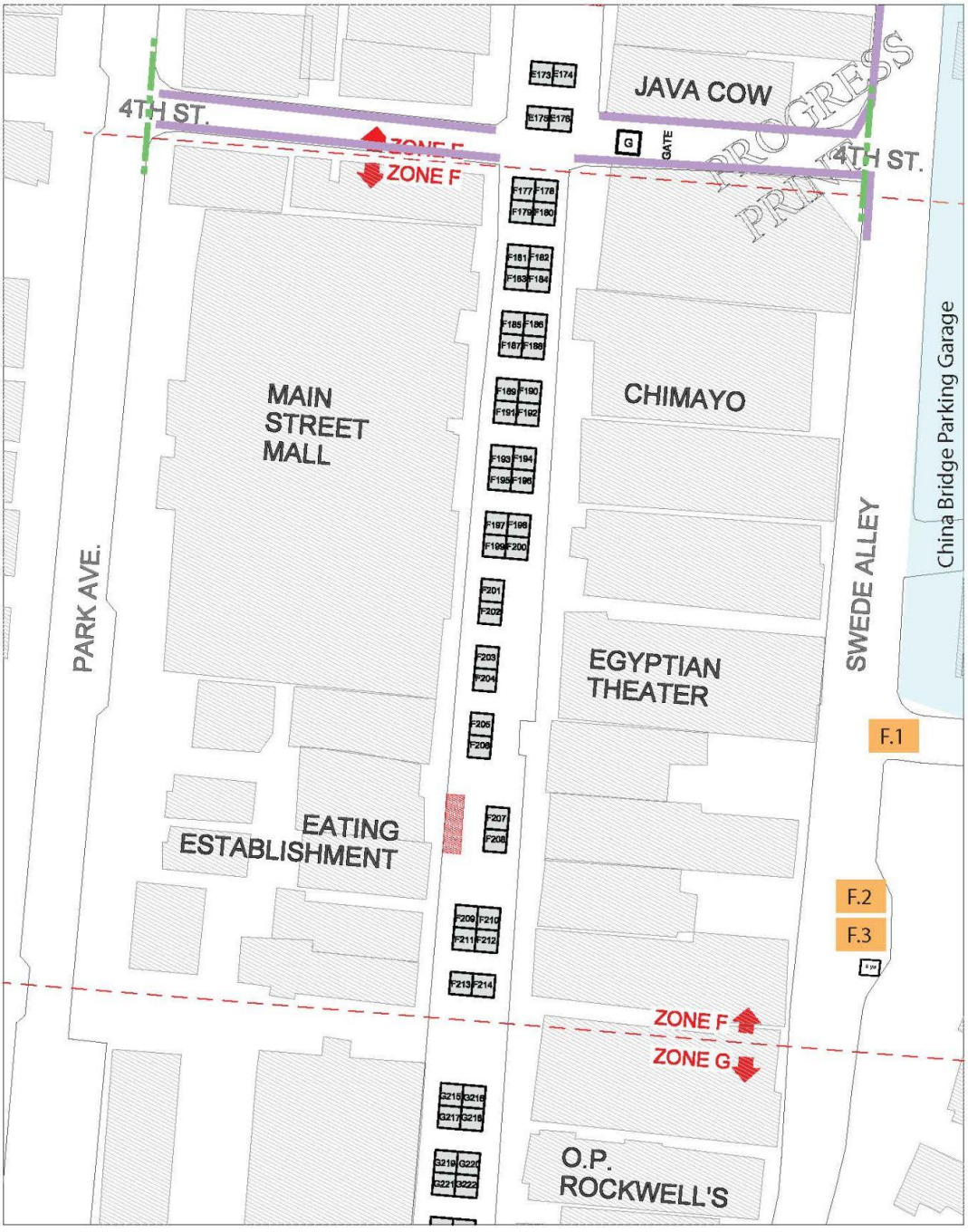
MAIN STREET - ZONE E

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KIMBALL ART CENTER



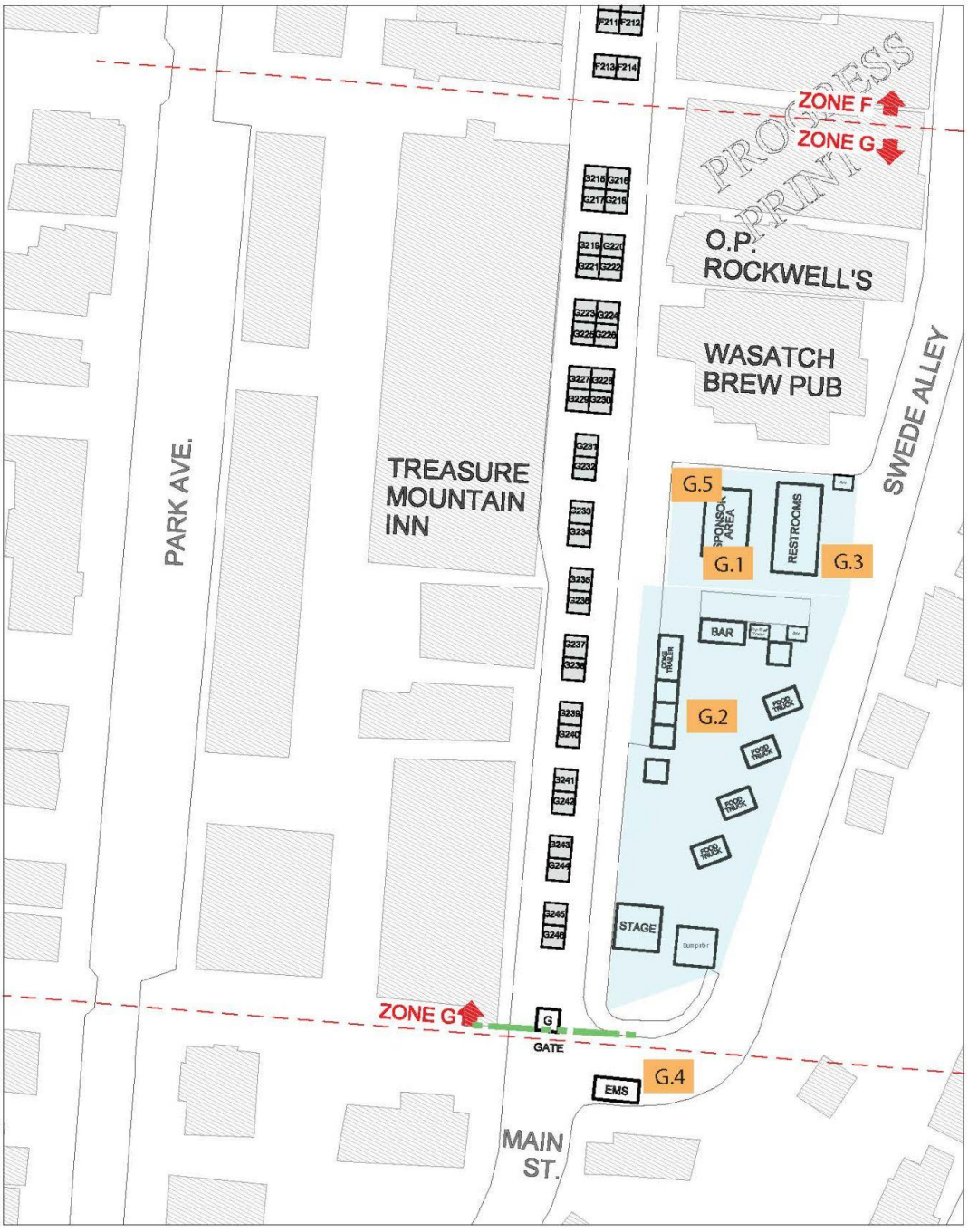
MAIN STREET - ZONE F

2022 PARK CITY KIMBALL ARTS FESTIVAL

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KIMBALL ART CENTER



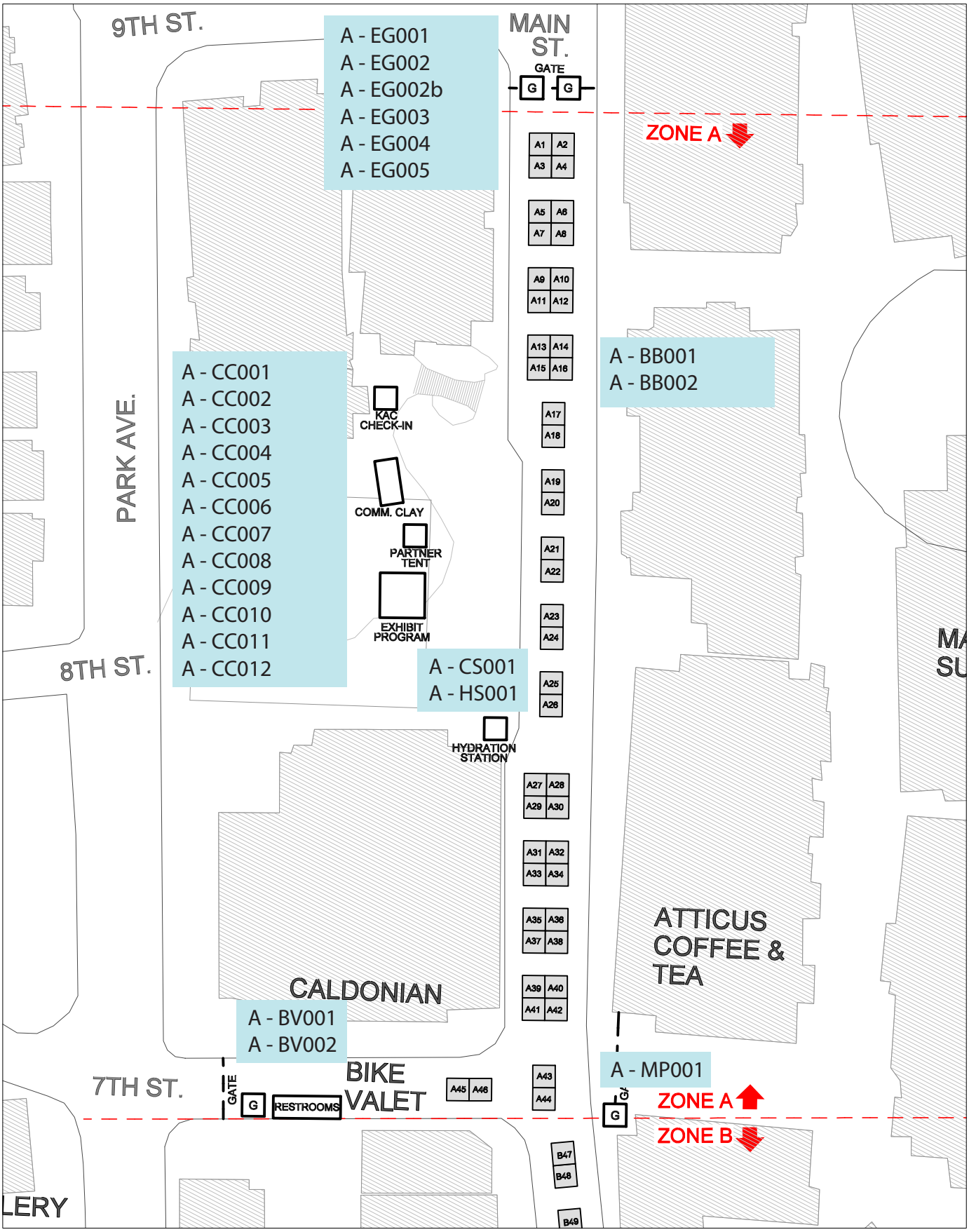
MAIN STREET - ZONE G

2022 PARK CITY KIMBALL ARTS FESTIVAL

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APPENDIX F: Park City Kimball Arts Festival Signage Plan 2023

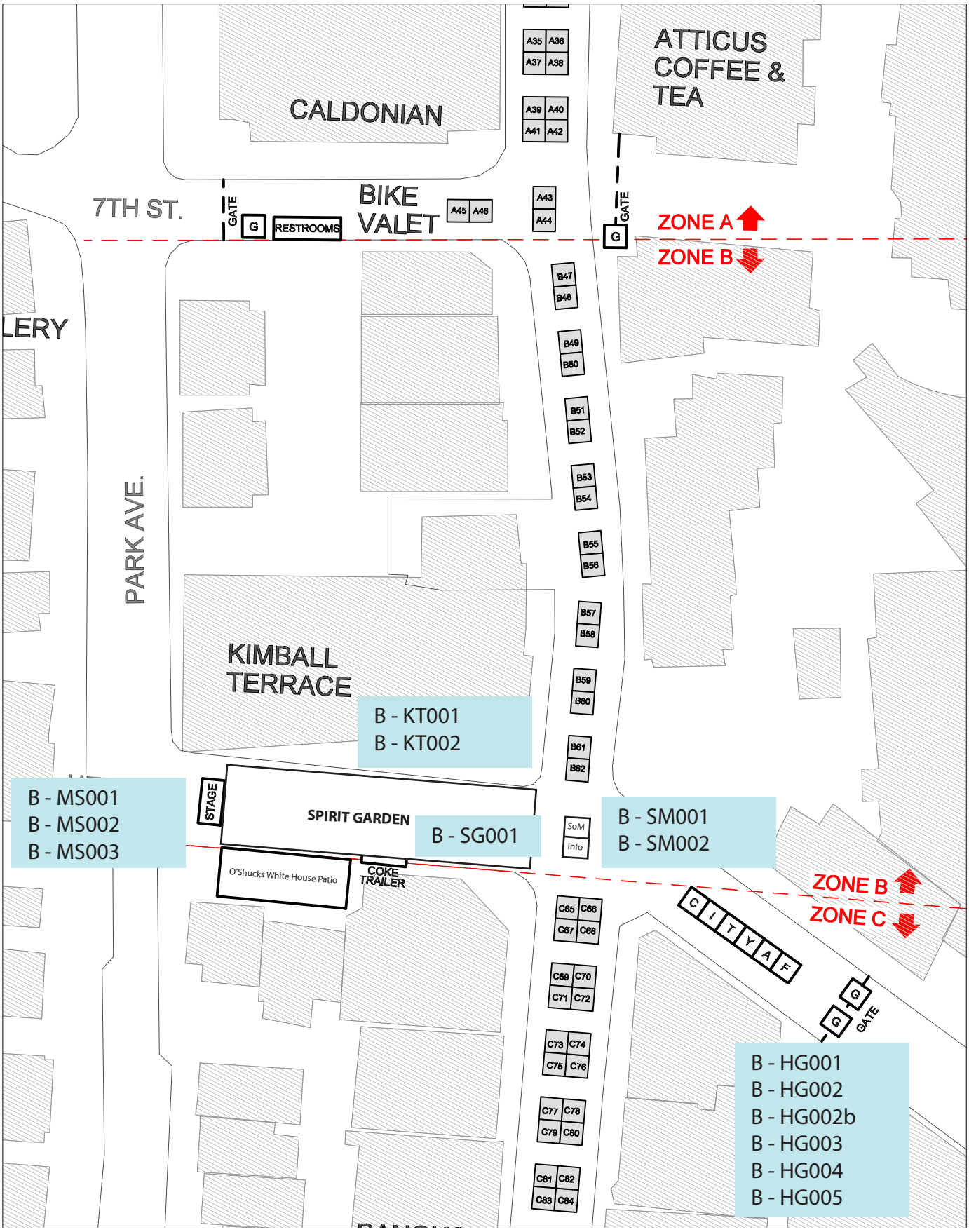


MAIN STREET - ZONE A

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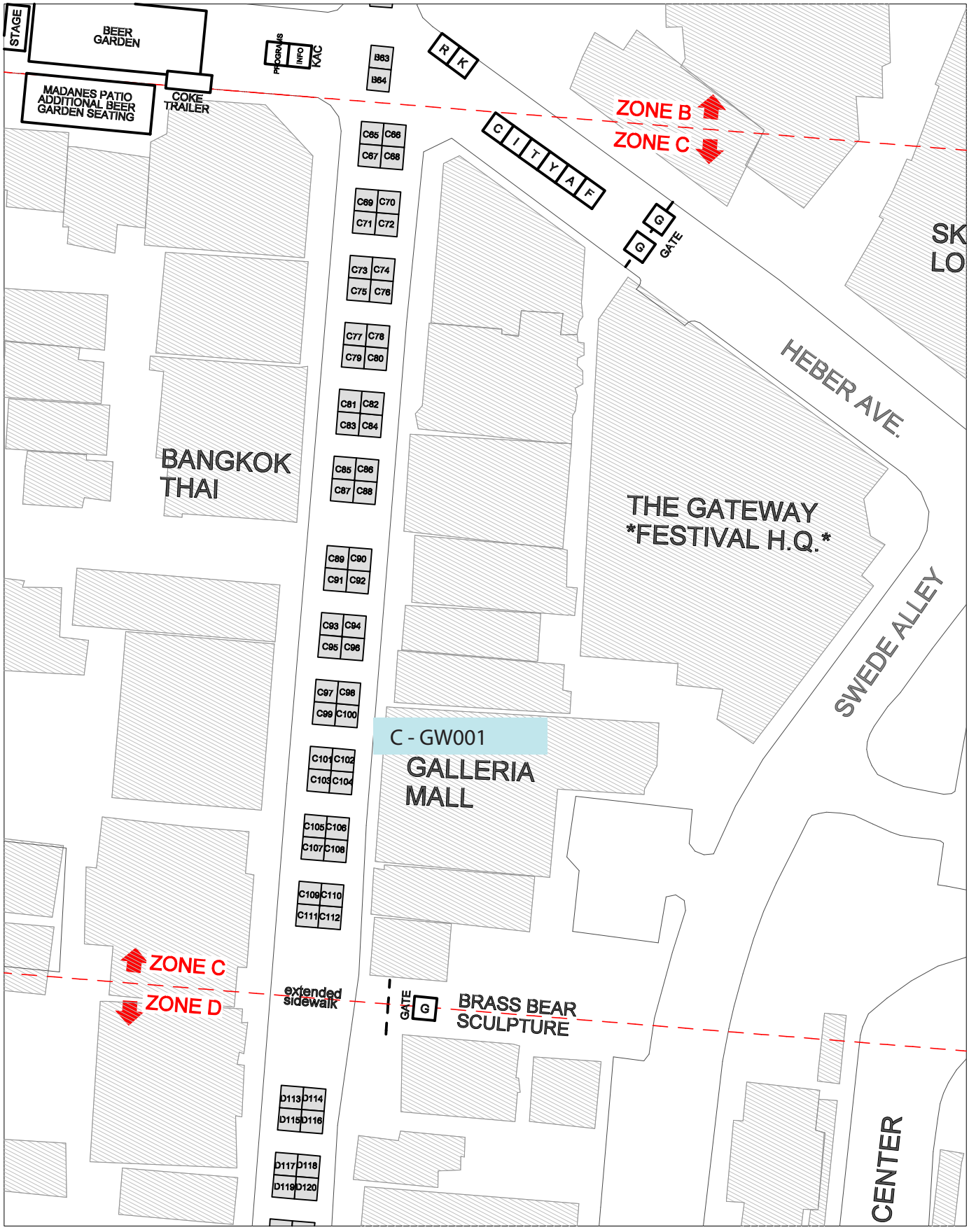


MAIN STREET - ZONE B

2022 PARK CITY KIMBALL ARTS FESTIVAL

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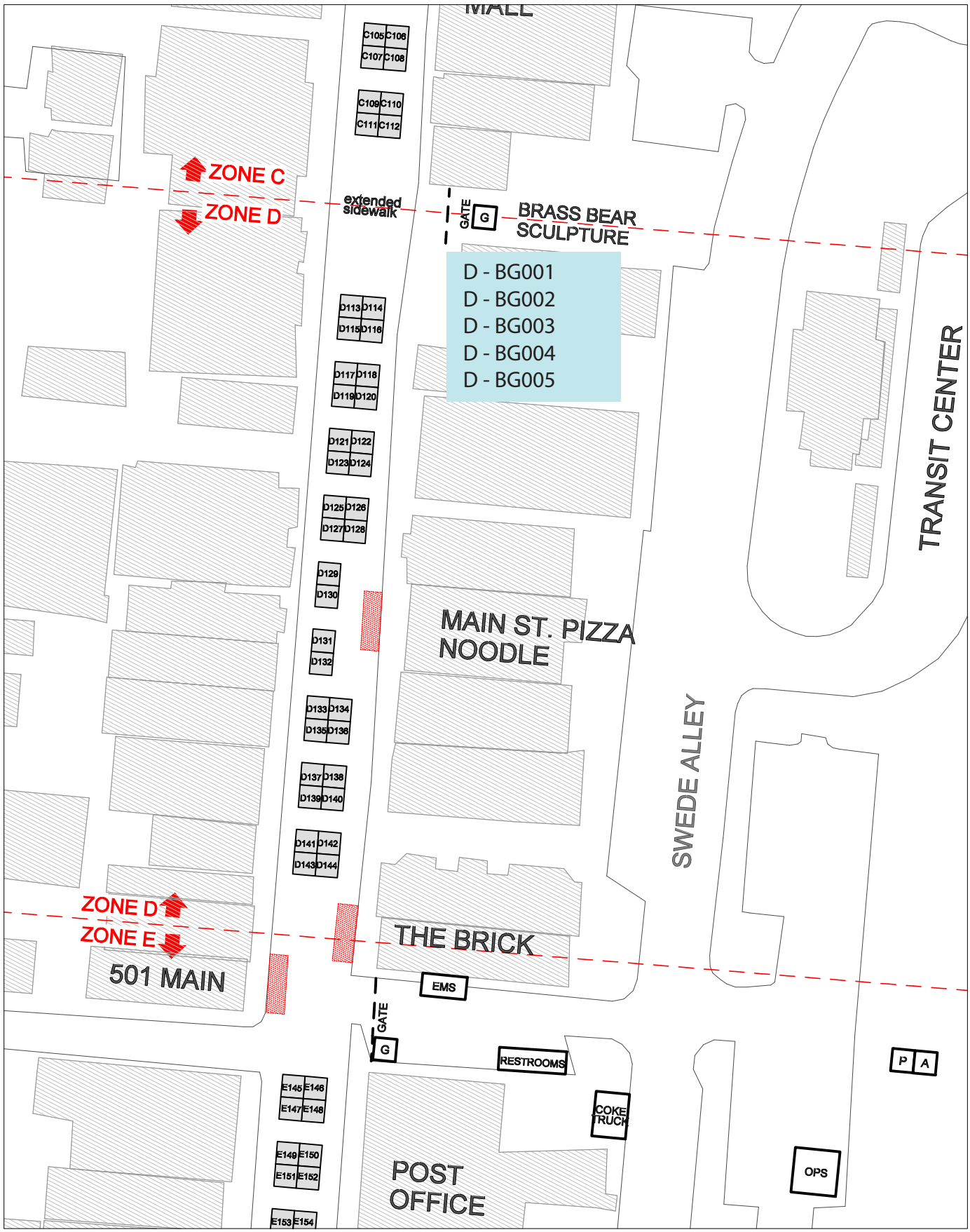


MAIN STREET - ZONE C

2022 PARK CITY KIMBALL ARTS FESTIVAL

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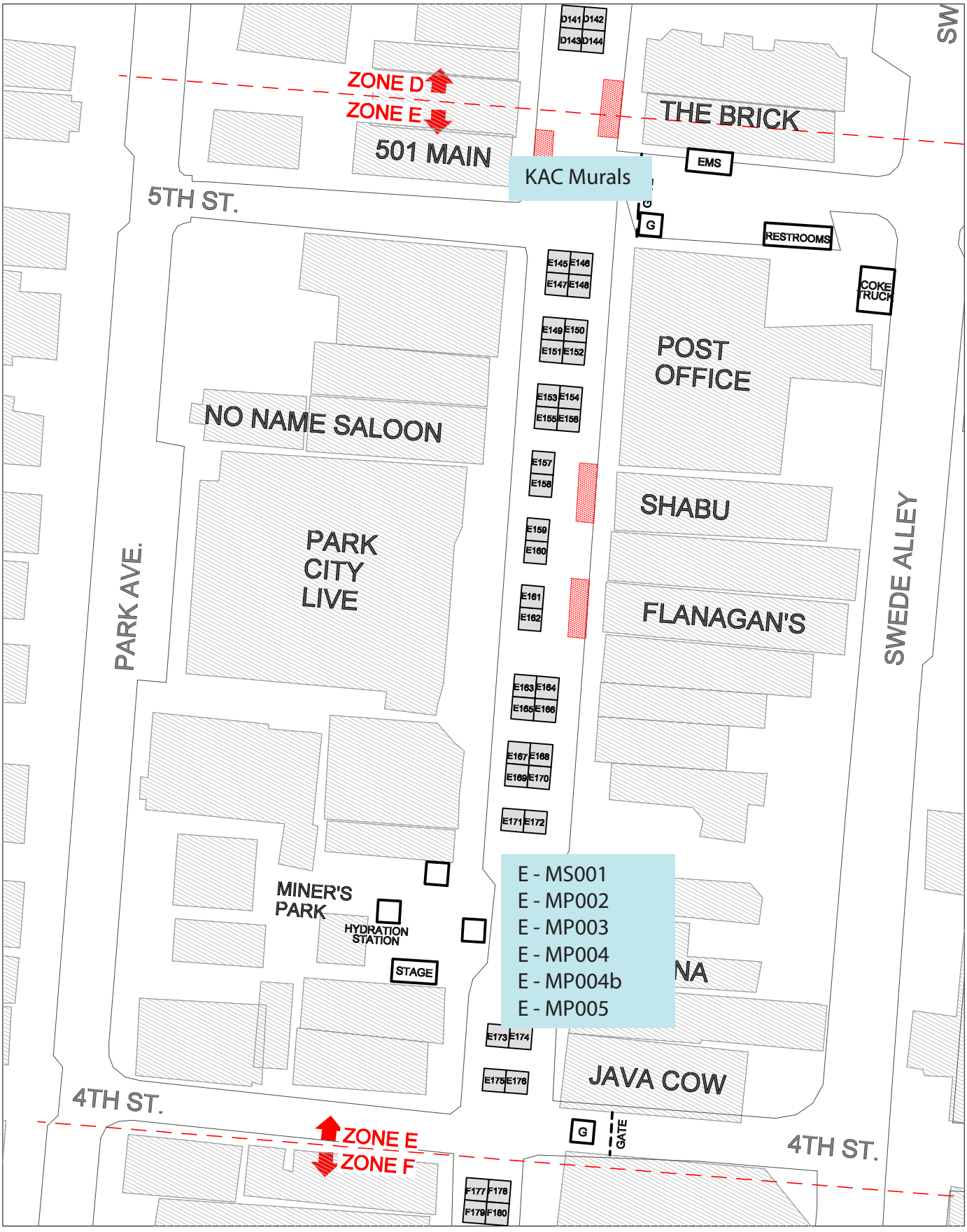


MAIN STREET - ZONE D

2022 PARK CITY KIMBALL ARTS FESTIVAL

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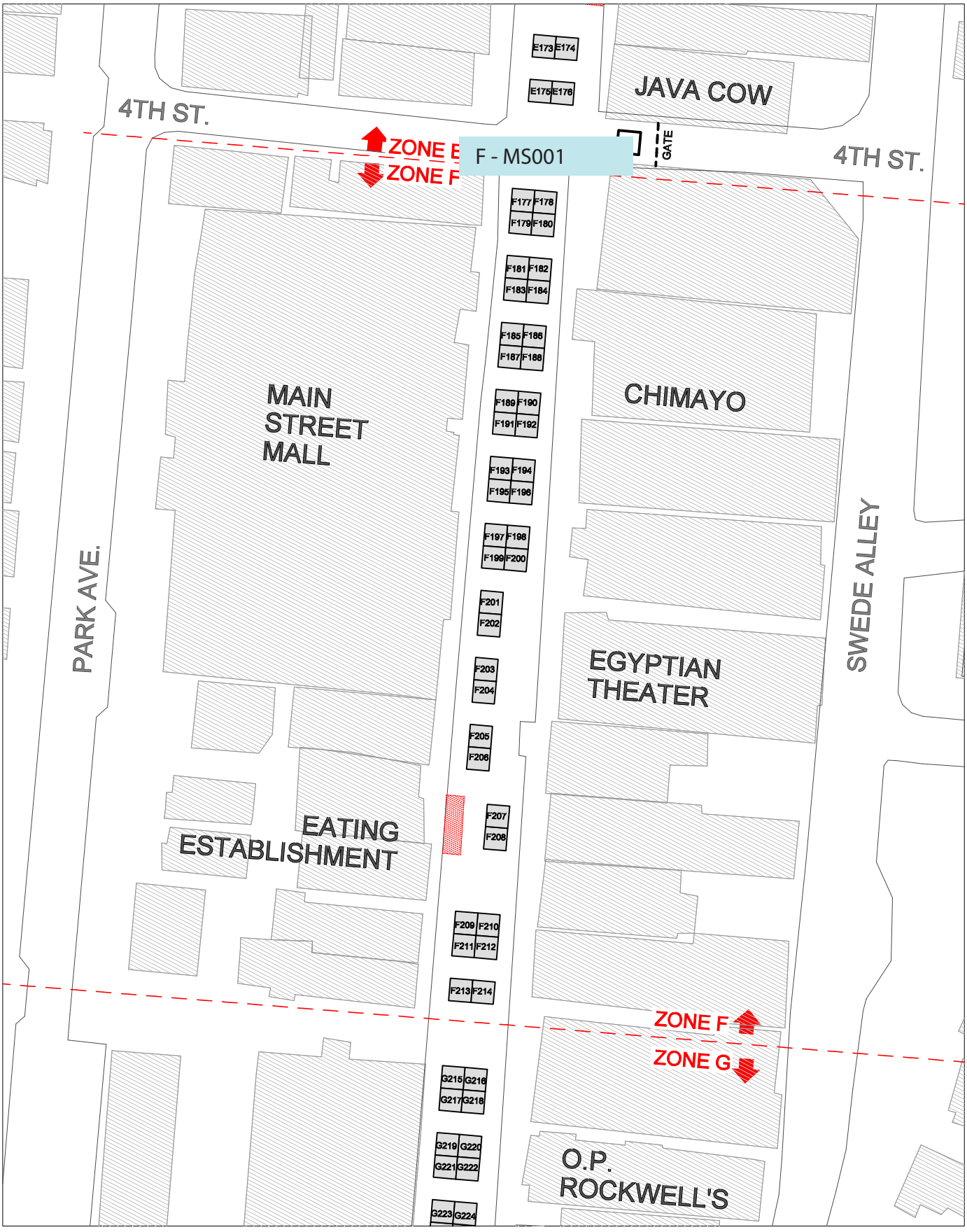


MAIN STREET - ZONE E

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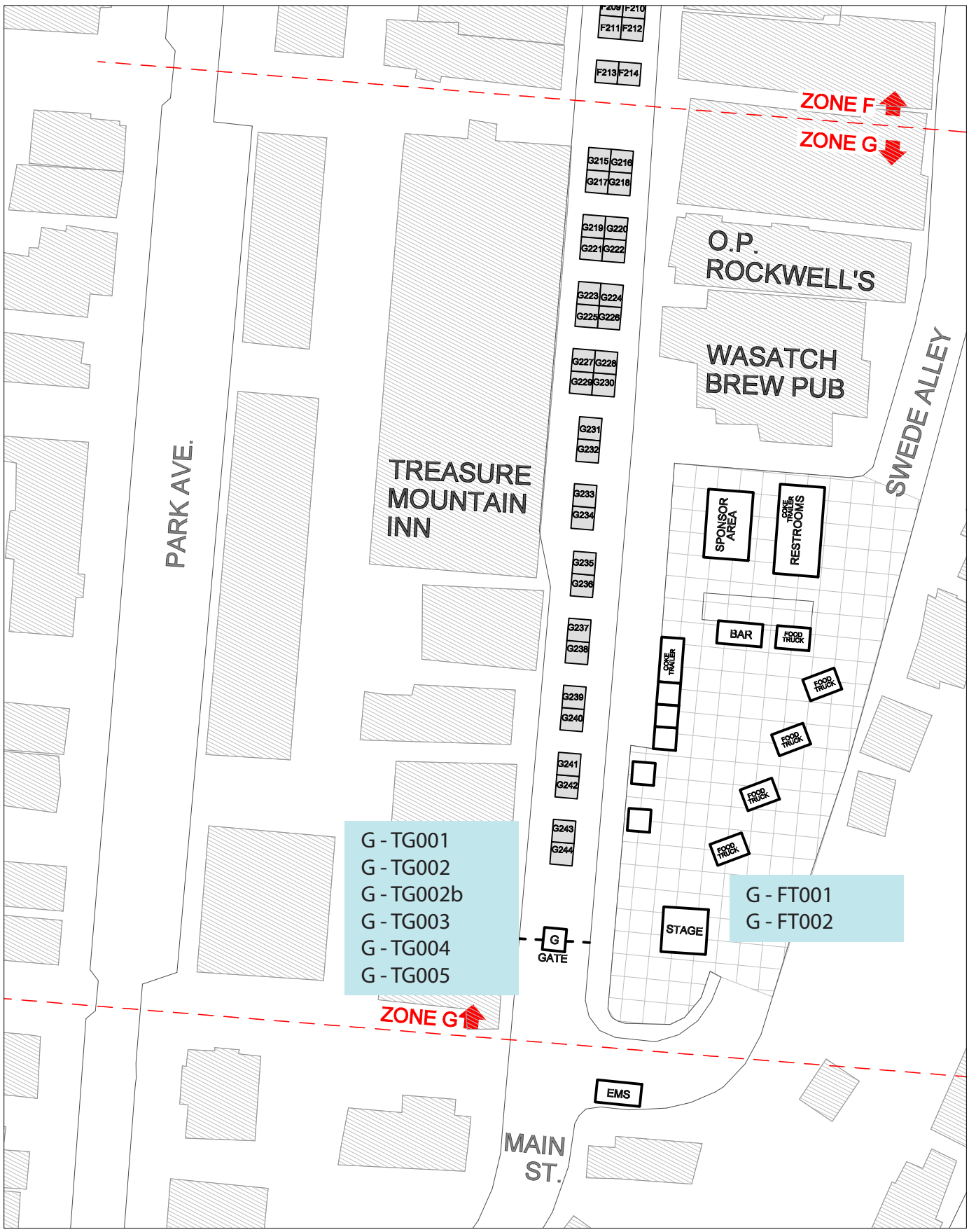
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MAIN STREET - ZONE F

2022 PARK CITY KIMBALL ARTS FESTIVAL

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MAIN STREET - ZONE G

2022 PARK CITY KIMBALL ARTS FESTIVAL

SCALE: 1' = 60'-0"

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Zone A

Name	Area	Map Code	Quantity	Specific Location Notes	Material	Attachment Style	Dimensions	Description	Install Date and Time
10x10 Entry Tent Back Panel	Lower Main Gate	A - EG001	2	Back panel for the 10x10 tents at the lower main gate	Vinyl	Zip-ties, Grommets	9' x 7'	KAC and KAF logo, Welcome	2023-08-04 14:00
KAC Edu/Exh 10x10 Banner	Lower Main Gate	A - EG002	2	Back panel for exterior side of 10x10 entrance tent (faces crowd inside of the festival)	Vinyl	Zip-ties, Grommets	9' x 7'	Images and text depicting KAC's year round activities and impacts	2023-08-04
KAC Edu/Exh 2023 specific stickers	Lower Main Gate	A - EG002b	2	Stick to the blank areas ofKAC Edu/Exh 10x10 banners	Vinyl Sticker	Sticker	TBD	Info specific to 2023 programming and 2022 impact	2023-08-02 09:00
English Admissions Sign	Lower Main Gate	A - EG003	2	1 English and 1 Spanish on A-frame in front of gate	Coroplast	A-Frame	24"x32"	Admissions information and pricing in English	2023-08-04
Spanish Admissions Sign	Lower Main Gate	A - EG004	2	1 English and 1 Spanish on A-frame in front of gate	Coroplast	A-Frame	24"x32"	Admissions information and pricing in Spanish	2023-08-04
Ped-Fence Welcome / Thank you	Lower Main Gate	A - EG005	4	Placed in front of gate - Welcome facing 9th street, thank you facing into festival	Vinyl	Velcro	6' Ped Fence	Sign wrapped around pedestrian fence barricade with KAC sponsors, Thank You, Welcome	2023-08-04
Bridge Banner - South	Main Street Bridge	A - BB001	1	Facing South	Vinyl	Rope, Zip-ties	423.5" x 75.5"	KAF logo, KAC logo, KAC value statement	2023-08-02
Bridge Banner - North	Main Street Bridge	A - BB002	1	Facing North	Vinyl	Rope, Zip-ties	423.5" x 75.5"	KAF logo, KAC logo, KAC value statement	2023-08-02
Creation Station English 1	Town Lift Railing	A - CC001	1	Affixed to railing on Town Lift Plaza - Sizing is specific to railing space!	Vinyl	Zip-ties, Grommets	192" x 17"	Creation Station in English, Map Icon	2023-08-02
Creation Station Spanish 1	Town Lift Railing	A - CC002	1	Affixed to railing on Town Lift Plaza - Sizing is specific to railing space!	Vinyl	Zip-ties, Grommets	226.5" x 17"	Creation Station in Spanish, Map Icon	2023-08-02
Creation Station English 2	Town Lift Railing	A - CC003	1	Affixed to railing on Town Lift Plaza - Sizing is specific to railing space!	Vinyl	Zip-ties, Grommets	179" x 17"	Creation Station in English, Map Icon	2023-08-02
Creation Station Spanish 2	Town Lift Railing	A - CC004	1	Affixed to railing on Town Lift Plaza - Sizing is specific to railing space!	Vinyl	Zip-ties, Grommets	209" x 17"	Creation Station in Spanish, Map Icon	2023-08-02
Creation Station English 3	Town Lift Railing	A - CC005	1	Affixed to railing on Town Lift Plaza - Sizing is specific to railing space!	Vinyl	Zip-ties, Grommets	208.5" x 17"	Creation Station in English, Map Icon	2023-08-02
KACKAC Sign	Town Lift Plaza	A - CC006	1	Back panel of Creation Station 10x10 check-in tent	Metal	Zip-ties, Punched Holes	48"x 96"	KAC repeating	2023-08-03
Creation Station Feather Flag	Town Lift Plaza	A - CC007	1	Set-up at base of Town Lift Plaza stairs	Cloth Flag + Stand	Base Stand	10'	Creation Station in English and Spanish, Map Icon	2023-08-04
Creation Station Activity Sign 1	Town Lift Plaza	A - CC008	1	Zip-tied to tent post of corresponding art activity tent - Connect with Education team for exact placement before installing	Coroplast	Punched Holes, Zip-ties	24"x32"	Text describing the art activity	2023-08-03
Creation Station Activity Sign 2	Town Lift Plaza	A - CC009	1	Zip-tied to tent post of corresponding art activity tent - Connect with Education team for exact placement before installing	Coroplast	Punched Holes, Zip-ties	24"x32"	Text describing the art activity	2023-08-03
Creation Station Activity Sign 3	Town Lift Plaza	A - CC010	1	Zip-tied to tent post of corresponding art activity tent - Connect with Education team for exact placement before installing	Coroplast	Punched Holes, Zip-ties	24"x32"	Text describing the art activity	2023-08-03
Creation Station Activity Sign 4	Town Lift Plaza	A - CC011	1	Zip-tied to tent post of corresponding art activity tent - Connect with Education team for exact placement before installing	Coroplast	Punched Holes, Zip-ties	24"x32"	Text describing the art activity	2023-08-03
Creation Station Scavenger Hunt Sign	Town Lift Plaza	A - CC012	1	Zip-tied to tent post of corresponding art activity tent - Connect with Education team for exact placement before installing	Coroplast	Punched Holes, Zip-ties	24"x32"	Text describing the scavenger hunt	2023-08-03
Hydration Station Sign	Base of Town Lift	A - HS001	1	Base of Town Lift ramp - grassy patch	Coroplast	Grommets, Zip-ties	TBD	Hydration Station in English and Spanish	2023-08-04
TBD Concessions Sign	Base of Town Lift	A - CS001	1	Base of Town Lift Plaza - Grass patch to looker's left of shops	Coroplast		TBD	TBD, Concessions Pricing	2023-08-04
Bike Valet Sign	7th Street	A - BV001	1	In 7th street on next to gate set-up and Bahnhof - Facing Park Ave	Coroplast	A-Frame	24"x32"	Bike Valet in English and Spanish	2023-08-04
Bike Valet Feather Flag	7th Street	A - BV002	1	In 7th street on Park Ave side of bathrooms - Facing Park Ave	Cloth Flag + Stand	Base Stand	10'	Bike Valet in English and Spanish	2023-08-04
Paid Event Sign	Marriot Plaza	A - MP001	2	2 paid event signs on one a-frame in the entrance to the Marriott Summit Watch Plaza	Coroplast	A-Frame	24"x32"	Text explaining that this is a paid event and to visit the nearest entry gate to purchase a ticket	2023-08-04

Signage - Ops Install

Zone B

Name	Area	Map Code	Quantity	Specific Location Notes	Material	Attachment Style	Dimensions	Description	Install Date and Time
Art Matters Banner	Kimball Terrace Railing	B - KT001	1	East facing exterior railing	Vinyl	Rope, Cement Keyhole Weights	268.5" x72"	Large banner, Art Matters, KAC and KAF logo	2023-08-02
Creativity Matters Banner	Kimball Terrace Railing	B - KT002	1	South facing exterior railing	Vinyl	Rope, Cement Keyhole Weights	20'x6'	Large banner, Creativity Matters, KAC and KAF logo	2023-08-02
Main Stage Backdrop	Main Stage	B - MS001	1	Backdrop of Main Stage - Installed by stagehands	Mesh		23' 6" x 12' 8"	KAF and KAC logo	
Main Stage Top Banner	Main Stage	B - MS002	1	Top of Main Stage - Installed by stagehands	Mesh		36' 9" x 3' 8"	KAF and KAC logo	
Main Stage Side Banner	Main Stage	B - MS003	2	Sides of Main Stage - Installed by stagehands	Mesh		6' x 16'	KAF and KAC logos with select sponsor logos	
Ped-Fence No Alcohol / Thank you	Spirit Garden	B - SG001	4	Placed at the entrance top the Spirit Garden - Thank you facing Main Street, no alcohol facing stage	Vinyl	Velcro	6' Ped Fence	Sign wrapped around pedestrian fence barricade with KAC sponsors, Thank You, No Alcohol Beyond This Point	2023-08-04
Studio on Main Feather Flag	Heber/Main Intersection	B - SM001	1	Placed by Studio on Main booth at the intersection of Heber and Main	Cloth Flag + Stand	Base Stand	10'	Studio on Main in english and Spanish	2023-08-04
Studio on Main Activity Sign	Heber/Main Intersection	B - SM002	1	Affixed to tent pole of Studio on Main tent - Check in with info booth team for placement before installing	Coroplast	Punched Holes, Zip-ties	24"x32"	Text describing the art activity	2023-08-04
10x10 Entry Tent Back Panel	Heber Gate	B - HG001	2	Back panel for the 10x10 tents at the Heber gate	Vinyl	Zip-ties, Grommets	9' x 7'	KAC and KAF logo, Welcome	2023-08-04
KAC Edu/Exh 10x10 Banner	Heber Gate	B - HG002	2	Back panel for exterior side of 10x10 entrance tent (faces crowd inside of the festival)	Vinyl	Grommets, Zip-ties	9' x 7'	Images and text depicting KAC's year round activities and impacts	2023-08-04
KAC Edu/Exh 2023 specific stickers	Heber Gate	B - HG002b	2	Stick to the blank areas ofKAC Edu/Exh 10x10 banners	Vinyl Sticker	Sticker	TBD	Info specific to 2023 programming and 2022 impact	2023-08-02 09:00
English Admissions Sign	Heber Gate	B - HG003	2	1 English and 1 Spanish on A-frame in front of gate	Coroplast	A-Frame	24"x32"	Admissions information and pricing in English	2023-08-04
Spanish Admissions Sign	Heber Gate	B - HG004	2	1 English and 1 Spanish on A-frame in front of gate	Coroplast	A-Frame	24"x32"	Admissions information and pricing in Spanish	2023-08-04
Ped-Fence Welcome / Thank you Sign	Heber Gate	B - HG005	4	Placed in front of gate - Welcome facing out of festival, thank you facing into festival	Vinyl	Zip-ties	24"x32"	Sign wrapped around pedestrian fence barricade with KAC sponsors, Thank You, Welcome	2023-08-04
			26						

Signage - Ops Install

Zone C

Name	Area	Map Code	Quantity	Specific Location Notes	Material	Attachment Style	Dimensions	Description	Install Date and Time
Paid Event Sign	Galleria Walkthrough	C - GW001	2	2 paid event signs on one a-frame in the entrance to the Galleria walkthrough	Coroplast	A-Frame	24"x32"	Text explaining that this is a paid event and to visit the nearest entry gate to purchase a ticket	2023-08-04
			2						

Signage - Ops Install

Zone D

Name	Area	Map Code	Quantity	Specific Location Notes	Material	Attachment Style	Dimensions	Description	Install Date and Time
10x10 Entry Tent Back Panel	Bear Gate	D - BG001	1	Back panel for the 10x10 tents at the Brass Bear gate	Vinyl	Grommets, Zip-ties	9' x 7'	KAC and KAF logo, Welcome	2023-08-04
English Admissions Sign	Bear Gate	D - BG002	2	1 English and 1 Spanish on A-frame in front of gate	Coroplast	A-Frame	24"x32"	Admissions information and pricing in English	2023-08-04
Spanish Admissions Sign	Bear Gate	D - BG003	2	1 English and 1 Spanish on A-frame in front of gate	Coroplast	A-Frame	24"x32"	Admissions information and pricing in Spanish	2023-08-04
Ped-Fence Welcome / Thank you Sign	Bear Gate	D - BG004	2	Placed in front of gate - Welcome facing out of festival, thank you facing into festival	Vinyl	Zip-ties	6' Ped Fence	Sign wrapped around pedestrian fence barricade with KAC sponsors, Thank You, Welcome	2023-08-04
Paid Event Sign	Bear Gate	D - BG005	2	2 paid event signs on one a-frame in the booth break in front of the Brass Bear	Coroplast	A-Frame	24"x32"	Text explaining that this is a paid event and to visit the nearest entry gate to purchase a ticket	2023-08-04
			9						

Signage - Ops Install

Zone E

Name	Area	Map Code	Quantity	Specific Location Notes	Material	Attachment Style	Dimensions	Description	Install Date and Time
KAC Edu Murals	Main Street	KAC Murals	4	Placed in front of The Brick, 501 Main, and entrance to post office parking lot. Evenly spaced.	Plywood	Constructed On-Site	4'x5' per side	4 triangle structures (three faces) painted by KAC education classes/camps	2023-08-04
Paid Event Sign	Main Street	E - MS001	2	2 paid event signs on one a-frame in front of the post office parking lot	Coroplast	A-Frame	24"x32"	Text explaining that this is a paid event and to visit the nearest entry gate to purchase a ticket	2023-08-04
Hydration Station Sign	Miner's Park	E - MP001	1	In Miner's Park in front of bathrooms	Coroplast	Grommets, Zip-ties	TBD	Hydration Station in English and Spanish	2023-08-04
Studio on Main Activity Sign	Miner's Park	E - MP002	1	Affixed to Miner's Park - Check in with education team for exact placement	Coroplast	Punched Holes, Zip-ties	24"x32"	Text describing the art activity	2023-08-04
Studio on Main Feather Flag	Miner's Park	E - MP003	1	Grassy area in Miner's Park - Check in with education team for exact placement	Cloth Flag + Stand	Ground Stake	10'	Studio on Main in English and Spanish	2023-08-04
KAC Edu/Exh Banner	Miner's Park	E - MP004	1	Backdrop to Miner's Park stage	Vinyl	Grommets, Zip-ties	TBD	Images and text depicting KAC's year round activities and impacts	2023-08-04
KAC Edu /Exh 2023 Sticker	Miner's Park	E - MP004b	1	Affixed to the KAC Edu/Exh banner on the Miner's Park stage	Vinyl Sticker	Sticker	TBD	Info specific to 2023 programming and 2022 impact	2023-08-04
KAC/ sponsor table top stickers	Miner's Park	E - MP005	5	Tables placed in Main Street in front of Miner's Park	Vinyl Sticker	Sticker	25"	KAC and KAF logos, text and images describing year-round KAC programs, select sponsor logos	2023-08-02
			16						

Signage - Ops Install

Zone F

Name	Area	Map Code	Quantity	Specific Location Notes	Material	Attachment Style	Dimensions	Description	Install Date and Time
Paid Event Sign	Main Street	F - MS001	2	2 paid event signs on one a-frame in 4th street intersection	Coroplast	A-Frame	24"x32"	Text explaining that this is a paid event and to visit the nearest entry gate to purchase a ticket	2023-08-04
			2						

Signage - Ops Install

Zone G

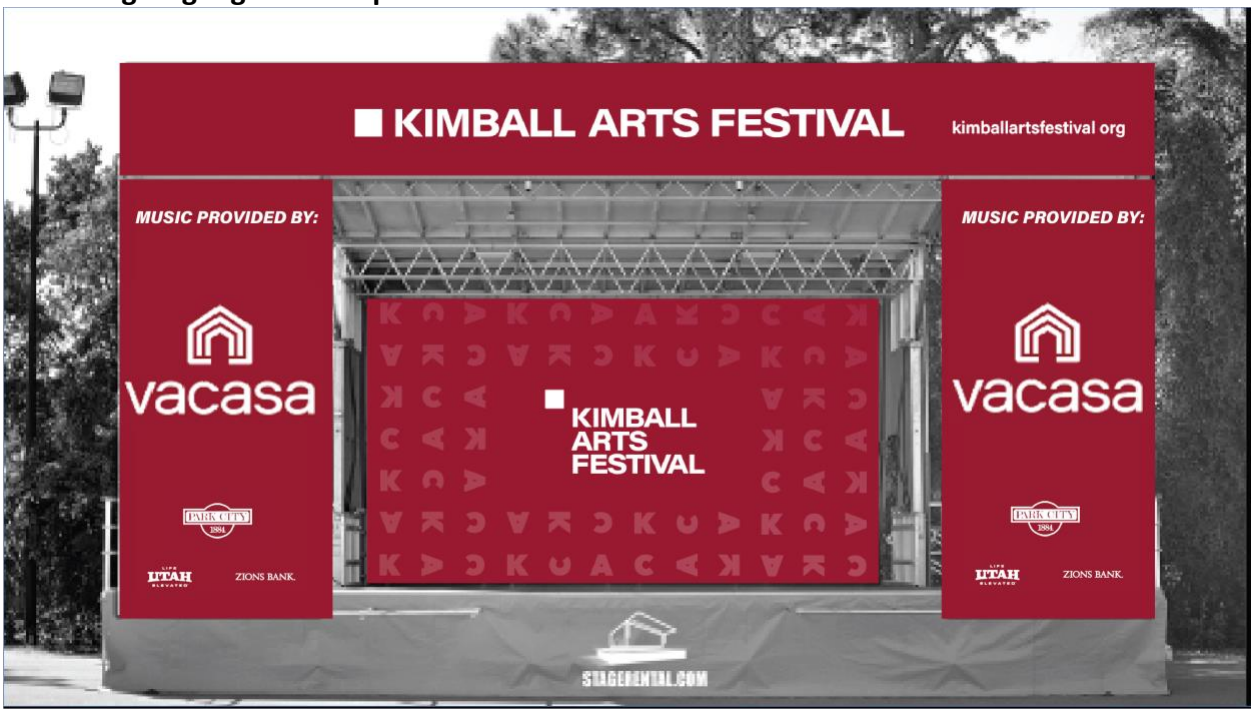
Name	Area	Map Code	Quantity	Specific Location Notes	Material	Attachment Style	Dimensions	Description	Install Date and Time
Stage Backdrop Banner	Food Truck Roundup	G - FT001	1	Backdrop of 10x10 stage tent	Vinyl	Grommets, Zip-ties	9' x 7'	KAC and KAF logos	2023-08-03
No Alcohol Beyond This Point Signs	Food Truck Roundup	G - FT002	10	Affixed to the pedestrian fencing along the perimeter - Facing into the food truck area	Coroplast	Punched Holes, Zip-ties	TBD	No alcohol beyond this point	2023-08-03
10x10 Entry Tent Back Panel	Top of Main Gate	G - TG001	1	Backdrop for 10x10 Top of Main entry gate	Vinyl	Grommets, Zip-ties	9' x 7'	KAC and KAF logo, Welcome	2023-08-04
KAC Edu/Exh 10x10 Banner	Top of Main Gate	G - TG002	2	Back panel for exterior side of 10x10 entrance tent (faces crowd inside of the festival)	Vinyl	Grommets, Zip-ties	9' x 7'	Images and text depicting KAC's year round activities and impacts	2023-08-04
KAC Edu/Exh 2023 specific stickers	Top of Main Gate	G - TG002b	2	Stick to the blank areas ofKAC Edu/Exh 10x10 banners	Vinyl Sticker	Sticker	TBD	Info specific to 2023 programming and 2022 impact	2023-08-02 09:00
English Admissions Sign	Top of Main Gate	G - TG003	1	1 English and 1 Spanish on A-frame in front of gate	Coroplast	A-Frame	24"x32"	Admissions information and pricing in English	2023-08-04
Spanish Admissions Sign	Top of Main Gate	G - TG004	1	1 English and 1 Spanish on A-frame in front of gate	Coroplast	A-Frame	24"x32"	Admissions information and pricing in Spanish	2023-08-04
Ped-Fence Welcome / Thank you Sign	Top of Main Gate	G - TG005	2	Placed in front of gate - Welcome facing out of festival, thank you facing into festival	Vinyl	Zip-ties	6' Ped Fence	Sign wrapped around pedestrian fence barricade with KAC sponsors, Thank You, Welcome	2023-08-04
			20						

Signage - Ops Install

General

Name	Area	Map Code	Quantity	Specific Location Notes	Material	Attachment Style	Dimensions	Description	Install Date and Time
MS Lamp Post Banner	Main Street		78	Lamp posts along Main Street - Installed by PCMC Parks Dept.	Vinyl	Grommets, Zip-ties	29"x72"	1/3 with dates, 2/3 without dates	2023-07-29
KB Lamp Post Banner	Kearns Blvd.		17	Lamp posts along Kearns Blvd. - Installed by PCMC Parks Dept.	Vinyl	Grommets, Zip-ties	26"x96"	All have dates	2023-07-29
Artist Wayfinding Signs	DV Resort, DV Road, Round About		10	Affixed to lamp posts along Deer Valley Drive and in the round about	Coroplast	Punched Holes, Zip-ties	24"x32"	Arrows directing artists to load-in areas	2023-08-03
Artist Load-In Signs	Swede Alley		7	Signs with the artist zones listed - placed at the entrance to the correct load-in point along swede alley	Coroplast	A-Frame	24"x32"	Zone letters	2023-08-04
Artist Load-In Feather Flags	Swede Alley		7	Signs with the artist zones listed - placed at the entrance to the correct load-in point along swede alley	Cloth Flag + Stand	Base Stand	10'	Zone letters	2023-08-04
Transportation Signs	Bus Stops		8	Set-up at TBD bus stops and the transit center	Coroplast	A-Frame	24"x32"	Text describing the transportation routes and how to get more information	2023-08-03
Wayfinding Gate Signage	Swede Alley		20	Affixed to pedestrian fencing along Swede Alley - Directing attendees to other gates away from Brass Bear Gate from the transit center	Coroplast	Punched Holes, Zip-ties	TBD	Text directing attendees to other gate options	2023-08-04
			147						

Main Stage Signage Mock-Up



Reference Images for To Be Designed Main Street Bridge Banners









2022 Signage – Dates and sponsors will change; design will be the same

Creation Station and Studio on Main
*Same style of feather flag used for Bike Valet and Information Booth



Bike Valet



Gate Signage – 10x10 backdrop, Welcome/Thank you ped fence wrap, coroplast signs





Spirit Garden



Reference photo for current exhibition and education activities on 10x10entrance gate backdrop



Hydration Station



Street Banners



Kimball Terrace Banners

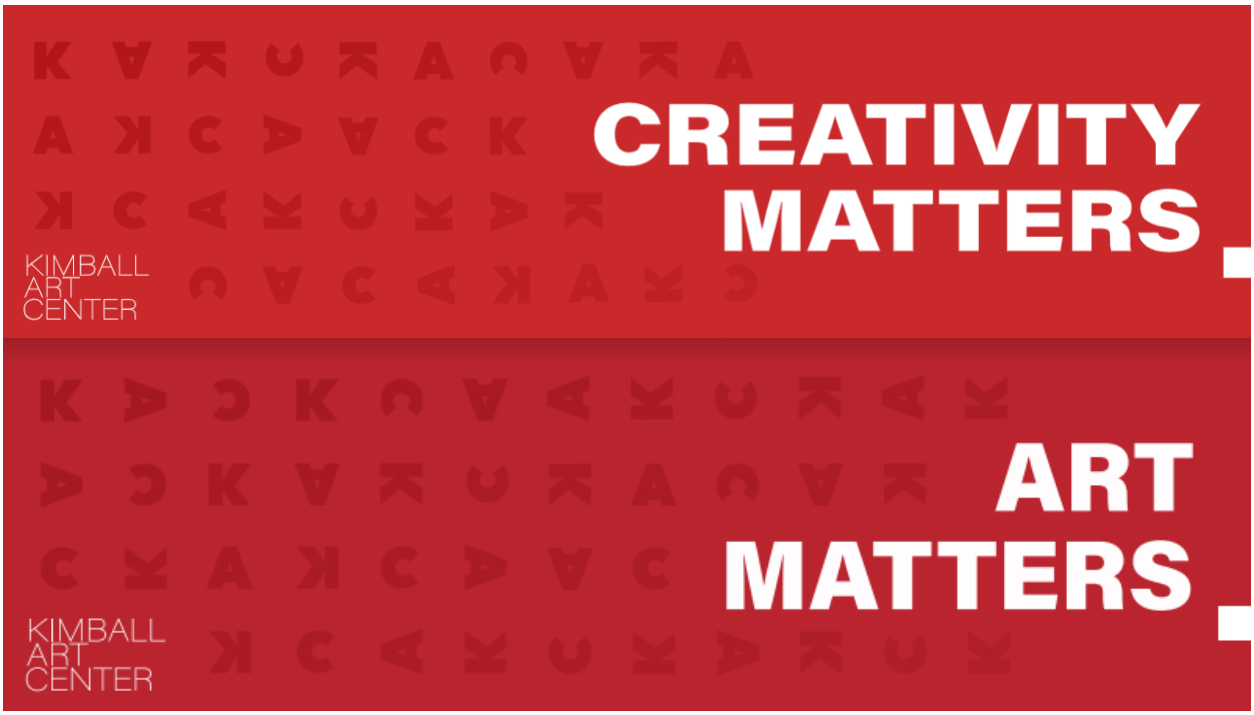


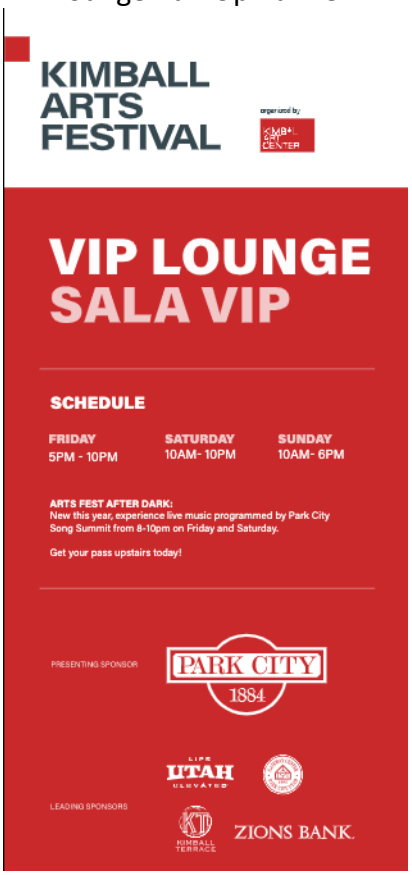
Table Top Stickers – High Tops



Transit Signs



VIP Lounge Pull-Up Banner



KIMBALL ART CENTER

APPENDIX G: Park City Kimball Arts Festival Emergency Plan 2023

Emergency Phone Numbers:

Summit County Dispatch	435-615-3600
Park City Police	435-615-5500
Park City Fire Department	435-649-0653
Park City Emergency Management	435-640-2222
Park City Hospital	435-658-7000
Dominion Energy	1-800-323-5517
Summit County Sheriff	435-615-3600
Summit County Health Department	435-333-1500
Summit County Animal Control	435-615-3985
Utah Highway Patrol	435-647-7718
Rocky Mountain Power	1-888-221-7070

Kimball Art Center Contacts:

Hillary Gilson, Arts Festival Director	609-405-1254
John Stevenson, Operations Manager	435-901-1882

Fire & Medical Emergencies

Police, Fire and Ambulance will respond based on the initial call. Police personnel are trained in first aid and can provide stabilization until the ambulance arrives.

In Case of a Medical Emergency:

1. Call 911 (Stay on the telephone if possible until the dispatcher has all needed information).Give the nature of emergency,
2. Location (Your specific site location),
3. Your name and phone number where you can be called back,
4. Do not move victim unless absolutely necessary,
5. And stay on the telephone until the Dispatcher has all needed information and allows you to hang up.

In case of fire:

1. Call 911 (Stay on the telephone if possible until the dispatcher has all needed information).
2. Give the nature of the emergency and the location. Stay on the phone long enough to answer any questions the dispatcher might have. This will ensure that proper equipment and personnel respond. Police will provide rescue, traffic, communications and crowd control.
3. Alert people in the immediate vicinity to evacuate to the safest designated areas. [SEE ATTACHED MAP(S)]
4. Use a fire extinguisher if the fire is small and you have been trained in how to operate the device.
5. Never breathe the smoke from fire. Stay low and crawl if necessary to avoid it. Smoke from some plastics and other common materials are toxic. Stay upwind so combustion products will blow away you.
6. DO NOT REENTER THE AREA. If a life may be in jeopardy, notify the professionals and let them enter with proper equipment. A significant number of fire fatalities result when people who

have successfully evacuated a fire area return to retrieve a valued item or to search for someone missing.

Weather Related Emergency
The on-site event organizer will be responsible for determining if weather conditions become a hazard to personnel/patrons at the activity. Choose the safest alternative.

Before Any Event:
Before any event, the on-site event organizer shall research types of weather that may occur during the particular time of year the event is scheduled. Once potential hazardous weather or conditions are identified, mitigation, preparedness and training efforts will be included in the event planning.

Lightning:
In the event of weather conditions with the potential of lightning activity, careful monitoring of the weather dynamics is required. Such factors as the developing cloud patterns in the area, the lightning, and thunder activity should be considered. In conditions where there is observable thunder and lightning, outdoor activities shall be suspended until thunder can no longer be heard.

There is no safe place outside when thunderstorms are in the area. Evacuate to substantial buildings, enclosed parking structures and hard-topped vehicles are safe options. A safe building is one that is fully enclosed with a roof, walls and floors, and has plumbing or wiring (excludes temporary, portable, or metal buildings).

Lightning Safety Rules:

- Keep an eye on the sky,
- If you see or hear a thunderstorm coming, immediately suspend outside activity and go to a safe building or vehicle,
- Postpone activities promptly; do not wait for rain.
- If you cannot get to a shelter, stay away from trees,
- If you are out in a field, get to the lowest point,
- Move away from a group of people,
- Avoid metal,
- Avoid contact with electrical equipment or cords,
- Avoid contact with plumbing,
- Stay away from windows and doors, and stay off porches,
- Do not lie on concrete floors and do not lean against concrete walls.

COVID-19 Outbreak Response Plan
If Festival staff receive notification of attendee testing positive for COVID-19, staff will immediately notify Summit County Health Department at 435-333-1500 and follow directions received. In addition to precautions listed above, the following precautions should be taken if attendee is suspected of having COVID-19:

- If attendee is exhibiting the symptoms listed below, they will be isolated and onsite EMT will be contacted:
    - Fever above 100.4
    - Cough
    - Shortness of breath

    - Fatigue
    - Recent change in sense of smell or taste
- Staff will follow Summit County Health Department's recommendation regarding utilization of contact trace information and disseminating information to attendees

Active Shooter: (https://www.ready.gov/active-shooter)
During

RUN and escape if possible.

- Getting away from the shooter or shooters is the top priority.
- Leave your belongings behind and get away.
- Help others escape, if possible, but evacuate regardless of whether others agree to follow.
- Warn and prevent individuals from entering an area where the active shooter may be.
- Call 9-1-1 when you are safe and describe the shooter, location and weapons.

HIDE if escape is not possible.

- Get out of the shooter's view and stay very quiet.
- Silence all electronic devices and make sure they won't vibrate.
- Lock and block doors, close blinds and turn off lights.
- Don't hide in groups. Spread out along walls or hide separately to make it more difficult for the shooter.
- Try to communicate with the police silently. Use text message or social media to tag your location or put a sign in a window.
- Stay in place until law enforcement gives you the all clear.
- Your hiding place should be out of the shooter's view and provide protection if shots are fired in your direction.

FIGHT as an absolute last resort.

- Commit to your actions and act as aggressively as possible against the shooter.
- Recruit others to ambush the shooter with makeshift weapons like chairs, fire extinguishers, scissors, books, etc.
- Be prepared to cause severe or lethal injury to the shooter.
- Throw items and improvise weapons to distract and disarm the shooter.

After

- Keep hands visible and empty.
- Know that law enforcement's first task is to end the incident and they may have to pass injured along the way.
- Officers may be armed with rifles, shotguns or handguns and may use pepper spray or tear gas to control the situation.
- Officers will shout commands and may push individuals to the ground for their safety.

- Follow law enforcement instructions and evacuate in the direction they come from unless otherwise instructed.
- Take care of yourself first, and then you may be able to help the wounded before first responders arrive.
- If the injured are in immediate danger, help get them to safety.
- While you wait for first responders to arrive, provide first aid. Apply direct pressure to wounded areas and use tourniquets if you have been trained to do so.
- Turn wounded people onto their sides if they are unconscious and keep them warm.
- Consider seeking professional help for you and your family to cope with the long-term effects of the trauma.

Wind:
Power outages may occur with as little as twenty-five mile per hour winds and can up-root trees with shallow roots. If an event has tents, be cautious of the stability of the structure. All tents must have a City permit, have 50# of weight per leg and be inspected by the PCMC Building Dept. Wind can pose a hazard to participants or spectators, and if the on-site event organizer determines that winds pose a life safety issue, then activities shall be suspended.

Hail:
Most hail storms develop in the presence of cumulonimbus clouds and other severe weather phenomena. Hailstones can cause serious damage, notably to automobiles, aircraft, skylights, glass-roofed structures, and people. Hailstorms rarely last more than 15 minutes. Some safety tips for hailstorms that an on-site event organizer should know or may want to pass on to participants are as follows:

- If you are outside, get inside.
- If you cannot find shelter, at least find something to protect your head.
- Stay away from windows.

Excessive Heat:
Heat is the number one weather-related killer in the United States, resulting in hundreds of fatalities each year. On average, excessive heat claims more lives each year than floods, lightning, tornadoes, and hurricanes combined. In planning for outdoor activities during a heat wave, consider certain precautions, e.g., can the event be scheduled in the morning or evening hours when it is cooler? The on-site event organizer will offer or encourage participants to:

- Drink or have plenty of water available. Avoid alcoholic and high sugar drinks.
- Encourage participants to wear lightweight, light-colored, and loose-fitting clothing,
- Wear a wide-brimmed hat, sunglasses, and sunscreen.
- Provide cooling places with misting stations.

Microburst Rainfall:
Microburst rainfalls occur within a plume of air with high amounts of moisture directed around a cold-core low or tropical cyclone. Flash flooding can frequently occur in slow-moving thunderstorms in urban environments where less plants and bodies of water are present to absorb and contain the extra water. Should excessive rainfall occur during an event, the on-site event organizer will:

- Listen to the radio or television for information.

- Be aware that flash flooding can occur. If the event site is in a low-lying area with the potential to flood, move immediately to higher ground.
- Be aware of streams, drainage channels, and other areas known to flood suddenly.
- Let participants know not to walk through moving water. Six inches of moving water can make you fall.
- Let participants know not to drive in flooded areas. If floodwaters rise around a car, abandon it. Move to higher ground.

Earthquake:
An earthquake can be dangerous, however it is unknown when an earthquake will happen or how strong it may be. Should a powerful earthquake happen (that is a 7.0 magnitude in the valley), it may result in a 5.6-5.8 magnitude here in Park City and surrounding areas. Precautions should be in place should an earthquake occur and event personnel should be aware of the danger and the procedures for safety and evacuation.

- Initially Drop Cover and Hold On
- Stay calm and await instructions from emergency personnel or a designated official.
- Keep away from overhead fixtures, windows, filing cabinets, and electrical power.
- Assist people with disabilities in finding a safe place.
- Evacuate as instructed by a designated official. Be aware of falling objects as you exit a structure or hazards on the ground or in the area.

Terrorism:
An aspect of terrorism that affects many people who work in sensitive or governmental buildings is the bomb threat. Usually the person who receives the threat is someone who works for a corporation targeted by individuals or factions who have some type of violent complaint. A terrorist attack with conventional weapons such as firearms, explosives or incendiary devices in the United States remains possible, though unlikely.

BEFORE: Learn about the nature of terrorism. Terrorists often choose targets that offer little danger to themselves and areas with relatively easy public access. Foreign terrorists look for visible targets where they can avoid detection before or after an attack such as international airports, large cities, major international events, resorts, and high-profile landmarks. Learn about the different types of terrorist weapons including explosives, kidnappings, hijackings, arson, and shootings. Prepare to deal with a terrorist incident by adapting many of the same techniques used to prepare for other crises. Be alert and aware of the surrounding area. The very nature of terrorism suggests that there may be little or no warning. Take precautions when traveling. Be aware of conspicuous or unusual behavior. Do not accept packages from strangers. Do not leave luggage unattended. Learn where emergency exits are located. Think ahead about how to evacuate a building, subway or congested public area in a hurry. Learn where staircases are located. Notice your immediate surroundings. Be aware of heavy or breakable objects that could move, fall or break in an explosion. The use of explosives by terrorists can result in collapsed buildings and fires. People who live or work in a multi-level building can do the following: Review emergency evacuation procedures. Know where fire exits are located. Keep fire extinguishers in working order. Know where they are located , and how to use them. Learn first aid. Contact the local chapter of the American Red Cross for additional information.

<u>BOMB THREATS:</u> If you receive a bomb threat: Get as much information from the caller as possible. Notify the police and the building management immediately. Keep the caller on the line and record

everything that is said. After you've been notified of a bomb threat do not touch any suspicious packages. Evacuate the area around the suspicious package and notify the police immediately. In evacuating a building, avoid standing in front of windows or other potentially hazardous areas. Do not restrict sidewalk or streets to be used by emergency officials.

DURING: In a building explosion, get out of the building as quickly and calmly as possible. If items are falling off of bookshelves or from the ceiling, get under a sturdy table or desk. If there is a fire. stay low to the floor and exit the building as quickly as possible. Cover nose and mouth with a wet cloth. When approaching a closed door, use the palm of your hand and forearm to feel the lower, middle and upper parts of the door. If it is not hot, brace yourself against the door and open it slowly. If it is hot to the touch, do not open the door--seek an alternate escape route. Heavy smoke and poisonous gases collect first along the ceiling. Stay below the smoke at all times.

AFTER: If you are trapped in debris. Use a flashlight. Stay in your area so that you don't kick up dust. Cover your mouth with a handkerchief or clothing. Tap on a pipe or wall so that rescuers can hear where you are. Use a whistle if one is available. Shout only as a last resort--shouting can cause a person to inhale dangerous amounts of dust.

Fires and Floods:
Floods are the most common and widespread of all natural hazards. Some floods develop over a period of days, but flash floods can result in raging waters in just a few minutes. Flash floods carry a deadly cargo of rocks, mud, other debris and in some instances dangerous bacteria. Floods can occur without any visible rainfall. Mudslides are another danger created by flooding.

- During heavy rains, artist booths will be covered by artists and supported by staff if able
- Festival may close early based on weather conditions

Reference Information:
Summit County Family Emergency Preparedness Guide
Park City Outdoor Special Events Emergency Plan
CDC COVID-19 Business Response Guidance

Park City Kimball Arts Festival 2023

PCMC Equipment Request and Schedule

Item	Quantity	Location	Site Description	Start Day	Start Date	Start Hour	End Day	End Date	End Hour	Notes
Dumpster - 8 yd - Park Ave - temporary	1	Park Ave	East Curb, North of Heber	Thursday	8/3/23	8:00	Monday	8/7/23	17:00	East curb of Park, just south of Davanza's driveway
Dumpster - 8 yd - Brew Pub - existing	1	Brew Pub Lot	South Corner	Thursday	8/3/23	8:00	Monday	8/7/23	17:00	Empty existing dumpsters by 8/3/22
Trash Compactor - 40 yd - Existing	1	Swede Alley	Compactor Shed	Thursday	8/3/23	8:00	Monday	8/7/23	17:00	Empty existing dumpsters by 8/3/22
Dumpster - 30 yd Roll Off - Temporary	1	Historic Wall Lot	East Wall	Thursday	8/3/23	8:00	Monday	8/7/23	17:00	Ordered by Jarren
Dumpster - 30 yd Roll Off - Temporary, Recycling	1	Historic Wall Lot	East Wall	Thursday	8/3/23	8:00	Monday	8/7/23	17:00	Ordered by Jarren
Dumpster - 30 yd Roll Off - Temporary	1	Swede Alley	East Curb Cut, behind Firewood	Thursday	8/3/23	8:00	Monday	8/7/23	17:00	Ordered by Jarren
Bike Barricades	80	Brew Pub Lot	North	Wednesday	8/2/23	8:00	Monday	8/7/23	17:00	6' and 8' metal bike barricades
Traffic Cones 36"	100	Brew Pub Lot	North	Wednesday	8/2/23	8:00	Monday	8/7/23	17:00	36" orange traffic cones
T-1 Traffic Barricades	75	Brew Pub Lot	North	Wednesday	8/2/23	8:00	Monday	8/7/23	17:00	T-1 folding traffic barricades, increased from 50 in 2022
Toro Utility Cart - Parks Dept	1	Bob Wells Plaza	Ops Compound	Wednesday	8/2/23	8:00	Monday	8/7/23	17:00	Compact utility vehicle for trash/recycling pick up on Main
Garbage Cans	20	Bob Wells Plaza	Ops Compound	Wednesday	8/2/23	8:00	Monday	8/7/23	17:00	Event garbage cans to supplement rubbish bins on street
Garbage Can Liners	TBD	Bob Wells Plaza	Ops Compound	Wednesday	8/2/23	8:00	Monday	8/7/23	17:00	Replacement liners for rubbish bins on Main
Recycling Bin Liners	TBD	Bob Wells Plaza	Ops Compound	Wednesday	8/2/23	8:00	Monday	8/7/23	17:00	Replacement liners for recycling bins on Main
VMS Signs - PCMC Traffic Management	All	Various		Friday	8/4/23		Saturday	8/5/23		Per PCMC Traffic Management Plan
No Main St Planter Watering - Fri		Main St	Side streets	Friday	8/4/23	0:00	Friday	8/4/23	0:00	No planter watering on Main for Friday
Main St Planter Watering		Main St	Side streets	Saturday	8/5/23	5:00	Saturday	8/5/23	7:00	Early am planter watering as needed
Main St Planter Watering		Main St	Side streets	Sunday	8/6/23	5:00	Sunday	8/6/23	7:00	Early am planter watering as needed
No Street Repairs after Tuesday		Main St	streets	Tuesday	8/1/23	17:00	Monday	8/7/23	17:00	No street repairs after Tuesday
No Street Cleaning after Wednesday		Main St	streets	Wednesday	8/2/23	17:00	Sunday	8/6/23	23:00	No street sweeping after Wednesday
Parking Lot -South End Bob Wells lot blocked		Bob Wells Plaza	Ops Compound	Wednesday	8/2/23	6:00	Monday	8/7/23	17:00	Install of OPs compond tent
Parking Lot -South End Brew Pub lot blocked		Brew Pub Lot	South	Wednesday	8/2/23	6:00	Monday	8/7/23	17:00	Install of Brew Pub Stage
Parking Lot -Brew Pub lot blocked		Brew Pub Lot		Thursday	8/3/23	8:00	Monday	8/7/23	17:00	Honeybuckets, Recycling, FF&E
Brew Pub Lot Dumpster Relocation				Wednesday	8/2/23					
Water Station at Miners Park				Thursday	8/3/23					
Water Station at Town Lift				Thursday	8/3/23					
Police meetings										
Parking meeting										
Parks/Streets meetings.										
Building - Fire permit										

Exhibit C Analysis of 2023 PCKAF

Park City Kimball Arts Festival Hours:

- Friday, August 4, from 5:00 to 9:00 p.m.,
- Saturday, August 5, from 10:00 a.m. to 8:00 p.m.
- Sunday, August 6, from 10:00 a.m. to 6:00 p.m., break down and move out by 12:00 a.m.

.

The footprint of the event includes:

- All of Main Street (and side streets),
- Swede Alley,
- Heber Avenue,
- Bob Wells Plaza,
- Flagpole Parking Lot,
- Wasatch Brew Pub Parking Lot
- Nonexclusive use of Sand Ridge Parking Lots and China Bridge.
- 9th Street is to remain open for Transit Operations.
- Part of the North Marsac lot is to remain the footprint for Park City Police, Fire, Sherriff, Emergency Management, and other Public Safety Personnel. The other section will be usedfor Parking Permit holders.
- 7th Street will be utilized as the location for the Bike Valet.

Locations for Kids Activities, VIP, Volunteer, KAC, and Staff Offices are as follows:

- VIP – Kimball Terrace Event Center
- Kids Activities – Town Lift Plaza
- Volunteer Lounge – Location at the Treasure Mountain Inn.
- Media Lounge – Location at the Treasure Mountain Inn.
- KAC Staff Check-In & Offices – Location at the Treasure Mountain Inn.

Admission & Tickets

- Friday Locals Free Night.
- Advanced Ticket pricing: $12/day for adults, $6/day for kids (ages, 6-17), free for 5 and under.
- Day of Ticket pricing: $15/day for adults, $7/day for kids (ages, 6-17), Free for 5 and under.
- VIP Pass: $225
- Weekender Pass: $85

Operations & Set Up for the Park City Kimball Arts Festival

- Operational Set Up begins on Wednesday, August 2. Outreach will take place the week leading up to this event. HPCA and surrounding residents will be notified of parking removals.
- Operational Set Up in the Brew Pub Lot will begin on Wednesday, August 2 on the South side of the lot, and the entire lot on Thursday, August 3.
- KAC is requesting to park a Coke trailer on the Northwest side of Heber Avenue during the event, starting on Thursday, August 3. KAC has been informed to do merchant outreach and notify them of the trailer location.
- Event Setup begins on Friday, August 4 at 3:00 a.m.
- Event Break Down will be complete by Sunday, August 6 at 11 p.m.
- Operational breakdown will be complete by Tuesday, August 8, 2023.

Transportation & Parking Plans

Exhibit B: Analysis of Park City Kimball Arts Festival 2023

The Kimball Art Center and Park City Staff continue to work closely regarding Transportation and Parking Plans. In coordination with the Transportation Planning and Parking Services Departments, the Kimball Art Center has created a transportation and parking plan that is consistent with the work that is being implemented to reduce traffic in the City.

Parking has been secured at the Park City School District, Park City Resort, and Deer Valley at various times throughout the Festival. PCKAF and Staff are working to coordinate consistent messaging for residents and attendees regarding impacts and expectations. Transportation Plans will include:

- Bus Only Lane on Deer Valley Drive
- Free Parking at Park City School District and Resort Lots (times may vary)
- Ecker Hill Park and Ride
- Paid Parking Rates: Friday (10:00 am – 9:00 pm) is $8 per hour, max $35, standard rates after 9:00 pm, Saturday and Sunday (10:00 am – 6:00 pm) are $8 per hour, max $35, standard rates after 9:00 pm.
- Increased Public Safety Personnel at Key Intersections at Residential Access Points on Friday Night of the Festival.
- Bike Valet at 7th Street –the same as in 2022.
- As in years past, Transit will add additional Transit Operations on 9th Street and the Old Town Transit Center.
- In addition, KAC also continues to encourage all attendees to Carpool, Bus, Bike, and Walk to theevent.

Community Engagement & Notification Plans

The Kimball Art Center and Staff have worked to increase notifications regarding the event for both attendees and residential impacts. The following is a list of Community Engagement & Notification plansfor the event.

- Text Alert System – Text PCARTSFEST to 888777 to receive impact information.
- HPCA Coordination & Information – City Staff attended the May & June HPCA meetings to makethem aware of changes this year. Staff will continue to update and coordinate with HPCA as the event approaches.
- City Hosted Impact Information – To be posted on the City and Kimball Art Center's Website. Such information is geared to help residents understand the impacts and mitigations during the event.
- Door to Door Merchant and Resident outreach
- Kimball Art Center has provided a direct contact list for coordination with the City's Community Engagement and Emergency Management Teams.
- Social Media, Radio, TV, and Newspaper Marketing & Information – specifically to addressusing alternate modes of transportation.

Environmental Sustainability

As part of their City Service Agreement, Kimball Art Center has a staff member in charge of managing waste for the event. In addition to offering recycling at their event, Kimball Art Center is taking steps to reduce environmental impacts at the 2023 Park City Kimball Arts Festival by:

- All entrance gates will be powered and sponsored by Rocky Mountain Power renewable power sources.
- All food vendors are required to use compostable serving materials.
- The Kimball Arts Festival continues to promote alternative transportation options to the event.
- The Kimball staff will work with vendors to promote a no idling policy during the setup andbreakdown of the event.
- Require vendors (food and artists) to no longer use plastic bags, and to use recyclable serving materials. It is highly encouraged that packaging and serving materials be biodegradable.
- Require vendors to properly dispose of wastewater.

- Tents will be weighted with cement blocks instead of water-filled weights as available.
- Kimball has encouraged their food vendors to no longer offer products in glass bottles or use Styrofoam.
- Offering a free Bike Valet located on 7th Street.
- Encouraged vendors to have materials printed on post-consumer recyclable materials.
- Many artists use repurposed or recycled materials in their work.

Signage

- As in 2022, a banner sign will be placed on both sides of the Marriot Summit Watch/Town Lift pedestrianbridge and the stairs leading from Main Street to the Town Lift Plaza.

Financial Considerations

According to section 10 of the City Services Agreement, The Kimball Art Center is required to make an annual contribution to the City towards the cost of City Services in the amount of $10,000, with City Services not to exceed $180,000. A Chart of Anticipated City Service Fees is below, including a comparison of City Services between 2022 and 2023.

Fee Item	Department	2022 Costs	Est. 2023 Costs
Special Events Application Fee	**Special Events**	$640	$1,038
Building Permit	**Building**	$228	$1,900
Special Use ofPublic Parking,to include Main St, Swede Alley, China Bridge, Bob Wells, and Wasatch Brew Pub Lots.	**Parking Services**	$10,000	$46,000
IncreasedCleaning	**Building Maintenance/ Parks**	$1,500.00	$3,000
TransportationOperations	**Transit**	$21,987	$25,000
Banner Installation	**Parks**	$5,300	$3,000
Public SafetyPersonnel	**Police**	$38,625	$55,000
Equipment	**Streets**	$3,000.00	$13,000.00
Kane Security		$0	$20,000
Community Engagement & Outreach		$0	$2,000
Total EstimatedCity Service Cost		**$81,270**	**$172,388**

Event Coordination

A Summary of events that occur on the same day as the PCKAF is listed below. According to section 4A-2-5 of the municipal code, staff finds that these events will not duly interfere with each other. While this is a Peak Time Period, all the events listed below are returning events that existed on the 2022 Calendar. Please also note that the weekends that follow the PCKAF in August are quiet weekends with no Park Silly Sunday Market.

DATE	EVENT	A – Geographic Separation	B - Proposed Time & Duration	C – Anticipated Attendance
August 4	**Deer Valley Music Festival**	**Deer Valley Snow Park Amphitheatre**	**6:00 p.m. to 10:00 p.m.**	**3,500 –5,000 anticipating sell-out concert with increased transportation mitigation**
August 5	**Deer Valley Music Festival**	**Deer Valley Snow Park Amphitheatre**	**6:00 p.m. to 10:00 p.m**	**3,500 –5,000 anticipating sell-out concert with increased transportation mitigation.**
August 5	**Park City Trail Series**	**Quinn's Junction and Round Valley**	**7 a.m. to 1 p.m.**	**400**
August 6	**No other permitted events**	**NA**	**NA**	**NA**

City Council
Staff Report

Subject:	**543 Park Avenue, Washington School House**
Application:	**PL-22-05306, Appeal of Conditional Use Permit PL-20-04477**
Authors:	**Virgil Lund, Planner I** **Lillian Zollinger, Planner II**
Date:	**June 15, 2023**
Type of Item:	**Appeal of a Conditional Use Permit Denial**

Recommendation

(I) Review the appeal of the Planning Commission's denial of the Washington School House (543 Park Avenue) Conditional Use Permit (CUP) for a Minor Hotel, (II) conduct a public hearing, and (III) consider denying the appeal.

Description

Applicant:	Wade Budge on Behalf of WSH LLC
Location:	543 Park Avenue Parcel WSI-1 (0.30 acres) Parcel PC-78-88-89-C (0.04 acres)
Zoning District:	Historic Residential - 1 (HR-1)
Adjacent Land Uses:	Residential and Parking Structure
Reason for Review:	The City Council hears appeals of Planning Commission decisions on Conditional Use Permits[1]

CUP Conditional Use Permit
HR-1 Historic Residential – 1
LMC Land Management Code

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

Summary

On February 18, 2020, the Applicant submitted a CUP application to operate a Minor Hotel at 543 Park Avenue, the Washington School House.

The Planning Commission held two work sessions for the proposal on April 28 (Staff Report; Meeting Minutes, p. 3-14) and November 10, 2021 (Staff Report; Meeting Minutes, p. 2-8). On May 25, 2022, the Planning Commission continued the item to

[1] LMC § 15-1-18(C)

June 8, 2022 (Staff Report; Meeting Minutes, p. 36).

On June 8, 2022, the Planning Commission denied the CUP because "there was not sufficient parking mitigation for the additional use, there would be a detrimental effect on the surrounding neighborhood, and there were concerns about the number of non-resident guests" and directed findings for the denial (Staff Report; Meeting Minutes, p. 21-26).

On June 22, 2022 the Planning Commission approved the amended Final Action Letter, denying the CUP (Staff Report; Meeting Minutes, p. 36-38). The Planning Commission Chair signed the Final Action Letter on June 27, 2022 (Exhibit B).

On June 30, 2022, the Applicant requested the Property Rights Ombudsman issue an Advisory Opinion on the Planning Commission's CUP denial. On July 6, 2022, the Applicant filed with the City Recorder to appeal the Planning Commission's denial of the CUP within 10 days of the Final Action for City Council review.[2]

On July 8, 2022, the Applicant requested to stay the Appeal hearing date with City Council until the Property Rights Ombudsman Advisory Opinion was issued.

On December 14, 2022, the Property Rights Ombudsman Advisory Opinion was issued and found that the Planning Commission wrongfully denied "a conditional use permit application seeking to convert an existing legal nonconforming Bed & Breakfast Inn use to a Minor Hotel use" (see Exhibit D).

As a result of the denial, the Applicant agreed to stipulate a City Council hearing date on June 15, 2023, due to public noticing requirements and scheduling conflicts.

Background

The Washington School House was constructed with limestone quarried at Peoa, Utah, in 1889 during Park City's Settlement & Mining Boom Era (1868 – 1893). The Structure is one of the few to survive the Great Fire of 1898. In 1978, the Washington School House was nominated for listing on the National Register of Historic Places. The Washington School House is also a Landmark Historic Structure on the Park City Historic Sites Inventory.

By the 1980s, the Washington School House had fallen into disrepair. The Land Management Code (LMC) establishes a Conditional Use for Bed and Breakfast and Minor Hotel Uses within Historic Structures in the Historic Residential – 1 Zoning District to incentivize the rehabilitation and preservation of Historic Structures. Minor Hotels are not allowed in the Historic Residential – 1 Zoning District in non-historic Structures.

The Washington School House currently still operates as a Bed and Breakfast with 12 rooms. The Washington School House has a private easement with the property owner of the two-level parking structure across the street from 543 Park Avenue between Park

[2] LMC § 15-1-18(E)

Avenue and Main Street for 11 off-site parking spaces for guests and employees of the Washington School House. The off-site parking was approved in conjunction with the initial 1983 CUP for the Bed and Breakfast CUP Approval Letter.



Existing Bed and Breakfast regulations[3] in the Land Management Code restrict on-site dining to guests staying at the inn. The Applicant desires to expand the ability to offer dining to guests of guests staying at the inn. Therefore, the Applicant proposes to change the Use of the Washington School House from a Bed and Breakfast to a Minor Hotel, which would allow the desired Accessory restaurant use to serve non-overnight guests.

To mitigate the expansion in use, the Applicant proposed a Management Plan and additional conditions of approval to restrict their use to mirror what the Applicant argues is status quo operationally, except for the additional Non-Overnight dining guests. The Applicant proposes the following:

- A parking reduction of one space. 12 spaces are required under the current Land Management Code requirements for a Minor Hotel, and the Applicant argues 11 is sufficient.
- "Total building capacity of sixty (60) guests." However, later the Applicant states, "during maximum occupancy, the Owner plans to have 8 employes on site. Thus, the total occupancy during will be 68 people (including 60 guests and 8 staff)."

[3] LMC § 15-15-1

- Small gatherings, including an informal meeting, corporate meeting, or other social gathering.

Previous Land Use Approvals for the Property

Meeting Date	Summary	Links and Exhibits
September 21, 1983	Historic District Commission approved a CUP to operate a 14-room Bed and Breakfast with an additional room for the caretaker.	CUP Application CUP Approval Letter
June 7, 2001	City Council approved a Subdivision Plat that combined seven old town Lots into one Lot for the historic building (WSI-1).	Staff Report, p. 47 Minutes, p.14 Ordinance No. 01-18, p. 191
November 5, 2001	City approved renovations to the non-historic, detached garage on the property because it qualifies as an allowed accessory building.	Community Development Director Determination Letter
December 12, 2001	Planning Commission upheld the Community Development Director's determination interpreting the Land Management Code regarding the garage compliance with the 1983 CUP.	Staff Report
November 10, 2010	Planning Commission approved a CUP for a private recreation facility, which allowed a lap pool behind the Washington School House.	CUP Approval Letter
August 22, 2012	Planning Commission approved a modification to the 2011 CUP. The modification expanded the site to include landscaping improvements on Lot 34 of Block 5 of the Park City Survey.	CUP Approval Letter
June 24, 2015	Planning Commission approved a modification to the Bed and Breakfast CUP to shift the laundry facilities from the basement of the WSH to the detached garage, which was being used for storage.	CUP Approval Letter

The Applicant applied for a Conditional Use Permit to operate a Minor Hotel at the Washington School House, and requested the ability for "Overnight Guests to invite/host Non-Resident Guests for dining or small gatherings" (see the Applicant's Project Description). The Applicant proposed Conditions of Approval for the Use including:

1. The small gatherings would only take place inside the hotel from 8 a.m. - 10 p.m. The Applicant included a Noise Management Plan for mitigation (Exhibit G, p. 10).

2. Instead of requesting a reduction in parking, a 12th parking spot could be paved on the adjacent Parcel (PC-78-88-89-C) owned by the Applicant and accessed from Woodside Avenue to meet required parking regulations. The Applicant included a Parking Management Plan for mitigation (Exhibit G, pgs. 4-9).

These Conditions proposed by the Applicant are further outlined in the Applicant's Management Plan (see Exhibit G), and the Draft Final Action Letter from the June 8, 2022, Planning Commission meeting. The Planning Commission denied the CUP, finding the proposal does not mitigate the reasonably anticipated detrimental effects of the proposed Use. The Applicant then appealed the decision to City Council.

Standard of Review

Pursuant to LMC § 15-1-18(C), Final Action by the Planning Commission concerning Conditional Use permits may be appealed to the City Council. The City Council shall act in a quasi-judicial manner and review factual matters de novo, without deference to staff determination of factual matters. The City Council shall determine the correctness of the Planning Commission's interpretation and application of the plain meaning of the land use regulations and interpret and apply a land use regulation to favor a land use application unless the land use regulation plainly restricts the land use application.[4]

Burden of Proof

Pursuant to LMC § 15-1-18(G), the Applicant has the burden of proving that the Planning Commission erred in denying the Conditional Use Permit.

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

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

Analysis

(I) The Applicant's Appeal outlined arguments that can be summarized in the following points:

1. The Planning Commission did not have sufficient evidence to deny the Conditional Use Permit for a Minor Hotel.
    a. The Applicant provided sufficient evidence to show that they did not need the required parking amount (12 spaces) per the Land Management Code.

[4] LMC § 15-1-18(G)

The Planning Commission insufficiently concluded that the proposed use would increase traffic and parking.

b. The Applicant proposed 40 Conditions of Approval to mitigate the proposed use, and the Planning Commission did not have enough evidence to prove the mitigation was not sufficient for the potential detrimental effects.

2. The Planning Commission improperly reviewed the application under two separate Uses, the Applicant proposed one Use, Minor Hotel, with allowed Accessory Uses.
3. The Applicant requested a reduction in parking, which was supported by a parking study and parking remediation plan. The Applicant was also willing to add an additional parking spot as required by the LMC. The Planning Commission determined the plan was insufficient, however, they did not have enough evidence to do so.
4. The Planning Commission violated due process by allowing comment from an opposing Attorney after the public comment period had ended.

<u>See Exhibit C for the Applicant's full Appeal letter.</u>

The additional analysis below addresses points one and three and shows the evidence and findings for the Planning Commission's denial. Regarding point number two, the Planning Commission denied the proposal for a "Minor Hotel Conditional Use Permit", as shown in the Final Action Letter (see Exhibit B) and did not deny a CUP for two separate Uses.

Regarding point number 4, the Planning Team received input on the draft findings and recommended additional changes based on input to the Planning Commission at the meeting. The Applicant did not object at the June 22, 2022, meeting, and it was appropriate for the Commission to determine the relevance of the changes proposed by Staff. No specific prejudice is alleged. The minutes of June 22, 2022, clearly reflect the Commission's precise deliberations regarding ensuring the action letter reflected their determinations, not the public's.

(II) The Planning Commission found the Minor Hotel proposal does not mitigate the reasonably anticipated detrimental effects of the proposed Use and does not comply with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

The Planning Commission denied the Conditional Use Permit and determined, in part, the following:

> **Finding of Fact 9:** LMC § 15-15-1 defines a Private Event is defined as, "An event, gathering, party or activity that is closed to the general public or that requires and invitation and/or fee to attend" and defines a Restaurant as "[A] Business in which food is prepared and sold for consumption". The Applicant has proposed the use of the Minor Hotel to include "small gatherings", which includes informal meetings, corporate meetings, or other social gatherings. These small

> gatherings fall under the definition of Private Events. Private Events are prohibited in the HR – 1 Zoning District. Additionally, “outdoor dining; outdoor food and beverage service stations and cars; outdoor storage; and outdoor events and music” are not allowed uses in the HR-1 Zoning District.

The Planning Commission found the proposed Use of a Minor Hotel is not compliant with the purpose of the HR-1 Zoning District because the impacts to surrounding residential Land Uses are not sufficiently mitigated. The current Use of the site is a Bed and Breakfast Inn, which was granted by the Historic District Commission in 1983 to preserve the Historic Structure (1983 CUP Approval Letter). LMC § 15-15-1 defines a Bed and Breakfast in part as a place where bedrooms are rented nightly or weekly and where one or more meals are provided to the guests only, the price of which is usually included in the room rate.

A Hotel[7] is defined as, “a Building containing sleeping rooms for the occupancy of guests for compensation on a nightly basis that includes accessory facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or other facilities and activities customarily associated with Hotels, such as concierge services, shuttle services, room service, and daily maid service.” A Minor Hotel[5] is defined as, “a Hotel, Motel, with fewer than sixteen (16) Hotel Rooms.”

In the HR-1 Zoning District, a Minor Hotel is a Conditional Use and LMC § 15-2.2-2(B)(12) requires a CUP to mitigate potential detrimental effects.

The Applicant stated that, “the one exception to the current operation that the applicant seeks to permit, is the ability of overnight guests to invite/host non-resident guests for dining or small gatherings.” The Applicant provided a Management Plan and defined non-resident guests and overnight guests as follows:

> “Non-resident Guests: Includes guests of overnight guests, or guests using the dining facility and indoor areas that have not reserved overnight accommodations but have made reservations for dining or indoor gathering.”
>
> “Overnight Guests: Hotel guests that have reserved a room for overnight accommodations.”

WSH currently has 12 rooms and is not proposing additional rooms. With the Minor Hotel Use, the Applicant proposes a maximum of 60 guests, including the guests staying on site, and eight employees on site at any one time, for a maximum occupancy of 68 people.

The Planning Commission found that the Minor Hotel Use was not, “Compatible with surrounding Structures in Use, scale, mass and circulation” and “the effects of any

[5] LMC § 15-15-1

differences in Use or scale" were not mitigated as required under the Conditional Use Standard of Review in LMC § 15-1-10(D).

The Planning Commission determined that the proposal and proposed Conditions of Approval did not mitigate the impacts and found: ". . . there would be a detrimental effect on the surrounding neighborhood, and there were concerns about the number of non-resident guests of a Minor Hotel Use", and denied the Conditional Use Permit (see Meeting Minutes, p. 26).

> **Finding of Fact 10:** The Planning Commission determined that the Applicant's request to allow use of the site for Private Events, to allow use of the dining facilities by non-overnight guests, and to increase the use of the site from approximately 30 guests to 60 guests for dining and Private Events is not compatible with the surrounding Structures in Use, scale, and circulation and reasonable conditions cannot be proposed to mitigate the anticipated detrimental effects of the proposed use because:
>
> a. The subject property is adjacent to residential land uses on three sides, and the adjacent residential structures have nonconforming 3-foot side setbacks to the Washington School Inn's property;
> b. Restaurants and Private Events are prohibited in the HR-1 Zoning District, "outdoor dining; outdoor food and beverage service stations and cars; outdoor storage; and outdoor events and music" are not allowed uses in the HR-1 Zoning District, and "organized events" are also prohibited by the 1983 CUP Approval; and
> c. The expansion of the arrival and departure, even with drop off by car service, would create incompatible impacts on the residential street.

The Applicant argues "there is no evidence in the record (besides adverse public comment) to justify the Planning Commission's findings that the proposed use would 'create incompatible impacts on the residential streets' and a parking nuisance. To the contrary, WSH provided the Planning Commission an uncontroverted parking study produced by a licensed engineer that indicated that WSH had more than sufficient parking. The Planning Commission's bare and conclusory findings that the proposed use would increase traffic and parking cannot form the basis for denying the Application."

The Planning Commission found that the proposed use will increase the internal vehicular traffic with shuttle services. The pedestrian circulation will increase with people exiting and entering the facility for events that will bring guests in from outside the WSH. This increase of circulation is not compliant with a residential neighborhood. Based on these findings, the Planning Commission determined that the proposal was "not compatible with the surrounding structures in Use, scale, and circulation." See Exhibit B.

> **Finding of Fact 11:** The Applicant sought a parking reduction pursuant to LMC § 15-3-6(B) because a Minor Hotel requires one (1) parking space per room or

suite. The Applicant has a private parking easement for eleven (11) parking spaces in a parking structure across the street. The Applicant requested that the parking requirement be reduced from twelve (12) spaces to eleven (11) to protect Significant Vegetation and to retain the vegetative buffer between the Washington School Inn and neighboring residential properties. No additional parking was proposed on-site for the expanded dining sought to be permitted.

The Applicant also argues "[t]he Planning Commission inexplicably and improperly denied the Application because WSH supposedly did not remediate alleged parking issues. This is wrong. WSH proposed multiple options to remediate parking concerns. Specifically, WSH proposed adding an additional parking spot on Woodside Avenue to meet the twelve-spot parking requirement imposed by the LMC. Alternatively, WSH provided a parking study demonstrating that WSH's eleven existing parking spots were more than sufficient for WSH's needs, and WSH requested a parking reduction as permitted by LMC. Finally, WSH agreed to various conditions to mitigate parking issues, such as requiring that non-guests and employees not park onsite. Without any evidence and only conclusory, self-serving findings, the Planning Commission determined that WSH's parking remediation plan was insufficient."

The LMC establishes a Conditional Use for Minor Hotel Uses within Historic Structures in the Historic Residential – 1 Zoning District to incentivize the rehabilitation and preservation of Historic Structures.[6] Minor Hotels are not allowed in the Historic Residential – 1 Zoning District in non-historic Structures. While Historic Structures are generally exempt from parking requirements, LMC § 15-2.2-2(B)(12) footnote 6 states Minor Hotels in Historic Structures must meet the parking requirements of LMC Chapter 15-3 *Off-Street Parking*.

LMC § 15-3-6 *Parking Ratio Requirements For Specific Land Uses* requires the following:

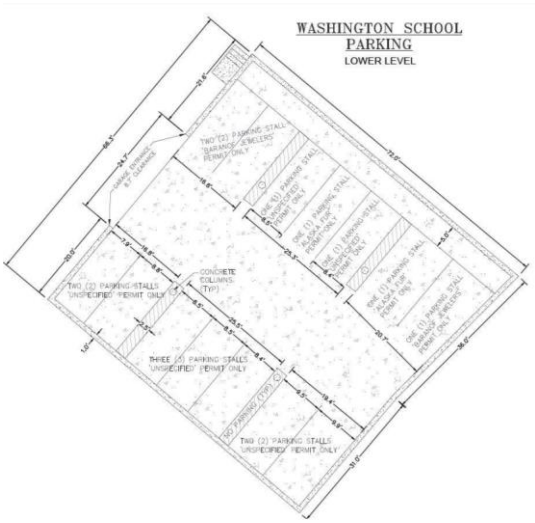
LMC Requirement	Analysis of Proposal	Proposal Requirement
Hotel, Minor and Major	1 space per room or suite, and 1 space per 200 square feet of separately leasable commercial space	12 rooms = 12 parking spaces

LMC § 15-3-3(F) *Parking Space Dimensions* requires parking spaces to be at least nine feet (9') wide by eighteen feet (18') long and allows the City Engineer to approve minor variations in Parking Space dimensions.

The Applicant has an agreement for 11 parking spaces in the Parking Structure across Park Avenue. Five parking spaces are street level and are accessed from Park Avenue. The remaining six parking spaces are on the lower level of the Parking Garage and are accessed from Main Street (see Exhibit I).

[6] LMC § 15-2.2-2(B)(11) and (B)(13) and 15-2.2-1(B)





LMC § 15-3-7 *Parking in Master Planned Developments and Conditional Use Permits* allows the Planning Commission to consider reduced parking requirements to prevent excessive parking and paving. The Applicant must prove by a parking study that the proposed parking is adequate. The parking study must analyze whether:

- Parking uses will overlap
- Commercial spaces within the project will serve those residing within the project rather than the general public
- Other factors that support the conclusion that the project will generate less parking than the LMC would otherwise require

The Applicant originally requested a parking reduction from 12 required spots for the Minor Hotel, to 11 and submitted a Parking Study (Exhibit E), which states, “The ITE [Institute of Transportation Engineers] 85th percentile parking demand rate for a business hotel is 0.83 parking stalls per room, translating to 10 parking stalls. With a 10% increase to parking demand, a parking supply of 11 parking stalls is recommended.” The Applicant also submitted a Parking Management Plan (Exhibit G, pgs. 4-9).

There are no proposed changes to the existing usable open space on the site. The Applicant proposed a possible parking space on the adjacent parcel; however, the proposed location would require a Plat Amendment, Steep Slope Conditional Use Permit, Historic District Design Review, and would disturb Significant Vegetation. The Planning Commission was concerned with the impact of the parking space at that location and did not find it a suitable mitigation for parking. See Exhibit B.

> **Finding of Fact 12:** The request for a parking reduction cannot be adequately mitigated because the mitigation measures would either increase traffic to Park Avenue, which has limited access during winter months, and to Woodside

Avenue, which is prohibited under the 2010 CUP Approval. The Applicant's proposed parking space on Woodside Avenue would increase traffic to Woodside Avenue, contrary to the 2010 CUP Approval, and would disturb Significant Vegetation and Steep Slopes.

The Planning Commission determined that the proposed Minor Hotel will likely increase the amount of vehicular traffic on Park Avenue. As explained in the definition above, a Minor Hotel allows accessory facilities. These accessory facilities for a Minor Hotel include restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or other facilities and activities customarily associated with Hotels, such as concierge services, shuttle services, room service, and daily maid service.[7]

The Planning Commission also determined that traffic created from the increased number of guests using the proposed accessory facilities "would create incompatible impacts on the residential street." See Exhibit B.

Additionally, while the 11 parking spaces for the current Use of Bed and Breakfast Inn Use are compliant per previous approvals, the number of parking spaces used currently by the WSH exceeds 11. The Parking Study states, "It is not anticipated that parking demand will exceed the 12 supplied parking spaces during special events." However, Planning Staff recently learned the site currently has four temporary residential parking passes for employee use, which puts their current parking space needs at a minimum of 15 parking spaces during normal Bed and Breakfast operations. In previous years, WSH obtained 40-50 temporary lodging parking permits every six months from the Park City Parking Department (see Exhibit F), clearly exceeding the 11 available parking spaces. Any future applications for Residential Parking passes are being held pending the outcome of this appeal.

The Applicant proposed to add one additional parking space to meet the required 12 spaces. The adjacent Parcel (PC-78-88-89-C), owned by WSH LLC, is located on a Steep Slope with Significant Vegetation, and is not within the Washington School Inn Subdivision. Parcel PC-78-88-89-C could be separately sold and developed. If the Applicant were to propose additional parking on that Parcel, it would require a Plat Amendment, Steep Slope Conditional Use Permit, Historic District Design Review, and would impact Significant Vegetation. Additionally, the Planning Commission determined that "the Applicant's increased parking space on Woodside Avenue would increase traffic to Woodside Avenue, contrary to the 2010 CUP Approval, and would disturb significant vegetation and steep slopes." See Exhibit B.

Also, of note—one of the above-ground parking spaces in the Parking Garage across Park Avenue was not usable this past winter because it was used for snow storage, reducing the parking spaces by one more.

[7] LMC § 15-15-1



The Planning Commission did not find the 11 spaces sufficient to mitigate potential detrimental effects of the proposed Use. The proposal must provide at least 12 off-street parking spaces per LMC § 15-3-6.

> **Finding of Fact 13:** The reliance on public parking facilities as a mitigation strategy was unreasonable.

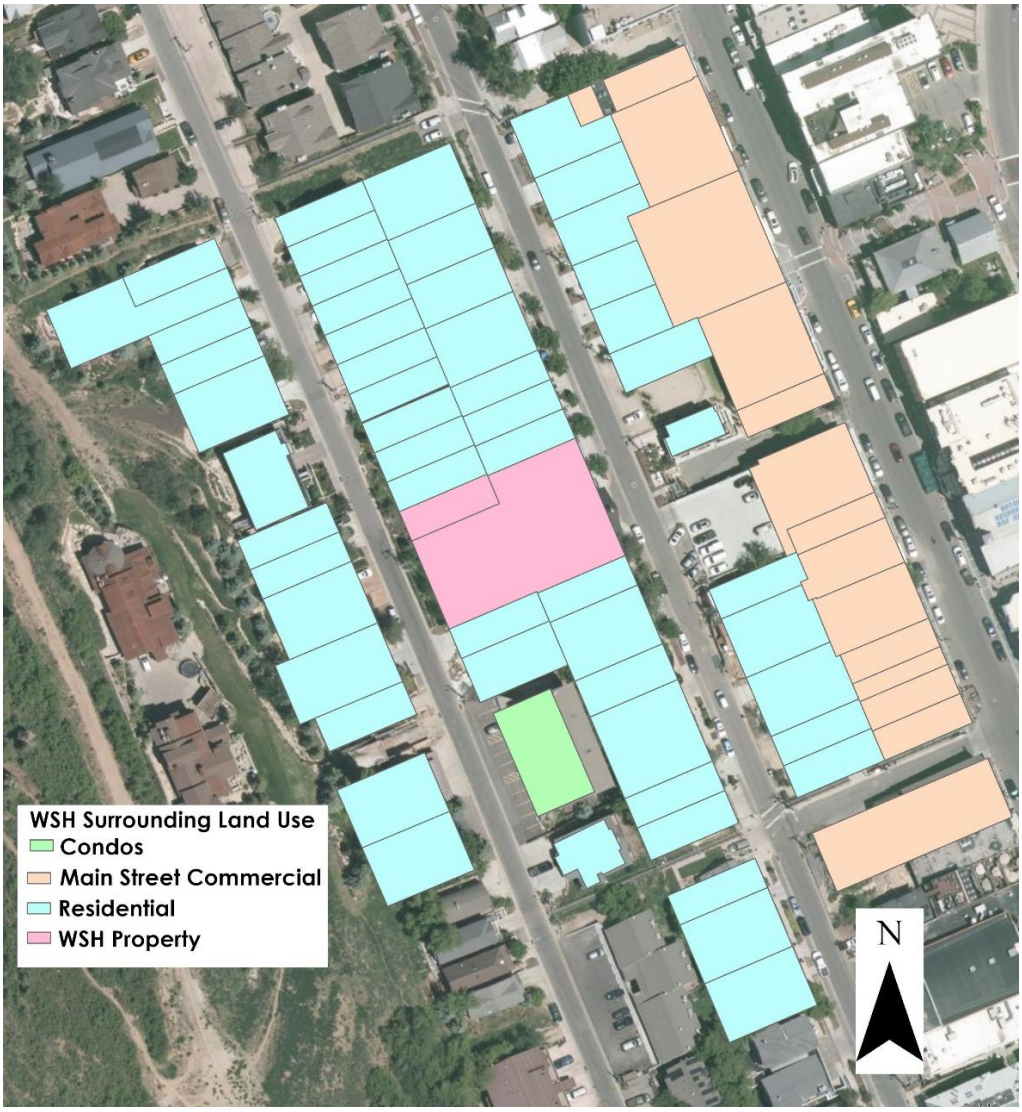
The Applicant proposed a Condition of Approval that employees "at the Washington School House using one of the following methods: on foot; using public transit; parking at a public parking lot and then use public transit; on bike; or using one of the trip options available through Ride On Park City." The public parking lot mentioned included parking on the lot slated for the Homestake AMPD development (the Engine House, 1875 Homestake Road), per the proposed CUP Condition of Approval 36. See the June 8, 2022 Staff Report, Page 9.

The Planning Commission found that the reliance on public parking facilities was unreasonable. The Planning Commission also found that the request for a parking reduction cannot be adequately mitigated because the mitigation measures would either increase traffic to Park Avenue, which has limited access during winter months, and to Woodside Avenue, which is prohibited under the 2010 CUP Approval.

> Finding of Fact 15 from the 2010 CUP approval states, "Passive use of the Washington School Inn garden and grounds by patrons of the Inn are a permitted use in the HR1 zone and consistent with the 1983 conditional use permit approval. Organized events for the Washington School Inn patrons and/or the general public including parties weddings, or other public assemblies, are not permitted in the HR1 zone and are outside the scope of the 1983 conditional use permit."
>
> Conditions of Approval 3 states, "This approval is for a private recreation facility. Any additional uses; including public assemblies, must be reviewed independently and are outside the scope of the 1983 bed and breakfast conditional use permit and the present private recreation facility conditional use permit."

Condition of Approval 4 states, “No guest or employee parking shall occur on Woodside Avenue or Park Avenue. Guest and employee parking shall adhere to the 1983 Bed & Breakfast conditional use permit approval.”

These findings and COA carry over in the 2012 and 2015 CUP approvals for the pool and garage uses.



(III) The Ombudsman Advisory Opinion outlined three points.

1. The Planning Commission reviewed the proposal as an expansion of Non-Conforming Use rather than a stand-alone, newly proposed Conditional Use.
2. The Planning Commission’s determination of incompatibility with surrounding structures was insufficient.
3. The Planning Commission did not have sufficient evidence that the potential detrimental effects would not be mitigated.

Regarding point one, the Planning Commission did not review the proposal as an expansion of a Non-Conforming Use (NCU). Expansion of a NCU is governed by a different section of the LMC.[8] The Planning Commission reviewed the proposal of a Minor Hotel CUP (see Exhibit B). The evaluation of the Minor Hotel CUP did factor the history of original NCU approval in 2010 because those operational conditions were incorporated into the subsequent, separate CUP approvals in 2010, 2012 and 2015 as noted above. The Ombudsman opinion does not reconcile those currently applicable CUPs and oversimplifies the Applicant's proposal.

Suppose the Council were to follow the Ombudsman characterizations and agree the Planning Commission misapplied the code sections. In that case, the Council should remand the matter to the Planning Commission with direction to re-evaluate the proposal consistent with the opinion. The Applicant would also need to affirmatively apply to amend the prior CUPs if a single application for the Minor Hotel CUP is singularly determinative. Such an approach would deviate with the Management Plan Conditions of Approval as negotiated with staff in the initial staff recommendation for approval.

Additionally, with a new Use proposal, the new Use must be compliant with LMC § 15-3-6 *Parking Ratio Requirements For Specific Land Uses.* A Minor Hotel requires 12 parking spaces, and the Planning Commission would need to re-approve the off-site and substandard parking expressly.

As analyzed above, and regarding points two and three, the Planning Commission determined that the Minor Hotel's potential detrimental effects regarding location, parking, and traffic were not mitigated with regard to the existing surrounding Uses, which are mostly residential structures.

(IV) Based upon the information regarding the residential parking permits in Exhibit F, the Transportation Planning Department, noted concerns with the Hales Engineering Parking Study.

The Transportation Planning Department noted that the proposed Use of a Minor Hotel and increased non-resident guests to the property would likely increase traffic and parking demand. As stated by the Applicant, **"**the property owner reports, based on experience with the bed and breakfast, that only about 25% of guests require parking during their stay.**"** However, the Applicant's reliance on residential parking passes contradicts the Hales Engineering Parking Study. It demonstrates that the study did not consider all factors in their analysis or conclusions.

[8] LMC § 15-9-5

Alternatives:

1. Deny the Appeal. Direct staff to prepare findings and conclusions upholding the Planning Commission's decision.
2. Grant the Appeal. Direct the preparation of findings and conclusions approving the CUP, and use the original staff recommendation and draft action letter as amended by the City Council as reflective of the Council's determination.
3. Remand to Planning Commission. Suppose the Council agrees with the Ombudsman opinion. In that case, the Council may remand the matter to the Planning Commission for further evaluation of the application consistent with the opinion as described above.
4. Continue to a date certain and request additional information.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on April 27, 2023. Staff mailed courtesy notice to property owners within 300 feet on April 27, 2023. The *Park Record* published notice on May 17, 2023.[9] Staff re-noticed on the City's website and the Utah Public Notice website, and posted notice to the property on May 31, 2023. Staff mailed courtesy notice to property owners within 300 feet on May 31, 2023.

Public Input

See Exhibit K for a compilation of public input.

Exhibits

Exhibit A: Public Input
Exhibit B: June 27, 2022 543 Park Avenue CUP Final Action Letter
Exhibit C: Applicant's Appeal Letter Dated July 6, 2022
Exhibit D: Property Rights Ombudsman Advisory Opinion
Exhibit E: Hales Engineering Parking Study
Exhibit F: Residential Parking Permits Obtained by WSH
Exhibit G: Applicant's Conditions and Management Plan for WSH Hotel
Exhibit H: 1983 Bed and Breakfast CUP Approval Letter
Exhibit I: 1984 Parking Easement Agreements
Exhibit J: City Engineer's Parking Space Size Determination

[9] LMC § 15-1-21

From: Michael Kirby [redacted]
Sent: Tuesday, June 6, 2023 10:42 AM
To: Virgil Lund
Subject: [External] Letter to City Council Regarding Washington School Inn

[CAUTION] This is an external email.

Hi Virgil,

Thanks for taking my call yesterday. Please see below our letter to Park City Council. Please share this letter with our Council Members and add it to the public record in advance of the June 15 meeting.

Best wishes,

Michael Kirby
[redacted]

—

Re: Washington School Inn
Meeting Date: June 15, 2023

Dear Council Members,

As homeowners on upper Park Avenue since 2017, we have a lot of experience living in the Washington School Inn neighborhood. We actually stayed at the Washington School Inn in 2016, when we were searching for an old house in Old Town - it's lovely. After we purchased our Park Avenue home in 2017, we lived three doors down from the Inn in an old miner's home for two years as we renovated our old home at the top of the street. Now we have lived in our renovated home, at the top of Park Avenue across from Utah's oldest Catholic Church, since 2021.

Michael spoke at the public hearing the night that City Planning denied Washington School Inn's request to expand its business. We think City Planning made the right choice. Here's why:

There is no shortage of restaurants in Old Town. There is no shortage of wedding venues in Park City. But there is a shortage of livable historic neighborhoods. It has taken decades of hard work - by Park City Planning, Council, homeowners, and craftspeople - to create the historic and livable neighborhood of upper Park Avenue and upper Woodside Avenue. To be sure, the Washington School Inn is a key part of that historic neighborhood.

But size of operation matters. Approved from the beginning as a bed and breakfast, Washington School Inn has existed as a quiet commercial business within its otherwise residential neighborhood, thanks to the restrictions on guest use and parking.

To add a restaurant open to non-guests and to add events would erode the living experience of residents across more than a dozen historic city blocks. It has taken decades to create this livable historic neighborhood; it would take just this one night to ruin it.

We encourage Council to protect the public good that is rare and hard to reproduce. Please uphold Planning's denial of this request to become a hotel with a dining business. Washington School Inn can continue to run their business consistent with the original development agreement with the City, at a scale that suits the residential neighborhood in which it operates.

Respectfully,

Michael Kirby + Aimée Wolfson
[redacted]
Park City

From:	John Plunkett [redacted]
Sent:	Tuesday, June 6, 2023 5:50 PM
To:	Becca Gerber; Tana Toly; Max Doilney; Ryan Dickey; Jeremy Rubell; Nann Worel
Cc:	Virgil Lund; Rebecca Ward; Jennifer McGrath
Subject:	[External] Public Comment re: Washington School June 15 Appeal

[CAUTION] This is an external email.

Dear City Council and Staff,

We are the 28 residential property owners on Woodside and Park Avenues who stood opposed to the Washington School's request last year to expand its commercial business in our Historic Residential, HR-1 zone.

We were grateful that the Planning Commission denied their application last June. Now that the School has filed an appeal, we ask that City Council affirm the Planning Commission's decision and deny this appeal.

We believe the Planning Commission made the right decision to deny this Hotel c.u.p. application, as per LMC 15–1-10:

"There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas…"

"If the reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards, the Conditional Use may be denied."

Equally important, the School's proposed Conditional Use was not consistent with surrounding Structures in Use, scale, mass and circulation. Enlarging the currently approved use from 30 overnight B&B guests to over 50 nightly diners is not at all compatible with the surrounding residential uses and properties. These incompatibilities cannot be adequately mitigated.

For these reasons, we ask City Council to Deny the School's Appeal — Surely the rights of one (commercial) property owner do not outweigh the rights of the many (residential) property owners who would be directly affected in this Residential HR-1 zone.

We neighbors have had few problems with the Washington School as it has been quietly run (and Conditioned) since 1983. We look the other way at most parking and noise violations. But if ever there was a commercial c.u.p. in Park City that should be denied, for the greater livability of the residential neighborhoods in our historic core, this is it.

Thank-you for your consideration,

John Plunkett & Barbara Kuhr,
564 Woodside & 557 Park, representing:

Kevin Efrusy, 503 Woodside
Ben & Shelly Chigier, 503 1/2 Woodside
Larry Meadows 515 Woodside
Bruce Ward & Cynthia Coe, 521 Woodside
Robert Gebhart, 528 Woodside
Jack Wallack, 532 Woodside
Mike & Katie Mueller, 553, 555 & 557 Woodside
Clayton McNeel, 543 Woodside
Jennifer Tashima, 572 Woodside
Jodi VanDresser & family, 568 Woodside
Tim & Alissa Hoffman, 605 Woodside
Jeff Love, 615 Woodside
Jim Tuton, 621 Woodside
Rachel & Kirk Wilson, 527 Park
Kirsten Ehrich & family, 553 Park
John & Dianne Browning, 561 Park & Woodside lot
Linda & Will Cox, 575 Park
Mark Fischer, 550 Park
Bill & Robin Dark, 594 Park

From: Nicole Buie [redacted]
Sent: Tuesday, June 6, 2023 10:00 PM
To: Virgil Lund
Cc: Brad Dad Buie
Subject: [External] Public Comments from Buie Family-Homeowners for the City Council Hearing

[CAUTION] This is an external email.

Hello Mr. Lund,
We are Brad and Nicole Buie, and are the new homeowners at 576 Woodside Ave. We wholeheartedly stand with our 28+ property owner neighbors and ask that the City Council affirm the Planning Commission's decision and deny the School's appeal once and for all. We believe the Planning Commission made the right decision to deny this Hotel c.u.p. application, as per LMC 15-1-10.

When we learned what the Washington School was trying to do, we were completely shocked that they would propose such egregious changes to our small, historic-rich neighborhood. We love our new home, but have been already concerned about the significant traffic on our very narrow road. Cars and trucks drive fast as it is while pedestrians and their dogs / pets are trying to enjoy our amazing neighborhood, and easy access to the mountain as well as Main Street. Our tiny street and beautiful historic neighborhood is no place for the insane changes that the Washington School is proposing. Surely the rights of one (*commercial*) property owner do not outweigh the rights of all of us (*residential*) property owners who would be directly affected in our Residential HR-1 zone.

Brad and I respectfully request our comments be included in the Staff Report and greatly appreciate the Council's understanding and consideration.

Thank you for your time, and please let us know if you have any questions. I would be there in person but we are traveling.

Thank you,
Nicole and Brad Buie
576 Woodside Ave
[redacted]

Nicole Buie
[redacted]

June 27, 2022

Jason Boal
543 Park Avenue
Park City, UT 84060
jboal@swlaw.com
801-201-1917

CC: Washington School House LLC

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	543 Park Avenue
Zoning District:	Historic Residential – 1 (HR-1)
Application:	Minor Hotel Conditional Use Permit
Project Number:	PL-20-04477
Action:	Denied
Date of Final Action:	June 27, 2022
Project Summary:	The proposal is to convert the Washington School Inn from a Bed & Breakfast to a Minor Hotel

Action Taken

On June 8, 2022, the Planning Commission conducted a public hearing, and directed staff to draft findings for denial. On June 22, 2022, the Planning Commission denied the proposal to convert the Washington School Inn from a Bed & Breakfast to a Minor Hotel according to the following findings of fact and conclusions of law:

Findings of Fact

1. The property is located at 543 Park Avenue.
2. On February 18, 2020, the Applicant submitted a Conditional Use Permit (CUP) application to the Planning Department to convert the Washington School Inn

from a Bed & Breakfast to a Minor Hotel at 543 Park Avenue. The Applicant proposes expanding the Bed & Breakfast Use to a Minor Hotel Use to include Private Events for non-hotel guest use of the indoor restaurant and gathering areas.

3. The property is in the Historic Residential (HR-1) Zoning District. The property includes two Lots: Lot 1 of the Washington School Inn Replat (13,068 square feet) and Lot 34 of Block 5 of the Park City Survey (1,875 square feet).
4. The property fronts Park Avenue and Woodside Avenue.
5. The primary access to the property is from Park Avenue, a public street.
6. The neighborhood is characterized by a mix of historic and non-historic residential structures. The streetscape is dominated by homes set close to the street. The homes are a mix of one- to two-story residences, with a few three- to four-story homes.
7. The property is subject to two Conditional Use Permits:
    a. On September 21, 1983, the Historic District Commission granted a Bed & Breakfast Conditional Use Permit to operate a 14-room Bed & Breakfast with an additional room for the caretaker.
        i. On June 24, 2015, the Planning Commission approved a modification to the 1983 CUP to shift the laundry facilities from the basement of the Washington School Inn to the detached garage, which was being used for storage.
        ii. The 1983 CUP and its modification establish that passive use of the Washington School Inn garden and grounds by patrons of the Inn are a permitted use in the HR-1 Zoning District and consistent with the 1983 conditional use permit approval. However, organized events for the Washington School Inn patrons and/or the general public including parties, weddings, or other public assemblies, are prohibited in the HR-1 Zoning District and are outside the scope of the 1983 Conditional Use Permit.
    b. On November 10, 2010, the Planning Commission approved a Private Recreation Facility Conditional Use Permit for a lap pool behind the Washington School Inn. The 2010 CUP approval prohibited use of Woodside Avenue for guest parking or for deliveries or service traffic with the sole exception of pool service.
        i. On August 22, 2012, the Planning Commission approved a modification to the 2010 CUP, to expand the site to include landscaping improvements on Lot 34 of the Block 5 of the Park City Survey.
8. LMC § 15-2.2-2(B) establishes a Minor Hotel as a Conditional Use in the HR-1 Zoning District.

9. LMC § 15-15-1 defines a Private Event is defined as, "An event, gathering, party or activity that is closed to the general public or that requires and invitation and/or fee to attend" and defines a Restaurant as "[A] Business in which food is prepared and sold for consumption". The Applicant has proposed the use of the Minor Hotel to include "small gatherings", which includes informal meetings, corporate meetings, or other social gatherings. These small gatherings fall under the definition of Private Events. Private Events are prohibited in the HR – 1 Zoning District. Additionally, "outdoor dining; outdoor food and beverage service stations and cars; outdoor storage; and outdoor events and music" are not allowed uses in the HR-1 Zoning District.
10. The Planning Commission determined that the Applicant's request to allow use of the site for Private Events, to allow use of the dining facilities by non-overnight guests, and to increase the use of the site from approximately 30 guests to 60 guests for dining and Private Events is not compatible with the surrounding Structures in Use, scale, and circulation and reasonable conditions cannot be proposed to mitigate the anticipated detrimental effects of the proposed use because:
    a. The subject property is adjacent to residential land uses on three sides, and the adjacent residential structures have nonconforming 3-foot side setbacks to the Washington School Inn's property;
    b. Restaurants and Private Events are prohibited in the HR-1 Zoning District, "outdoor dining; outdoor food and beverage service stations and cars; outdoor storage; and outdoor events and music" are not allowed uses in the HR-1 Zoning District, and "organized events" are also prohibited by the 1983 CUP Approval; and
    c. The expansion of the arrival and departure, even with drop off by car service, would create incompatible impacts on the residential street.
11. The Applicant sought a parking reduction pursuant to LMC § 15-3-6(B) because a Minor Hotel requires one (1) parking space per room or suite. The Applicant has a private parking easement for eleven (11) parking spaces in a parking structure across the street. The Applicant requested that the parking requirement be reduced from twelve (12) spaces to eleven (11) to protect Significant Vegetation and to retain the vegetative buffer between the Washington School Inn and neighboring residential properties. No additional parking was proposed on-site for the expanded dining sought to be permitted.
12. The Planning Commission found that the request for a parking reduction cannot be adequately mitigated because the mitigation measures would either increase traffic to Park Avenue, which has limited access during winter months, and to Woodside Avenue, which is prohibited under the 2010 CUP Approval. The Applicant's increased parking space on Woodside Avenue would increase traffic

to Woodside Avenue, contrary to the 2010 CUP Approval, and would disturb Significant Vegetation and Steep Slopes.

13. The Planning Commission found that the reliance on public parking facilities as a mitigation strategy was unreasonable.
14. Staff posted notice to the property and mailed notice to property owners within 300 feet on August 25, 2021, February 9, 2022, and May 10, 2022. On May 25, 2022, and on June 8, 2022, the Planning Commission conducted public hearings and continued the item to June 22, 2022 for denial.

Conclusions of Law

1. The Conditional Use Permit is not consistent with the Land Management Code, Section 15-1-10, *Conditional Use Review Process*, and reasonable conditions cannot be proposed to mitigate the anticipated detrimental effects of the proposed Use.
2. The Conditional Use Permit is not compatible with surrounding Structures in Use, scale, mass, and circulation, as required by LMC Section 15-1-10(D), *Standards for Review*.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5153 or email browne.sebright@parkcity.org.

BY:

John Phillips
Planning Commission, Chair

CC: Browne Sebright, Project Planner

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PLANNING DEPT.

Wade R. Budge
wbudge@swlaw.com

June 30, 2022

RECEIVED
JUL 06 2022
Park City Municipal Corp.

VIA US MAIL AND EMAIL MICHELLE.KELLOGG@PARKCITY.ORG

Michelle Kellogg
City Recorder
Park City
445 Marsac Avenue
Park City, Utah 84060

Re: Notice of Appeal of Planning Commission's Final Action pursuant to Utah Code § 10-9a-703(1) and LMC § 15-1-18C for Application PL-20-04477

Appeal PL-22-05306

Dear Ms. Kellogg:

This firm represents Washington School House, LLC ("**WSH**"), the owner of the real property located at 543 Park, Park City, Utah. WSH previously filed a Conditional Use Permit application on February 18, 2020, to convert its existing Bed and Breakfast into a Minor Hotel (application # PL-20-04477) (the "**Application**").

On June 8, 2022, the Park City Planning Commission held an additional public hearing and directed staff to draft findings of fact and conclusions of law ("**Findings**") for denying the Application. On June 22, 2022, the Planning Commission approved the Findings, and on June 27, 2022, the Planning Commission took final action by executing the Findings and delivering the same to WSH. The Findings concluded that:

1. The Conditional Use Permit is not consistent with the Land Management Code, Section 15-1-10, Conditional Use Review Process, and reasonable conditions cannot be proposed to mitigate the anticipated detrimental effects of the proposed Use.
2. The Conditional Use Permit is not compatible with surrounding Structures in Use, scale, mass, and circulation, as required by LMC Section 15-1-10(D), Standards for Review

Pursuant to Utah Code § 10-9a-703(1) and Park City Land Management Code § 15-1-18C, WSH hereby submits this Notice of Appeal of the Planning Commission's decision.

Snell & Wilmer is a member of LEX MUNDI, The Leading Association of Independent Law Firms.

There are at least six independent bases for this appeal.

1. A land use authority's detrimental effect findings must be supported by substantial evidence in the record. *See Ralph L. Wadsworth Const. v. West Jordan City*, 2000 UT App 49, ¶ 17, 999 P.2d 1240. Findings "based solely on adverse public comment" are insufficient to support a conditional use permit denial. *Id.* This is especially true when such public comments are controverted by evidence in the record. *Id.* ¶ 18. Here, there is no evidence in the record (besides adverse public comment) to justify the Planning Commission's findings that the proposed use would "create incompatible impacts on the residential street" and a parking nuisance. To the contrary, WSH provided the Planning Commission an uncontroverted parking study produced by a licensed engineer that indicated that WSH had more than sufficient parking. The Planning Commission's bare and conclusory findings that the proposed use would increase traffic and parking cannot form the basis for denying the Application.

2. Pursuant to Utah Code § 10-9a-507(2)(a)(i), "a land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonable anticipated detrimental effects of the proposed use . . . ." Importantly, mitigation of reasonably anticipated mitigation does not require elimination of the detrimental effects. *Id.* § 10-9a-507(2)(a)(ii). WSH proposed over 40 conditions and various mitigation plans to mitigate any detrimental effect caused by its proposed use. The Planning Commission's decision was arbitrary and capricious as it provided no evidence and made only conclusory findings as to why these conditions were insufficient to mitigate any detrimental effects.

3. If a land use authority determines that reasonable conditions cannot mitigate the detrimental effects caused by a proposed use, it must support such determination by substantial evidence in the record. *See McElhaney v. City of Moab*, 2017 UT 65, ¶ 27, 423 P.3d 1284. The land use authority can deny a conditional use only if reasonable conditions cannot substantially mitigate the detrimental effects. *See* Utah Code 10-9a-507(2)(c). The Planning Commission made only a conclusory and bare determination as to whether the detrimental effects of WSH's proposed use were unmitigable. In other words, the record is devoid of any evidence—let alone substantial evidence—supporting the conclusion that the detrimental effects of WSH's proposed use were unmitigable. The Planning Commission was required to make an express determination that any detrimental effects of WSH's proposed use were unmitigable and was required to support that conclusion by substantial evidence. The Planning Commission failed to do so.

4. The Planning Commission misconstrued the Application as a standalone request for "Restaurant" and "Private Event Facility" uses which are "prohibited in the HR-1 Zoning District." The Application did not propose "Restaurant" or "Private Event Facility" uses but only requested a conditional use permit for a Hotel Minor use. Pursuant to Section 15-15 of the Park City Land Management Code ("**LMC**"), Minor Hotels/Motels may contain "accessory facilities such as restaurants, bars, spas, [and] meeting rooms." In other words, restaurants and meeting rooms are allowed by the LMC in connection with a Hotel Minor. The fact that

standalone "Restaurant" or "Private Event Facility" uses are prohibited in the HR-1 District are irrelevant to the Application and cannot justify the Application's denial. Moreover, any detrimental effect caused by the Minor Hotel's restaurant and meeting rooms will be remediated through WSH's proposed conditions. The Planning Commission made no findings that such conditions would not remediate any detrimental effects. Moreover, the Planning Commission made several findings relating to outdoor dining and event uses being prohibited in the HR-1 District. These findings are based on public comments directed at outdoor dining and events uses included in an early draft of the Application but were removed based on feedback. Such findings are indicative of the arbitrary and capricious nature of the Planning Commission's decisions as they are directed at uses not included in the Application but that exist solely in the opposing neighbors' minds.

5. The Planning Commission inexplicably and improperly denied the Application because WSH supposedly did not remediate alleged parking issues. This is wrong. WSH proposed multiple options to remediate parking concerns. Specifically, WSH proposed adding an additional parking spot on Woodside Avenue to meet the twelve-spot parking requirement imposed by the LMC[1]. Alternatively, WSH provided a parking study demonstrating that WSH's eleven existing parking spots were more than sufficient for WSH's needs, and WSH requested a parking reduction as permitted by LMC[2]. Finally, WSH agreed to various conditions to mitigate parking issues such as the requirement that all non-guests and employees do not park onsite. Without any evidence and only conclusory, self-serving findings, the Planning Commission determined that WSH's parking remediation plan was insufficient.

6. Both the federal and state constitution guarantee an individual due process before being deprived of life, liberty, or property. *See* U.S. CONST. amend. XIV, § 1; UTAH CONST. Art. 1, § 7. "Procedural due process claims are elevated under a two-part test. The first question is whether the [complaining party] has been deprived of a protected interest in property or liberty." *Salt Lake City Corp. v. Jordan River Restoration Network*, 2012 UT 84, ¶ 48, 299 P.3d 990 (alteration in original) (citations and quotation marks omitted). If the deprivation of property or liberty occurred, then one must determine "whether the procedures at issue comply with due process." *Id.* WSH has a common-law to the unrestricted use of its property and Park City must comply with due process principles in applying its zoning ordinances to deprive WSH of that right. The Planning Commission violated WSH's due process rights when it permitted the opposing neighbors' attorney to submit proposed findings of fact and conclusions of law after the expiration of the public comment period. The Planning Commission wholeheartedly adopted the opposing neighbors' findings thereby depriving WSH of its due process rights and demonstrating the arbitrary and capricious nature of the Planning Commission's decision and its desire to appease the public clamor.

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[1] *See* LMC § 15-3-6(B).
[2] *See* LMC § 15-3-7.

For the foregoing reasons, WSH submits this Notice of Appeal to the City Council of Park City in its capacity as the appeal authority for land use decisions of the Planning Commission.

As always, thank you for your professionalism and attention to this matter.

Sincerely,

SNELL & WILMER

Wade R. Budge, P.C.

WRB:jcb

cc: Thomas Holthus tholthus@mccarthyholthus.com

Advisory Opinion 263

Parties: Washington School House LLC / Park City

Issued: December 14, 2022

TOPIC CATEGORIES:

Conditional Use Applications

Interpretation of Ordinances

Nonconforming Uses & Structures

Substantive Land Use Review

When an application proposes to change from a legal nonconforming use to some other defined land use, the government must review the proposal on its own merits for compliance with applicable zoning standards, without regard to prior conditions or entitlements of the soon-to-be discontinued nonconforming use.

The owner of a legal nonconforming Bed & Breakfast Inn applied for approval as a Minor Hotel, a defined use allowed in the zone with a conditional use permit. Park City wrongfully denied the CUP by treating the proposal as an "expansion" or "increase" of the existing use, instead of reviewing the proposal for approval on its own merits as a minor hotel. The denial was also based on a misinterpretation of city code finding that certain accessory uses expressly included in the code's definition of hotel were instead standalone uses prohibited in the zone. The denial was arbitrary and capricious as the city's reasons were not legally sufficient.

DISCLAIMER

The Office of the Property Rights Ombudsman makes every effort to ensure that the legal analysis of each Advisory Opinion is based on a correct application of statutes and cases in existence when the Opinion was prepared. Over time, however, the analysis of an Advisory Opinion may be altered because of statutory changes or new interpretations issued by appellate courts. Readers should be advised that Advisory Opinions provide general guidance and information on legal protections afforded to private property, but an Opinion should not be considered legal advice. Specific questions should be directed to an attorney to be analyzed according to current laws.

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ADVISORY OPINION

Advisory Opinion Requested By:	Washington School House LLC
Local Government Entity:	Park City
Applicant for Land Use Approval:	Washington School House LLC
Type of Property:	Residential, Historic Site
Date of this Advisory Opinion:	December 14, 2022
Opinion Authored By:	Richard B. Plehn, Attorney Office of the Property Rights Ombudsman

ISSUES

Did Park City wrongfully deny a conditional use permit application seeking to convert an existing legal nonconforming Bed & Breakfast Inn use to a Minor Hotel use?

SUMMARY OF ADVISORY OPINION

A local government may deny a conditional use permit only where it makes supportable findings that reasonable conditions cannot mitigate the use's identified detrimental effects to comply with objective, ordinance-based standards. The government must base these required findings on applicable regulations relevant to the application.

Land use ordinances commonly restrict the expansion of a legal nonconforming use; however, when an applicant proposes to change from a nonconforming use to some other defined land use, the government must review the proposal on its own merits for compliance with applicable zoning standards, without regard to prior conditions or entitlements of the soon-to-be discontinued nonconforming use.

The applicant operates a Bed & Breakfast Inn as a legal nonconforming use, but has applied for approval as a Minor Hotel, which is another defined land use allowed with a conditional use permit. Park City wrongfully denied the conditional use permit application by treating the proposal as an "expansion" or "increase" of the prior bed & breakfast use,

instead of reviewing the proposed minor hotel for approval on its own merits. The city made several findings of detrimental effects based on the proposal's noncompliance with prior permits for the bed & breakfast use that do not pertain to a change in use. The city also misinterpreted its code to find that use of dining and meeting facilities within the hotel constituted additional standalone uses that were prohibited in the zone. From this errant basis, the city concluded that the application did not conform with the land use code and that reasonable conditions could not mitigate the detrimental effects it had identified. The denial was arbitrary and capricious as the city's reasons were not legally sufficient.

The application proposes a minor hotel, which is a defined use that includes accessory uses of dining and meeting facilities commonly associated with a hotel, and is allowed in the zone with a conditional use permit irrespective of how the property has been used in the past. Accordingly, the city must review the application as a proposal for a minor hotel use, only, and make appropriate findings regarding compliance with objective, ordinance-based standards. If reasonable conditions mitigate anticipated detrimental effects of the minor hotel use in the zone, the application is entitled to be approved as conditioned.

Evidence

The Ombudsman's Office reviewed the following relevant documents and information prior to completing this Advisory Opinion:

1. Request for Advisory Opinion submitted by attorney Wade R. Budge, on behalf of Washington School House, LLC, on June 30, 2022.
2. Letter from Nicole M. Deforge, on behalf of a group of Park City Citizens and Neighbors, on July 22,2022.
3. Letter from Mark D. Harrington, on behalf of Park City, on July 26, 2022.
4. Letter from Wade R. Budge, on behalf of Washington School House, LLC, on August 30, 2022, in response to Ms. Deforge's letter, dated July 22, 2022.
5. Letter from Wade R. Budge, on behalf of Washington School House, LLC, on August 30, 2022, in response to Mr. Harrington's letter, dated July 26, 2022.
6. Letter from Nicole M. Deforge, on behalf of a group of Park City Citizens and Neighbors, on September 9, 2022.

Background

Washington School House, LLC ("WSH") owns the historic Washington School House in Park City ("City"), a landmark structure built in in 1889 and considered a historic structure in city code. The property is located in the "Old Town" area, situated between Park Avenue at the front of the property, and Woodside Avenue at the rear. The property is surrounded on three sides by residential housing in the "Historic Residential (HR-1)" zoning district.

Existing Use as a Bed & Breakfast Inn

The property has been operating as a Bed & Breakfast Inn under a conditional use permit ("CUP") initially issued in 1983. At the time, hotels and other lodging facilities were not allowed in the HR-1 zone, but city ordinances gave the Historic District Commission the

authority to approve uses that were not consistent with the zoning regulations when such an approval was necessary to preserve a historic structure.[1] As a result, in order to "save the building from demolition or accidental loss,"[2] the Historic District Commission approved a CUP allowing renovation of the schoolhouse to operate as a Bed & Breakfast together with approved nonconforming parking—a private agreement for 11 parking spots in an off-site parking structure across the street.[3]

Over the years, WSH has received several other approvals in furtherance of the CUP for the Bed & Breakfast use. Of note, in 2001, the City approved a renovation of a detached accessory garage into a flat-roof terrace, concluding it was allowed by the HR-1 zoning and consistent with the 1983 CUP, though cautioning that "programming the flat-roof/terrace for outdoor commercial activities which are inconsistent with the character and scope of bed and breakfast inn operations is not permitted under the 1983 conditional use permit or the HR-1 district regulations."[4]

In 2010, the City approved a "Private Recreation Facility" CUP to construct a lap pool on WSH grounds behind the schoolhouse. Again, the City found that "passive use of the grounds by patrons of the Inn are a permitted use in the HR1 zone and consistent with the 1983 conditional use permit . . . [but] [o]rganized events for the Washington School Inn patrons and/or the general public including parties, weddings, and other public assemblies, are not permitted in the HR1 zone and are outside the scope of the 1983 conditional use permit."[5] Finally, in 2011, the City approved the internal remodel of WSH to reduce the number of rooms from 15 to 12, which is its current operation. The current guest occupancy is approximately 30 as a Bed & Breakfast use.

Application for a Change in use to a Minor Hotel

From the time in 1983 when the schoolhouse was initially approved as a nonconforming bed & breakfast use in the HR-1 district, not only has Bed & Breakfast Inn been added as an allowed use in the district, but several other types of allowed lodging uses have been added, including "Nightly Rental," "Boarding House, hostel," and, "Hotel, Minor."[6]

In 2020, WSH applied for a new conditional use permit to convert the existing 12-room Bed & Breakfast use to a 12-room Minor Hotel use. According to the City's initial staff report reviewing the proposal, "A Bed & Breakfast . . . is limited to guest rooms and facilities for guest meals, whereas a Minor Hotel allows for accessory facilities like

[1] June 8, 2022 Planning Commission Packet, Item 5.B, Exhibit E: 1983 Conditional Use Permit Approval Letter.
[2] *Id.*, Item 5.B, Exhibit D: 1983 CUP Application for Bed & Breakfast.
[3] *Id.*, Item 5.B, Exhibit F. The Staff Report noted that the proposal did not conform to existing parking requirements because "the parking structure would be located off the property, it does not meet side yard setback requirements of the zone, and it exceeds the maximum amount of hard surfaced area allowed for parking." Additionally, "Two parking stalls are 9' x 20' when 10' x 20' is the minimum for outside spaces."
[4] Planning Commission Staff Report, The Washington School Inn, dated April 28, 2021.
[5] *Id.*
[6] *See,* PARK CITY LAND MANAGEMENT CODE ("LMC") § 15-2.2-2 (2022); *see also*, LMC § 15-15-1 (definitions).

restaurants, bars, spas, meeting rooms, group dining facilities, and other activities customarily associated with Hotels."[7]

In WSH's conditional use permit application, WSH asserted that "[f]unctionally, the proposed [Minor Hotel] use will continue much the same as the existing, Bed and Breakfast use," but that the "one exception to the current operation that the applicant seeks to permit[] is the ability of Overnight Guests to invite/host Non-Resident Guests for dining or small gatherings." These small gatherings might include "an informal meeting, corporate meeting, or other social gathering."[8]

When first submitted, WSH's proposal initially sought for both indoor and outdoor facilities to be utilized for special events, and that dining facilities could be available to patrons without overnight accommodations. This proposal received a significant amount of public opposition over the course of four public meetings on the application.[9]

A group of self-organized citizens that reside in the area surrounding the property ("Citizens"), represented by legal counsel, appeared and spoke against the application at scheduled public hearings, and submitted arguments to the Planning Commission as well as to this Office in response to WSH's request for an advisory opinion. Citizens argued, generally, that organized events—including weddings, parties, reunions, and corporate retreats—had already occurred onsite and violated the CUPs for the Bed and Breakfast use. Public comments also focused the gradual but consistent expansion of the use of the property over the years. Citizens' attorney submitted a letter to the Planning Commission lamenting that WSH was "seeking permission to double the use of its property to allow the very things it was expressly prohibited from doing in prior CUPs."

Planning staff also expressed concern that WSH's proposal for its dining facilities effectively opened the use to the general public and likely exceeded the limits of an accessory use of a Minor Hotel, and instead would constitute an additional primary use as a "Restaurant" that could operate irrespective of whether the hotel had any overnight guests (a Restaurant, as a primary use, is not allowed in the HR-1 zone). Planning Staff sought input from the Planning Commission whether the dining facility proposal would constitute an accessory use of a Minor Hotel or a standalone use as a Restaurant.

However, WSH revised the scope of its application in several aspects over the course of the review process with planning staff and public hearing input. As ultimately reviewed by the Planning Commission, the proposed dining and gathering activities would only take place inside the hotel. Non-resident guests were also defined to only include the invitees of overnight guests using the dining facility and indoor gathering areas. WSH proposed a maximum occupancy of 60 guests (plus 8 employees), up to 30 of which would be overnight patrons of the hotel rooms, while the remaining 30 people would be the non-

[7] Planning Commission Staff Report, The Washington School Inn, dated April 28, 2021.
[8] *Id.*
[9] Consisting of two work meetings in 2021 and later two public hearings, the first of which was held in November of 2021 and noted as "brief," and was continued to the second and last public hearing held on June 8, 2022.

resident guests invited by the hotel's overnight patrons. Invited non-resident guests would be limited to certain operating hours, and no walk-ins would be permitted.

Parking Reduction

City code provides an initial parking requirement for a Minor Hotel as 1 parking space per room, but also allows the Planning Commission to approve exceptions. The application sought a parking reduction under city code to satisfy parking requirements for a 12-room Minor Hotel with the existing 11 parking spaces used currently for the Bed and Breakfast Inn. WSH submitted a traffic study concluding that the existing spots were more than sufficient for the demand of the new hotel use.

As for invited non-resident guests, WSH did not anticipate providing any parking for these invitees, who would instead arrive by "private shuttle, ride share, taxi, public transit, or on foot." Finally, delivery and service vehicles serving the hotel would park on Park Avenue with the exception of smaller sized vehicles that could park in the driveway as long as they did not block the sidewalk. Pool service and delivery vehicles would continue to use Woodside Avenue as they had for the Bed & Breakfast Inn use under the 2010 CUP.

As an alternative, should the Planning Commission insist on the full requirement for 12 parking spots under the code, WSH optionally proposed adding one additional parking spot in the rear of the property off of Woodside Avenue to satisfy the required 12th spot. This option, according to Staff Report, would require removal of existing landscaping and vegetation, and a steep slope conditional use permit.

Denial of Conditional Use Permit

WSH notes that it worked with the City's planning department on its current proposal for over two years, and its conditional use application included 42 draft conditions aimed at mitigating any anticipated detrimental effects caused by the Minor Hotel use. Staff recommend approval of the application as ultimately revised by the applicant, and as conditioned by the 42 proposed conditions. At the final Planning Commission meeting, during public comment, Citizens continued to speak against the application.

The Planning Commission ultimately moved to deny the conditional use permit application, the minutes reflecting the reasons being "there was not sufficient parking mitigation for the additional use, there would be a detrimental effect on the surrounding neighborhood, and there were concerns about the number of non-resident guests." The Planning Commission thereafter prepared a written Notice of Planning Commission Action detailing a list of 14 findings of fact, as well as conclusions of law.

The written findings added that the Planning Commission found that (1) the property is subject to two CUPs and that the proposed Minor Hotel use was an "expansion" of the existing Bed & Breakfast use; and (2) the proposed use of dining and other facilities by non-resident guests constituted standalone primary uses of "Restaurant", "Private Event", and "Outdoor Uses", which the Commission found were all prohibited in the HR-1 zone and violated certain restrictions of existing CUPs. Based on these findings, the Planning

Commission additionally found that a parking reduction could not be approved because it would increase traffic and violate existing CUPs, and, alternatively, an added parking space also would increase traffic and violate existing CUPs, and disturb significant vegetation and steep slopes. From these findings, the Planning Commission concluded that the applicant's "request to allow use of the site for Private Events," and to "increase the use of the site" was not compatible with the surrounding structures in use, scale, and circulation and reasonable conditions could not be proposed to mitigate the anticipated detrimental effects of the proposed use.

WSH requested an advisory opinion to determine whether the City erred in denying the application for a conditional use permit.

ANALYSIS

A conditional use is a land use allowed in a particular zoning district, *see* UTAH CODE § 10-9a-507(1), but because of unique characteristics or potential impact of the land use on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas of the district or may be compatible only if certain conditions are required that mitigate or eliminate detrimental impacts. *Id.* § 10-9a-103(8).

A land use authority's decision to approve or deny conditional use is an administrative land use decision, *id.* § 10-9a-507(3), which must be supported by substantial evidence in the record. *Id.* § 10-9a-801(3)(c)(i). If the land use authority imposes conditions, it must "ensure that the conditions are stated on the record and reasonably relate to mitigating the anticipated detrimental effects of the proposed use." *Id.* § 10-9a-507(2)(b). Similarly, in denying an application, the land use authority "must make findings of fact and conclusions of law that are adequately detailed so as to permit meaningful appellate review." *McElhaney v. City of Moab*, 2017 UT 65, ¶ 35. Findings are "sufficiently detailed [when they] disclose the steps by which [the authority] reaches its ultimate factual conclusions." *Id.* ¶ 36.

A municipality acts arbitrarily and capriciously in denying a conditional use permit where its reasons either have no factual basis or are not legally sufficient. *See, Davis County. v. Clearfield City*, 756 P.2d 704, 713 (Utah Ct. App. 1988).

Here, the Planning Commission made a number of incorrect findings that resulted from mischaracterizing the proposal as well as misinterpreting city code. The City's conclusions were therefore not supported by substantial evidence, and its decision to deny the application was not legally sufficient.

Park City's enacted conditional use ordinance provides three conditional use standards:

1. The Application must comply with all requirements of the land use code;
2. The proposed use must be compatible with surrounding structures in use, scale, mass and circulation; and

3. The effects of any differences in use or scale have been mitigated through careful planning.

See, PARK CITY LAND MANAGEMENT CODE ("LMC") § 15-1-10.D.

The Planning Commission made conclusions for each of these standards in the negative, namely, that: "The Conditional Use Permit is not consistent with the Land Management Code . . . is not compatible with surrounding Structures in Use, scale, mass, and circulation . . . and reasonable conditions cannot be proposed to mitigate the anticipated detrimental effects of the proposed Use." We conclude, however, that the Planning Commission provided either insufficient factual support, or legally insufficient bases for each of the above standards.

First, the Planning Commission made several findings regarding compliance with requirements that were not relevant to the information shown in the application. As a result, the conclusion that the proposal was not compatible with surrounding structures was not supported by substantial evidence as it was based on these irrelevant findings. As to the final standard, the Planning Commission provided no factual support for its conclusion that no reasonable conditions could be proposed to mitigate the anticipated detrimental effects of the proposed use. The applicant had proposed 42 conditions for review, and the Planning Commission's findings are almost silent as to the efficacy of these conditions, instead making conclusory findings that the effects could not be mitigated by condition.

I. The Planning Commission's Findings Were Insufficient Where the Proposal was Reviewed as if it was an Expansion of a Nonconforming Use and Under Regulations Irrelevant to the Use Proposed

Utah's Land Use Development and Management Act ("LUDMA"), as applied to municipalities, provides that a land use application should be substantively reviewed under the land use regulations applicable to the application or to the information shown on the application. UTAH CODE § 10-9a-509(1)(a)(i)(B). That also means that the inverse should be true—if an application does not propose a particular land use, it would be wrong to review the application and make findings under land use regulations not applicable to the application.

A. The application sought a change in use, and prior approvals/conditions for the former Bed & Breakfast Inn have no relevance in determining whether the proposed Minor Hotel complies with applicable conditional use standards.

Here, the applicant proposed a Minor Hotel, a use allowed in the zoning district with a conditional use permit. While the property currently operates as a legal nonconforming Bed & Breakfast Inn, and the applicant's purpose in changing uses sought mostly to "maintain" the current operation with certain exceptions, the Minor Hotel use is legally distinct from a Bed & Breakfast Inn under city code, and as such, should only be reviewed under the land use regulations applicable to a Minor Hotel as a conditional use, without

regard to the existing nonconforming use. By changing land uses, the nonconforming use is being discontinued, and the minor hotel application is therefore not an application that seeks to "expand" or "increase" the nonconforming bed & breakfast use.

This distinction is important because nonconforming use regulations often presume that a nonconforming use should not be expanded or increased, but should rather be reduced—and Park City is no exception.[10] However, conditional use applications are reviewed under an entirely different presumption. Namely, LUDMA considers a conditional use to be a use allowed in the zone, and directs that a land use authority "shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards," and may only deny the conditional use "[i]f the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards." UTAH CODE § 10-9a-507(2).

Here, the City improperly treated the application as if it were an expansion or increase of a nonconformity. A good portion of the staff report analyzed the proposal according to the differences between the conditions currently imposed on the Bed & Breakfast Inn by prior CUPs and the current Minor Hotel proposal. Public comment on the application, too, largely focused on the proposal as an "increase" or "expansion" of the existing bed & breakfast use. But most importantly, the Planning Commission's findings centered around the proposal as "expanding the Bed & Breakfast Use to a Minor Hotel Use . . . ," Park City, *Notice of Planning Commission Action* ("Notice"), at Findings of Fact #2 (June 27, 2022), and as a request to "increase the use of the site . . . ." *Notice*, Finding #10.

The Planning Commission also explicitly found that the property continued to be subject to prior CUPs, erroneously finding that the proposal violated these CUP conditions in several ways. As a result, the City's conclusion that the application did not conform to enacted conditional use standards wrongfully relied in almost its entirely on the legal fiction that the nonconforming bed & breakfast use still existed for purposes of the application and that this proposal was an "increase [of] the use of the site."

A change in use starts with a clean slate, and is to be reviewed entirely on its own merits for compliance with all existing land use ordinances. The City's conclusions regarding its conditional use standards were legally insufficient because they wrongfully relied on purported noncompliance or other detrimental effects relating to existing CUP conditions, which have nothing to do with a new application for a Minor Hotel use.

[10] Park City has enacted an ordinance on nonconforming uses and structures "intended to limit enlargement, alteration, restoration, or replacement which would increase the discrepancy between existing conditions and the Development standards prescribed by this Code." LMC § 15-9-1 (2000). City Code gives direction that land use applications involving nonconformities "are reviewed to ensure that they are reducing the degree of non-conformity and improving the physical appearance of the Structure and site through such measures as landscaping, Building design, or the improved function of the Use in relation to other Uses." *Id.*

B. The application's proposed use of dining and indoor facilities are accessory uses of a Minor Hotel, not standalone primary uses prohibited by the HR-1 zone

The Planning Commission also wrongfully concluded that WSH proposed operating standalone uses of "Restaurant", certain "Private Events", and/or "Outdoor Uses", all of which are prohibited in the HR-1 district.

First, we note that the finding that Outdoor Uses is prohibited is incorrect on its face as it applies to WSH's application. This is because the ordinance referenced in the Planning Commission's findings, LMC Section 15-4-21 (which does prohibit all outdoor uses unless the zone allows by permit) was not enacted until September of 2020,[11] after WSH submitted its conditional use application on February 18, 2020. Because WSH is "entitled to substantive review . . . under the land use regulations[] in effect on [that] date," UTAH CODE § 10-9a-509, this section prohibiting outdoor uses does not apply to WSH's application.

As for regulations regarding Private Events and Restaurants, when interpreting land use ordinances, the standard rules of statutory construction apply, in which Utah courts will look first to the plain language of the ordinance, *Brendle v. City of Draper*, 937 P.2d 1044, 1047, reading the ordinance "as a whole, [interpreting] its provisions in harmony with other [ordinances] in the same chapter and related chapters." *Foutz v. South Jordan*, 2004 UT 75, ¶ 11. In doing so, the primary goal is "to give effect to the legislative intent, as evidenced by the plain language, in light of the purpose the [ordinance] was meant to achieve." *Id.*

City code provides that a minor hotel is a hotel with fewer than 16 rooms, *See* LMC § 15-15-1 (2019), while defining "Hotel" as:

> A Building containing sleeping rooms for the occupancy of guests for compensation on a nightly basis that ***includes accessory facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or other facilities and activities customarily associated with Hotels***, such as concierge services, shuttle services, room service, and daily maid service.

Id. (emphasis added). Additionally, the HR-1 zone provides that "Accessory Building and Use[s]" are permitted uses. LMC § 15-2.2-2.A. City code defines Accessory use as "[a] land Use that is customarily incidental and subordinate to the to the primary Use located on the same Lot." LMC § 15-15-1 (2019).

Part of the dispute here is how the use of dining and other facilities was initially submitted, amended, and ultimately reviewed by the Planning Commission. As originally submitted,

[11] *See*, PARK CITY, Ordinance 2020-42. This section on prohibited outdoor uses was previously only part of the Historic Recreation Commercial (HRC) district, but the City amended the Code to move that section to its current location as Section 15-4-22 under the Chapter for "Supplemental Regulations," which "qualify or supplement, as the case may be, the regulations appearing elsewhere in [the] Code." LMC § 15-4-1.

WSH had initially desired that its definition of "non-resident guest" not only mean "guests of overnight guests," but also, "guests using the dining facility and indoor areas that have not reserved overnight accommodations but have made reservations for dining or indoor gathering."

The City's staff report concluded that inasmuch as use of hotel facilities and dining area are tied to guests of the hotel and their invited guests, they should be considered accessory uses of the hotel. However, the as applicant's initial broader definition of non-resident guest would open the inn to anyone, it might no longer be considered an Accessory Use, but rather an additional primary use that would be able to operate irrespective of whether the hotel has any overnight guests. Staff suggested limiting the definition to only "the guests of overnight guests using the dining facility and indoor gathering areas." This amended definition was what was ultimately proposed by WSH when the application came before the Planning Commission at the June 8, 2022 meeting.

We agree that the application's proposed use of dining and indoor meeting facilities by invitees of hotel guests is expressly anticipated in the Code's very definition of minor hotel as "include[d] accessory facilities," as mentioned above. Therefore, as Accessory Uses are a permitted use in the HR-1 zone, and the proposed use pertains to accessory uses of a Hotel, the only relevant land use proposed by WSH's application is a Minor Hotel, and the Planning Commission erred by interpreting its code in a way that considered WSH's application as a proposal for standalone "Restaurant" and "Private Events" uses when plainly permitted as accessory uses of a Minor Hotel. See Utah Code § 10-9a-306(2) ("If a land use regulation does not plainly restrict a land use application, the land use authority shall interpret and apply the land use regulation to favor the land use application").

II. The Planning Commission's Conclusion that the Proposal Was Incompatible with Surrounding Structures was Legally Insufficient as Based on Irrelevant Findings

The City's conditional use standards require that a proposed use be compatible with surrounding structures in use, scale, mass and circulation, or, at least, that the effects of any differences in use or scale have been mitigated. LMC § 15-1-10.D. In other words, a finding that a proposal is ***not*** compatible with surrounding structures is essentially a finding of a detrimental effect under state law. The City's conditional use standards provide a list of 16 items that the Planning Commission "must review" when considering impacts and mitigation, essentially constituting the available "reasons" why a use could be found to be incompatible. *See, id.* § 15-1-10.E.

The Planning Commission's errant findings regarding compliance with the existing CUP conditions or standalone primary uses not applicable to WSH's application are inescapably entangled with its conclusion that the application did not comply with its conditional use standards. Specifically, what the Planning Commission determined was not compatible with surrounding structures in use, scale, and circulation was "the Applicant's request to ***allow use of the site for Private Events***, to allow use of the dining

facilities by non-overnight guests, and to ***increase the use*** of the site from approximately 30 guests to 60 guests for dining ***and Private Events***." (emphases added).

We do not believe that the proper analysis on review would be to attempt to strike out only the illegitimate considerations of the findings and try to make assumptions about to what extent this finding of incompatibility was otherwise partly based on any legitimate factors under the City's conditional use standards. The findings explicitly state as its basis considerations that are irrelevant. This inclusion of irrelevant considerations inherently results in findings of fact and conclusions of law that are inadequate "to permit meaningful appellate review," *See, McElhaney v. City of Moab*, 2017 UT 65, ¶ 35, and are therefore legally insufficient.

As a result, "where [a municipality's] reasons . . . are not legally sufficient," denial of a conditional use permit is arbitrary and capricious. *Davis County*, 756 P.2d 704, at 713.

III. The Planning Commission's Determination that Detrimental Effects Could Not be Mitigated was Conclusory and Not Supported.

A conditional use permit may only be denied if the land use authority finds that the "reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards." Utah Code § 10-9a-507(2).

The applicant worked with planning staff to propose a list of 42 conditions that could be imposed on the proposed use to mitigate anticipated detrimental effects. Other than its findings regarding the applicant's proposed parking reduction, and a conclusory finding that the applicant's "reliance on public parking facilities as a mitigation strategy was unreasonable," the Planning Commission's findings are almost silent as to any possible conditions, either those proposed or those that could be imposed.

Conclusory statements that detrimental effects cannot be mitigated by condition, without any discussion of the efficacy of conditions proposed or able to be imposed, fail to disclose the steps by which the authority reaches its ultimate factual conclusions, and are inadequate for review. *McElhaney,* 2017 UT 65, at ¶ 36.

Here, it would appear that the Planning Commission's findings did not address conditions in detail perhaps because it had concluded, erroneously, that the proposal categorically did not comply with city code as it proposed standalone Restaurant, Private Event, and Outdoor Uses, and otherwise violated prior CUP conditions on the property for the Bed & Breakfast use. Again, these irrelevant findings result in a legally insufficient conclusion regarding whether the identified detrimental effects could be mitigated by reasonable condition. As a result, the decision to deny the conditional use permit was arbitrary, capricious, and illegal.

Ultimately, WSH's application proposed only a minor hotel with relevant accessory uses. The City must therefore review the application as such and make appropriate findings on

that basis. If the application complies with the stated requirements in city ordinances pertaining to a minor hotel use, and the application's 42 proposed conditions—or other reasonable conditions—will mitigate anticipated detrimental effects of that use in the HR-1 zone in accordance with relevant CUP standards outlined in city ordinances, the application is entitled to approval as conditioned.

CONCLUSION

The City's decision to deny WSH's conditional use application for a Minor Hotel in the HR-1 zone was both arbitrary and capricious, and illegal. The decision was illegal as it was based on an incorrect interpretation of applicable ordinances as well as ordinances that were not applicable to WSH's application. The decision was arbitrary and capricious because the Planning Commission's findings were not ordinance-based, not sufficiently detailed, or otherwise not factually supported. The City must review the proposal for compliance with objective code requirements for a Minor Hotel use only, which anticipates the accessory use of its dining and meeting facilities as proposed, and if reasonable conditions will mitigate the anticipated detrimental effects of this Minor Hotel use in this area of the HR-1 zone, the application is entitled to approval.



Jordan S. Cullimore, Lead Attorney
Office of the Property Rights Ombudsman

NOTE:

This is an advisory opinion as defined in Section 13-43-205 of the Utah Code. It does not constitute legal advice, and is not to be construed as reflecting the opinions or policy of the State of Utah or the Department of Commerce. The opinions expressed are arrived at based on a summary review of the factual situation involved in this specific matter, and may or may not reflect the opinion that might be expressed in another matter where the facts and circumstances are different or where the relevant law may have changed.

While the author is an attorney and has prepared this opinion in light of his understanding of the relevant law, he does not represent anyone involved in this matter. Anyone with an interest in these issues who must protect that interest should seek the advice of his or her own legal counsel and not rely on this document as a definitive statement of how to protect or advance his interest.

An advisory opinion issued by the Office of the Property Rights Ombudsman is not binding on any party to a dispute involving land use law. If the same issue that is the subject of an advisory opinion is listed as a cause of action in litigation, and that cause of action is litigated on the same facts and circumstances and is resolved consistent with the advisory opinion, the substantially prevailing party on that cause of action may collect reasonable attorney fees and court costs pertaining to the development of that cause of action from the date of the delivery of the advisory opinion to the date of the court's resolution. Additionally, a civil penalty may also be available if the court finds that the opposing party—if either a land use applicant or a government entity—knowingly and intentionally violated the law governing that cause of action.

Evidence of a review by the Office of the Property Rights Ombudsman and the opinions, writings, findings, and determinations of the Office of the Property Rights Ombudsman are not admissible as evidence in a judicial action, except in small claims court, a judicial review of arbitration, or in determining costs and legal fees as explained above.

The Advisory Opinion process is an alternative dispute resolution process. Advisory Opinions are intended to assist parties to resolve disputes and avoid litigation. All of the statutory procedures in place for Advisory Opinions, as well as the internal policies of the Office of the Property Rights Ombudsman, are designed to maximize the opportunity to resolve disputes in a friendly and mutually beneficial manner. The Advisory Opinion attorney fees and civil penalty provisions, found in Section 13-43-206 of the Utah Code, are also designed to encourage dispute resolution. By statute they are awarded in very narrow circumstances, and even if those circumstances are met, the judge maintains discretion regarding whether to award them.

MAILING CERTIFICATE

Section 13-43-206(10)(b) of the Utah Code requires delivery of the attached advisory opinion to the government entity involved in this matter in a manner that complies with UTAH CODE § 63-30d-401 (Notices Filed Under the Governmental Immunity Act).

These provisions of state code require that the advisory opinion be delivered to the agent designated by the governmental entity to receive notices on behalf of the governmental entity in the Governmental Immunity Act database maintained by the Utah State Department of Commerce, Division of Corporations and Commercial Code, and to the address shown is as designated in that database.

The person and address designated in the Governmental Immunity Act database is as follows:

Matt Dias, City Manager
Park City
445 Marsac Avenue
Park City, Utah 84060

On this ___ Day of _____, 2022, I caused the attached Advisory Opinion to be delivered to the governmental office by delivering the same to the United States Postal Service, postage prepaid, certified mail, return receipt requested, and addressed to the person shown above.

_____
Office of the Property Rights Ombudsman

MEMORANDUM



Date: March 15, 2021

To: Washington School House, LLC

From: Hales Engineering

Subject: Washington School House Inn Parking Study

UT21-1830

This memorandum discusses the parking study completed for the Washington School House Inn in Park City, Utah. The study identifies the parking supply included in the site plan, the parking supply rates required by the City and parking demand rates identified by the Institute of Transportation Engineers (ITE). A discussion of the anticipated parking demand for special events on the property is also included.

Project Description

The Washington School House is located at 543 Park Avenue. A vicinity map of the project site is shown in Figure 1, and a full site plan is found in Appendix A. The Washington School House operates as a boutique bed and breakfast. It serves a limited number of guests that seek a small, private, and exclusive destination. The Washington School House has been recognized in the media, including Travel + Leisure, as a destination draw for Park City.

The owners of the property applied for a conditional use permit to change the Washington School House's current operations as a Bed and Breakfast Inn to a Hotel Minor land use under Park City code. The hotel will have 12 rooms. The property site plan identifies a total of 12 stalls (11 stalls located in a lot across Park Avenue and authorized by easement and 1 parking stall planned for the west end of the property on Woodside Avenue). A driveway on the property offers 2 additional stalls that do not meet the City's off-street parking dimensions.



Figure 1: Site vicinity map of the project in Park City, Utah

Park City Parking Code

The Park City code specifies parking rates for various land use types. According to section 15-3-6B of the code, the City requires "1 space per room or suite, and one space per 200 sf of separately leasable commercial space." This property doesn't include any separately leasable commercial space. Based on these requirements, the Washington School House is required to provide a total of 12 off-street parking spaces. This requirement will be met with the 11 current off-street parking spaces and the 1 proposed parking space.

ITE Parking Demand Rates

While the planned usage of the Washington School House is unique and smaller than a typical hotel, it is comparable to the Institute of Transportation Engineers (ITE), *Parking Generation*, 5th Edition, 2019, business hotel land use. The average parking demand rate for a business hotel (ITE land use 312 is 0.72 parking stalls per hotel room, with an 85th percentile demand rate of 0.83 stalls per room and a maximum observed rate of 0.85 parking stalls per room. This is based on 11 study sites across the United States since the year 1980, with an average parking supply of 1.1 spaces per room. The number of stalls needed based on each of these rates for the proposed project is shown in Table 1.

Table 1: ITE Parking Generation

Park City - Washington School House Inn ITE Parking Generation (LU 312)		
Rate Type	Rate (stalls/dwelling unit)	Stalls
Average	0.72	9
85th Percentile	0.83	10
Maximum	0.85	11
ITE Parking Generation, 5th Edition, 2019		
Source: Hales Engineering, February 2021		

It is typically recommended that the parking demand be increased by 10% to provide an adequate parking supply for the property. If the 85th percentile parking demand of 10 stalls is used, then a parking supply of 11 stalls is advisable. A summary of the parking rates from the existing site plan, the Park City code, and ITE data can be found in Table 2.

Table 2: Parking Rate Comparison

Park City - Washington School House Inn Parking Rate Comparison		
Source	Rate (stalls / room)	# of Stalls
Park City Parking Code	1.00	12
ITE 85th Percentile Parking Demand	0.83	10
Existing Site Parking (off-street)	1.00	12
ITE Parking Generation, 5th Edition, 2019		
1. Two driveway parking spaces exist and have not been included in these numbers		
Source: Hales Engineering, February 2021		

The proposed site plan, which includes 12 off-street parking spaces, exceeds the recommended ITE parking supply. Moreover, the property owner reports, based on experience with the bed and breakfast, that only about 25% of guests require parking during their stay. This results in use of about 3 of the available parking spaces. The remaining guests arrive via transit, ridesharing services, or private transportation services and use these same services during their stay. Guests using transportation services are picked up and dropped off in a pull out located in front of the Washington School House.

Special Events

The Hotel (Minor) land use would allow the Washington School House to host small, private events. These special events are anticipated to include small corporate retreats, and small, private celebrations for weddings or other milestone events.

The property owners have indicated that no more than 60 guests would be permitted on the property for special events. This is due to the private, exclusive nature of the property and the small nature of the gathering spaces. This number includes up to 34 overnight guests (which is the Washington School House's full occupancy, based on sleeping areas available in the 12 guest rooms). The balance of special event guests would arrive from offsite.

As described above, the property owner stated that most overnight guests utilize ridesharing services for transportation to and from the Washington School House. Approximately 25% of overnight guests bring their own vehicles and require parking. If 25% of the overnight guests use parking spaces, then only 3 of the 12 spaces on the property are being used by these guests. That leaves more than adequate parking capacity for non-overnight, special event guests (estimated at 26 for special events when the Washington School House is completely rented out), the majority of which will also likely use ridesharing or other transportation services. Guests arriving by rideshare, or other transportation service, will be picked up and dropped off in the pull out in front of the Washington School House. The Washington School House will manage parking during special events through use of a valet service.

Conclusions and Recommendations

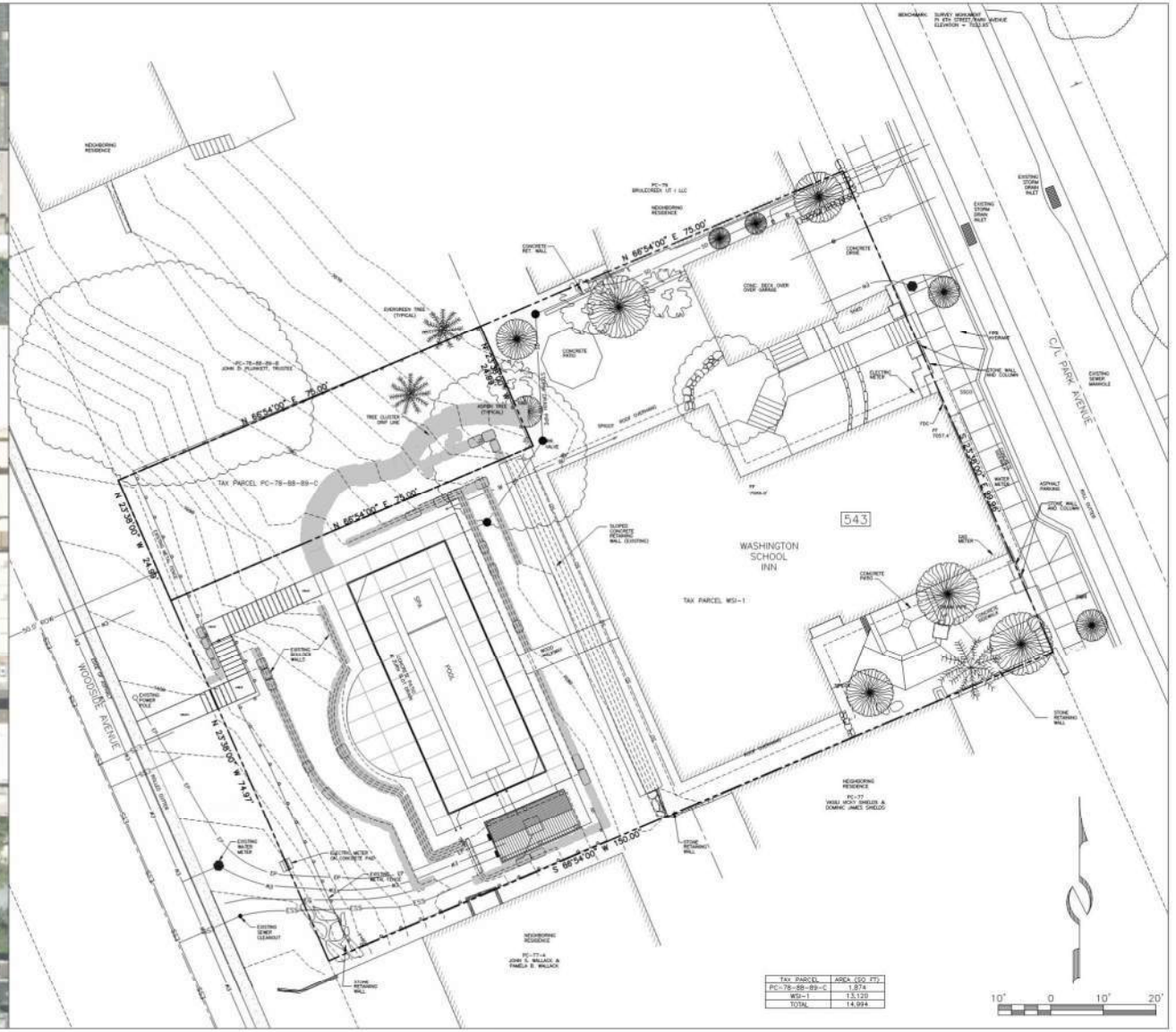
Hales Engineering makes the following conclusions for parking at the proposed Washington School House Hotel in Park City, Utah:

- The proposed site plan for the Washington School House Hotel identifies a total of 12 off-street parking spaces, with 2 additional spaces available in the driveway at the property. This equals a parking supply of 1 parking space per room.
- Section 15-3-6B of the Park City code would require 12 parking spaces for the Washington School House property under the "Hotel (minor)" land use. This translates to a parking supply rate of 1.0 parking space per room.
- The ITE 85th percentile parking demand rate for a business hotel is 0.83 parking stalls per room, translating to 10 parking stalls. With a 10% increase to parking demand, a parking supply of 11 parking stalls is recommended.
    - The current site plan meets the number of parking spaces required in the Park City code and exceeds the number recommended by the ITE data.
    - Based on past parking usage at the property, overnight guests will only use approximately 3 of the 12 available spots.
- The Washington School House is a small, private, exclusive destination that is meant to provide a high level of service to a limited number of guests. It may host small, private, special events under the new "Hotel (minor)" land use.
    - The events will largely cater to overnight guests, with a limited number of additional special event guests who are not staying at the Hotel.
    - Based on past experience, most guests at the Hotel will use ridesharing services and do not require on-site parking. It is not anticipated that parking demand will exceed the 12 supplied parking spaces during special events.

APPENDIX A

Site Plan





TAX PARCEL	AREA (SQ. FT.)
PC-78-88-89-C	1,874
WSI-1	13,120
TOTAL	14,994

(435) 649-9467

CONSULTING ENGINEERS (AND PLANNERS) SURVEYORS

357 Main Street P.O. Box 2864 Park City, Utah 84060-2864

STAFF: MICHAEL DEMKOWICZ, RYAN BETZ

DATE: 2/12/20

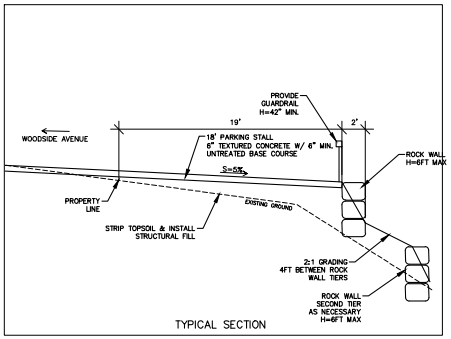
2020 EXISTING CONDITIONS & VICINITY
543 PARK AVENUE
WASHINGTON SCHOOL INN

FOR: TRIP BENNETT

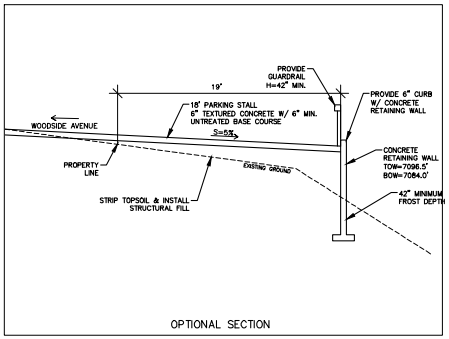
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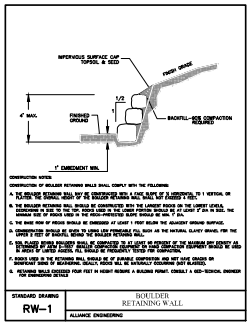
SHEET 1 OF 2

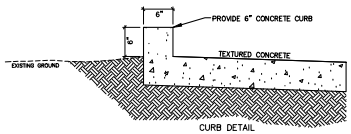


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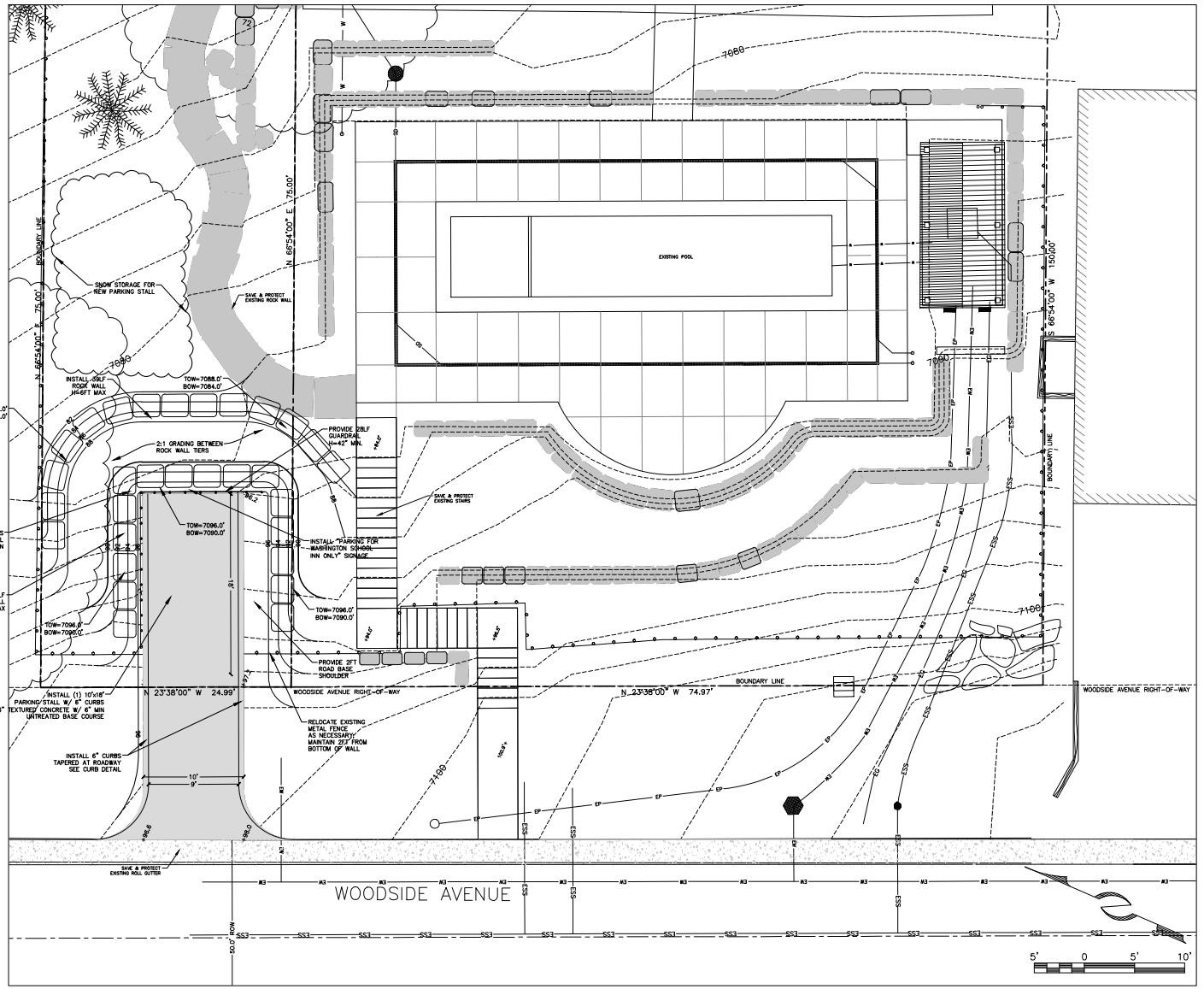
OPTIONAL SECTION





CURB DETAIL

DETAILS



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

STAFF:
MICHAEL DEMKOWICZ
RYAN BETZ

DATE: 2/12/20

2020 IMPROVEMENTS
543 PARK AVENUE
WASHINGTON SCHOOL INN

FOR: TRIP BENNETT
JOB NO.: 20-7-17
FILE: X:\ParkCitySurvey\dwg\7-4-10\2017 improvements\WSI-civil.dwg

SHEET 2 OF 2

April 13, 2023

To whom it may concern,

Parking Services would like to provide a brief report on the parking management between Park City Municipal and the Washington School House.

The week of December 15th, I held a meeting with Washington School House management regarding their Conditional Use Permit issued by Planning and how their current parking permit allocations and parking impacts violated that agreement. Current residential permit codes found in 9-5-3:

RESIDENT PERMIT. One (1) resident permit shall be issued for each vehicle owned by a person residing within a Residential Permit Zone (RPZ). If more than two (2) permits are requested for one (1) residence, the owner(s) of the vehicles of the residence must make a formal application to the City for additional permits. In no case shall the number of resident permits issued to one (1) residence exceed five (5). Permits will only be issued to the extent that the number of vehicles registered at the dwelling exceeds the off-street parking available at that dwelling to encourage the use of all available off-street parking. No more than two (2) permits shall be issued to any residence within an RPZ that requires parking on a public street subject to time limited parking, as set forth in 9-3-3 of the Municipal Code. An applicant for a permit shall present a current Utah Motor Vehicle registration, a current operator's license, and proof of residence with the application, and shall certify the application with his or her signature.

No permit shall be issued in the event that either the registration or license shows an address not within the RPZ unless the applicant demonstrates to the satisfaction of the City Manager or designee that the applicant is, in fact, a resident of the RPZ and that the vehicle is used primarily by the applicant.

The resident permits shall be valid until the expiration date shown on the permit, or until the resident, business, or qualified non-profit organization relocates outside of the RPZ, or until the permitted vehicle is sold, whichever occurs first.

Resident permits shall be valid only in the same residential permit parking zone in which the residence, business, or qualified institution is located.

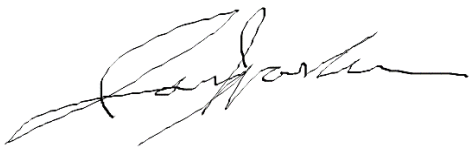
1. **BUSINESS PERMIT.** If the City Manager or designee deems necessary, business permits may be made available upon payment of the prescribed fee, if any, to Main Street area businesses for parking in designated public parking facilities.
2. **SERVICE VEHICLE PERMIT**. Service vehicle permits shall be made available to allow building maintenance and cleaning functions for buildings in the resident permit zones. Applicants shall possess a valid Park City business license. Service vehicles shall be required to use short-term zones, or park in metered spaces and pay the hourly fee while conducting service calls in the metered Main Street core parking areas.

Washington School House has been provided temporary residential permits for many years (about 40-50 every 6 months) by Parking Services which have allowed for their concierge vehicles and sometimes employees to park in residential permitted zones. In an effort to gain parking compliance among businesses operating in residential zones, Parking Services referenced CUP documents provided by Park City Planning and informed them of the violation with proposed compliant solutions. Washington Schoolhouse management were receptive and understood the need to make the changes and agreed on applying for several Old Town Business permits (valid in China Bridge parking garage) to facilitate any overflow parking that exceeded their 11 designated stalls across from their business. They also agreed to apply for 2 Residential Business Permits to accommodate their concierge vehicles to pickup and drop off guests in front of their business. Their business model of limiting parking and traffic impacts is agreeable with current City goals and efforts to reduce congestion in Old Town, so I agreed to also furnish them with 4 temporary residential permits until they could get their applications processed and employees informed of the change during the remainder of the busy winter season.

Moving forward, Washington School House management would not be provided the temporary permits and the expectation would be the business permits and employees parking in their designated 11 stalls and purchase permits for China Bridge instead of residential zones.

Johnny Wasden

Park City Municipal Parking Manager



Washington School House
Project Number PL-20-04477

PROJECT DESCRIPTION

This application is a request for a new conditional use permit ("CUP") to allow the Washington School House to modify its current operations as a Bed and Breakfast Inn to a Minor Hotel. Although Minor Hotels are typically permitted to include accessory facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or other facilities and activities customarily associated with Hotels, such as concierge services, shuttle services, room service, and daily maid service[1], the applicant seeks to generally maintain the current operation as a Bed and Breakfast. The one exception to the current operation that the applicant seeks to permit, is the ability of overnight guests to invite/host non-resident guests for dining or small gatherings. These small gathering might include an informal meeting, corporate meeting, or other social gathering. These dining and gathering activities will only take place inside the Hotel during the hours of 8:00 am – 10pm. No outside areas of the Hotel are proposed/permitted for non-resident guest use. By limiting the dining/gathering to the inside of the hotel, the square footage limitation of the interior dining area, the limitation of two (2) evening seatings in the dining room and total building capacity of sixty (60) guests, will ensure that the proposed change in operation is scaled appropriately for the historic building and neighborhood. This occupancy limit is supported by the building and fire codes. There are no proposed physical changes to the site or the structure associated with this application, other than the potential twelfth (12^{th}) parking spot on Woodside Ave.

The applicant is seeking to reduce the number of parking stalls required, so that the twelfth (12^{th}) stall is not required. Per Park City Land Management Code 15-3-6.B the required parking for a Minor Hotel is "1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space". There has never been any "leasable commercial space" in the Hotel and the proposed use will not change that. The areas that will be used for non-resident dining are the areas currently used for resident dining and are vital to the current operation of the Hotel. The Park City Land Management Code 15-3-7 does permit the Planning Commission to reduce the required number of parking stalls in order to prevent excessive parking and paving. The applicant believes it is in the best interest of the neighborhood and city to preserve the wooded area and Woodside, as opposed to paving it for parking for the twelfth (12^{th}) stall. An analysis from a traffic engineer has been provided to support the reduction in parking as well.

The Washington School House was originally constructed in 1889 from limestone quarried in Peoa, Utah. It is a landmark structure that is listed on the Park City Historic Sites Inventory and the National Register for Historic Places. A prior owner granted the Utah State Historical Society a preservation easement on the building's façade.

On September 21, 1983, the Historic District Commission granted a conditional use permit that authorized a 15-unit bed and breakfast on the property. The Historic District Commission granted the approval to encourage the restoration and adaptive reuse of the Washington School House. A recorded easement (Entry No. 225977) provides 11 parking spaces for the Washington School House.

[1] Park City Land Management Code 15-15 Definitions: Hotel/Motel

The property has been the subject of several subsequent approvals. In 2001, the City approved a plat that combined 7 old town lots into the one lot of record for the historic building. The lot is currently identified as Parcel No. WSI-1. At the same time, the City approved renovations to the non-historic, detached garage on the property because it qualifies as an allowed accessory building.

On November 10, 2010, the Planning Commission approved a CUP for a private recreation facility, which allowed a lap pool behind the Washington School House. In 2012, the Planning Commission approved a modification to the CUP it approved in 2010. The modification expanded the site plan to include landscaping improvements on Lot 34 (identified by Parcel No. PC-78-88- 89-C), which is located on the northwest side of Parcel No. WSI-1. The modification also included changes to the screening of mechanical equipment.

The Applicant completed a total interior renovation of the Washington School House in 2011. As part of the renovation, the Applicant decreased the number of rooms from 15 to 12. This application requests a new CUP to operate a 12 room Minor Hotel. The CUP will apply to both Parcel No. WSI-1 and Parcel No. PC-78-88-89-C.

Management Plan
Washington School House
Project Number PL-20-04477

The Washington School House is located at 543 Park Avenue. The property includes Summit County Parcel Nos. WSI-1 and PC-78-88-89-C.

The Owner, Washington School House LLC, prepared this Management Plan to facilitate implementation of Conditions of Approval for the Washington School House's Minor Hotel Conditional Use Permit. The Owner shall comply with the terms and requirements of the Conditional Use Permit and this Management Plan.

This Management Plan includes the following components:

Section 1: Parking Management Plan
Section 2: Noise Management Plan
Section 3: Site Plan
Section 4: Sample Hotel Contact Information and Complaint Form
Section 5: Supplemental Information

DEFINITIONS:

Non-resident Guests - Includes guests of overnight guests, or guests using the dining facility and indoor areas that have not reserved overnight accommodations but have made reservations for dining or indoor gathering.

Overnight Guests - Hotel guest that have reserved a room for overnight accommodations.

Section 1

Parking Management Plan
Washington School House
Project Number PL-20-04477

The Owner holds a private easement (Entry No. 225977) that authorizes it to use 11 parking stalls located in a two-level parking lot on the east side of Park Avenue, near the Washington School House ("**Park Avenue Lot**"). In addition, the Owner has the ability to create one (1) off-street parking space located on the Washington School House Property and accessed from Woodside Avenue, that if needed, could be utilized. In total, the Owner will provide eleven (11) off-street parking stalls, unless the data collected over a year after the approval of the Planning Commission show that a twelfth (12^{th}) spot is needed.[2] A site plan for this Parking Management Plan is included. To facilitate implementation of this Parking Management Plan, the Owner will limit occupancy to sixty (60) guests, inclusive of overnight and non-resident guests and maintain the seating capacity of the dining facility at twenty-six (26), at one time. This occupancy limit is supported by the building and fire codes.

The change that is being proposed with the Conditional Use Permit application, permitting non-resident guests to dine and gather at the Hotel, does not necessitate any additional parking stalls per the Park City Land Management Code (PCLMC) parking standards. PCLMC 15-3-6.B required parking for a Minor Hotel to be based on "1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space". There has never been any "leasable commercial space" in the Hotel and the proposed use will not change that. The areas that will be used for non-resident dining, are the areas currently used for resident dining and are vital to the current operation of the Hotel. Additionally, Park City Code 4-2-9 provides persuasive support that dining facilities in a hotel are not a separate use. It states that "Traditional hotel/Restaurant offerings including private dinner bookings in Restaurants, existing entertainment such as in Restaurant outlets or lounges etc., or groups utilizing interior signage" are exempt from obtaining a separate business license, because the use is considered part of the hotel operation. Furthermore, Park City Land Management Code 15-3-7 does permit the Planning Commission to reduce the required number of parking stalls in order to prevent excessive parking and paving. The applicant believes it is in the best interest of the neighborhood and city to preserve the wooded area and Woodside, as opposed to paving it for parking for the twelfth (12^{th}) stall. An analysis from a traffic engineer has been provided to support the reduction in parking as well.

Additional bicycle parking for the proposed Conditional Use Permit should not be required. PCLMC 15-3-9 .1 requires bicycle parking for new structures or additions to structures. There is no change to the structure being proposed. There is also an exception for required bicycle parking "when such facilities would negatively impact access, circulation, or snow removal", see PCLMC 15-3-9 .3. With this being a historic site, with limited area, this exception is applicable. Bicycle parking will continue to be provided, as it currently is provided within the onsite garage.

- **Guest Parking and Circulation.**
    - Arriving and departing overnight guests may self-park or use a valet parking at the Washington School House's entrance on Park Avenue, to park in the Park

[2] The conditions of approval for CUP# PL-20-04477 allow for one year of observation before the determination of whether the additional spot is need.

Avenue Lot.

- All guests arriving on site shall do so on a reservation-only basis. When the reservation is made, the Owner shall advertise that parking is only available to overnight guests.

- If vehicles in excess of the Washington School House's eleven (11) available spots arrive, staff will direct the vehicles to park at the lots shown on the **Public Parking Lots Map**, or other City-approved lots.

- Non-resident guests must arrive by private shuttle, ride share, taxi, public transit, or on foot.

- The valet(s) will direct the private shuttle, ride shares, or taxis to temporarily park in the Washington School House's driveway, or in the pull out on Park Avenue, when guests are loading or unloading.

- When valet parking is provided, one or two valets will be stationed outside the Washington School House during overnight guest's arrival and departure. As vehicles arrive, the valet(s) will direct them to temporarily park in the Washington School House's driveway, or in the pull out on Park Avenue, as shown on the **Parking Management Site Plan**. The valet(s) will then park the vehicles at the Washington School House's off-street parking stalls. When overnight guests depart, the valet(s) will return vehicles to them at the driveway, or in the pull out on Park Avenue. To avoid blocking the sidewalk, the valet(s) will only direct appropriately sized vehicles to use the driveway for pick-up and drop-off. In addition, the valet will instruct vehicles not to block the sidewalk.

- Upon arrival, all guests will enter the Washington School House through the Hotel Entrance, as shown on the **Parking Management Site Plan**. Due to the limited number of guests, no queuing is anticipated during guest arrival. If a queue does form at the entrance, guests will be directed to wait at the Northeast Patios, shown on **Parking Management Site Plan**, until they are able to enter the building. This will help avoid sidewalk congestion. When guests depart, they will exit through the Hotel Entrance, or the sidewalk level door, as shown on the **Parking Management Site Plan**. The sidewalk level door locks automatically and will not be used as an entrance. If multiple guests are waiting for vehicles, they will be directed to wait inside, or at the Northeast Patios, to avoid sidewalk congestion.

- In the winter Park Avenue is utilized as a one-way street with traffic movement going from south to north. When reservations are made, guests will receive instruction on how to arrive at the Property.

- **Employee Parking and Circulation.**

  - Employees will be required to arrive at the Washington School House using one of the following methods: on foot; using public transit; parking at a public parking

lot and then use public transit; on bike; or using one of the trip options available through Ride On Park City ("Ride On"). The Owner will notify employees of their commute options, including the Ride On program and public transit. The Owner will encourage employees to use the Ride On program and public transit for their commute.

- Bicycle parking for employees is currently provided in the structure of the Hotel (garage area) and this will continue to be provided.

- **Delivery and Service Vehicles**. All vendors making deliveries to the Washington School House shall adhere to the following guidelines:

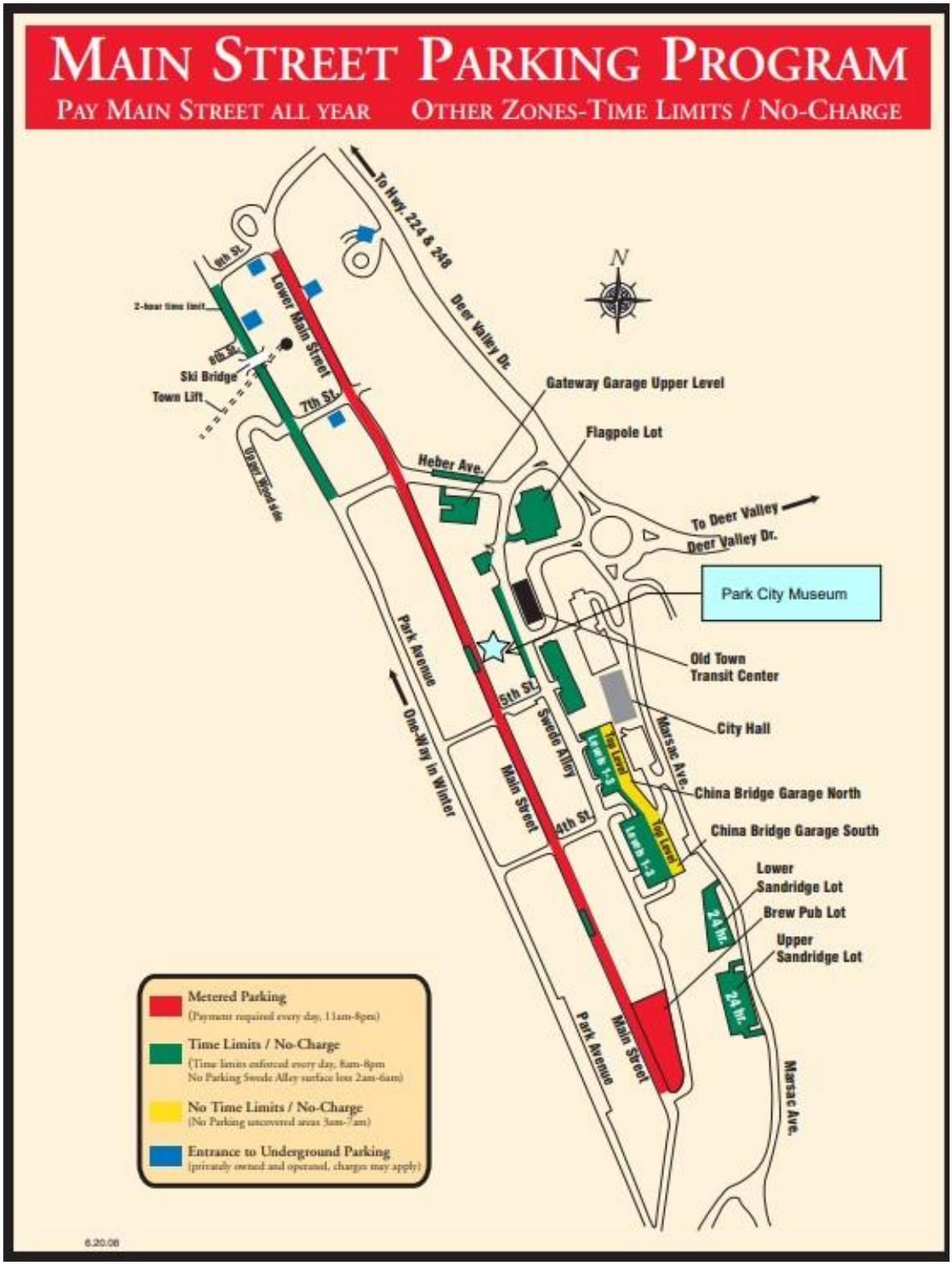
  - Subject to the exception noted below, delivery and service vehicles shall park on Park Avenue. In addition, appropriately sized delivery and service vehicles may park in the driveway at the Washington School House, provided that the vehicles do not block the sidewalk.

  - Consistent with the 2010 CUP Approval (Project No. PL-10-01066), pool service and delivery vehicles may use Woodside Avenue.

  - Subject to the exception for limited pool deliveries, delivery and service vehicles for Washington School House shall not park on Woodside Avenue.

  - The Owner shall use reasonable efforts to schedule delivery and pickup on days and at times to minimize all impacts.

Public Parking Lots Map

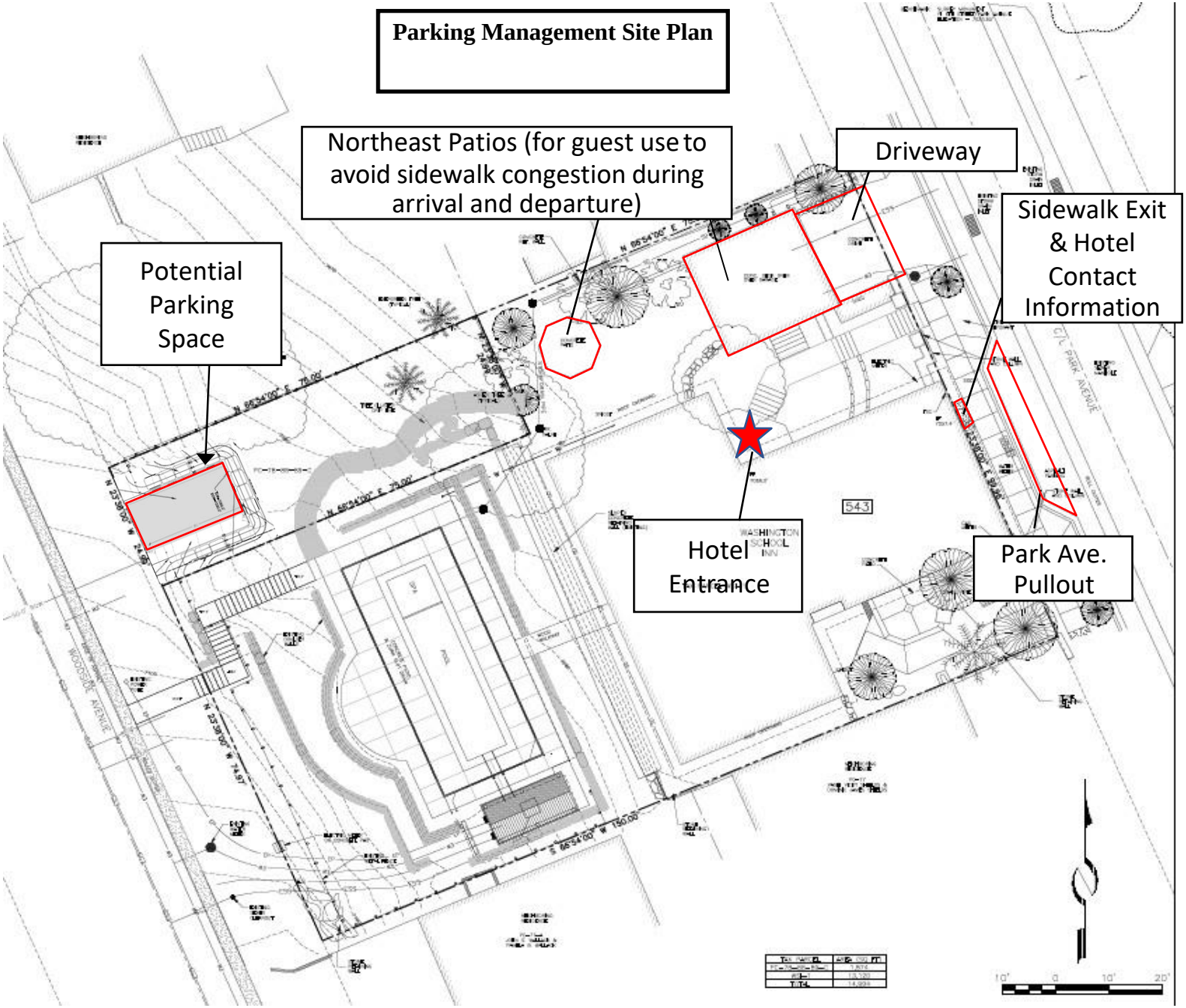


4822-8503-7290

Employee Parking Lot Map



Parking Management Site Plan



Section 2
Noise Management Plan
Washington School House
Project Number PL-20-04477

SUMMARY

The purpose of this Noise Management Plan is to detail the procedures in place to ensure compliance with the CUP and the Park City Noise Ordinance, City Code 6-3-9 ("**Noise Ordinance**"). This Noise Management Plan will be applicable to all hotel operations, pursuant to the approval of the CUP. The outdoor areas of the hotel will only be used by overnight guests during normal operations. Non-Resident guests will only be permitted in the indoor areas of the Hotel. The primary location for outdoor passive uses will be on the west side of the building, around the pool, as shown on **the Hotel Site Plan.** No outdoor activities may use other patio and lawn areas on the property.

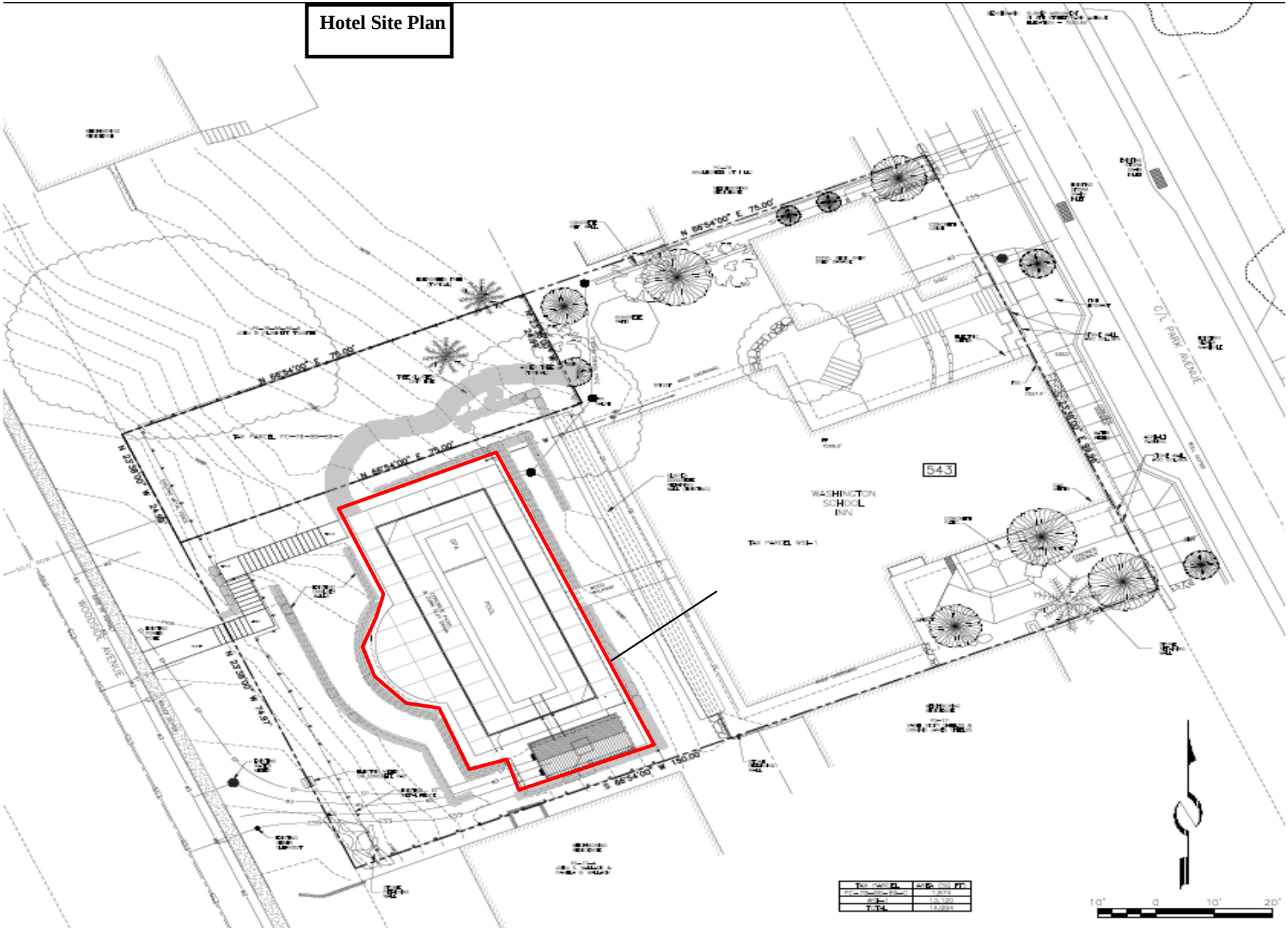
Key Requirements

- The hours of operation for outdoor areas and non-resident guests is 8:00 AM – 10:00 PM. The closing time will be strictly enforced.
- The outdoor areas of the hotel will only be used by overnight guests during normal operations.
- The Owner will designate a Neighborhood Coordinator. The Neighborhood Coordinator's information will be provided to the city and the neighbors.
- Outdoor passive uses for overnight guests and hotel operations shall be programmed and oriented to minimize sound impacts to the surrounding neighbors.
- The Owner shall regularly monitor noise levels to ensure compliance with the Noise Ordinance.

Site Planning

- Outdoor passive uses should be designed in a way to mitigate sound impacts to the adjacent neighbors.
- Complaints related to noise originating from outdoor passive uses should be reported directly to the Neighborhood Coordinator. Any complaints received by the Planning Department will be forwarded to the Neighborhood Coordinator upon receipt.

Hotel Site Plan



Section 5
Supplemental Information
Washington School House
Project Number PL-20-04477

As part of the Washington School House's Management Plan, the following information is provided to add clarification to the operation of the hotel.

1. **Waste Management.**

- The owner will work with the county to obtain the largest possible trash containers.
- Trash pickups will be scheduled for pick up at least three (3) times a week in order to prevent trash build up.
- Trash containers will not be put out for pickup on days when pickup is not scheduled.
- Trash containers will be stored in the garage area.

2. **Square footage for indoor and outdoor space of the facility**

The indoor and outdoor square footage of the hotel that will be used by overnight guests during normal operations and indoor square footage that could be used by non-resident guests is summarized in the table below. The maximum occupancy shall be sixty (60) guests. The primary location for outdoor passive uses will be on the west side of the building, around the pool.

Location	Square Feet
Indoor total	2,273 SF
Kitchen	Approx. 216 SF
Main floor dining	Approx. 492 SF
Basement dining	Approx. 398 SF
Outdoor	2,701 SF
Total	**4,974 SF**

3. **The estimate the number of employees that will be required.**

During maximum occupancy, the Owner plans to have 8 employees on-site. Thus, the total occupancy during will be 68 people (including 60 guests and 8 staff).

4. **The source of the ITE parking demand rate.**

The Institute of Transportation Engineer's ("**ITE**") parking demand rates are based on 11 study sites located across the United States. ITE's parking demand rates are discussed further in Item 7.

5. **The Owner's justification for reducing off-street parking from 12 spaces to 11 pursuant to section 15-3-7 of the City Code.**

Section 15-3-6(B) of the City Code requires the Owner to provide 12 off-street parking spaces for its proposed Minor Hotel. The Owner has an easement to use 11 existing spaces in a parking lot located on Park Avenue, across from the Washington School House. To meet the City Code's requirements for a Minor Hotel, the Owner proposed a twelfth space on Woodside Avenue. The 12 off-street parking spaces are dedicated, private spaces for the Minor Hotel; they will not overlap with other parking uses. Section 15-3-7 of the City Code authorizes the Planning Commission to reduce the parking requirement to prevent excessive parking and paving. The Owner requests that the Planning Commission reduce its off-street parking requirement from 12 spaces to 11.

Hales Engineering completed a March 15, 2021 Parking Study for the Washington School House. To estimate parking requirements for the Minor Hotel, the Parking Study relied on the ITE Parking Generation Manual (5th Ed. 2019). The ITE Manual estimates a parking demand rate for uses similar to the proposed Minor Hotel based on 11 study sites across the United States. The parking rate, and recommended number of spaces for the Minor Hotel, are summarized in Table 1 (excerpted from the Parking Study).

Table 1: ITE Parking Generation

Park City - Washington School House Inn ITE Parking Generation (LU 312)		
Rate Type	Rate (stalls/dwelling unit)	Stalls
Average	0.72	9
85th Percentile	0.83	10
Maximum	0.85	11
ITE Parking Generation, 5th Edition, 2019 Source: Hales Engineering, February 2021		

Hales Engineering drew two important conclusions from Table 1. First, Hales Engineering typically recommends that the ITE's 85th Percentile parking demand estimate be increased by 10%. For the Minor Hotel, this results in a parking demand of 11 spaces. Second, the ITE data showed a maximum observed parking demand rate of 0.85 spaces. For the Washington School House, this results in a parking demand of 11 spaces. In addition, the Owner collected parking data during 2019 based on the number of off-street parking passes issued to guests. The Owner determined that guests for the existing bed and breakfast use at the Washington School House use only 3 of the 11 available parking spaces. In summary, the ITE data, and existing use patterns, support the conclusion that the Minor Hotel needs only 11 off-street parking spaces.

The proposed CUP for the Minor Hotel don't necessitate a twelfth parking space. The Owner proposes a maximum occupancy of 60 guests. Up to 30 of these will be overnight guests. The remaining 20-30 people will be non-resident guests that arrive from offsite. The Owner's Parking Management Plan details how parking will be managed. Notably, the Owner will discuss parking management with the booking guest and require non-resident guests to private shuttle,

ride share, taxi, public transit, or on foot. Staff will valet park the allowed vehicles, when applicable. The remaining guests will arrive from off-site via shuttle, ride share, taxi, public transit, or on foot. If excess vehicles arrive, staff will direct the guests to park at their off-site lodging, or at lots identified in the Parking Management Plan, and to then travel by shuttle, ride share, taxi, public transit, or on foot. Because the Owner will cap the number of vehicles allowed and require other guests to be picked up/dropped off, or travel by foot, a twelfth parking space is not necessary.

For the reasons set forth above, a twelfth spot is not needed for the proposed Minor Hotel. As a result, the Owner requests that the Planning Commission reduce its off-street parking requirement from 12 spaces to 11. If the off-street parking requirement is reduced, the Owner will remove the proposed Woodside Avenue parking space from its Application.

PARK CITY 1884

Community Development/Engineering
Building and Planning Departments

September 26, 1983

The Mac Quoid Company
P.O. Box 1825
Park City, Utah 84060
Attn: Mr. Malcolm S. Mac Quoid

RE: WASHINGTON SCHOOL
545 Park Avenue

Dear Mac:

The Park City Historic District Commission approved your conditional use application for a Bed and Breakfast Inn to be located at 545 Park Avenue at their regularly scheduled September 21, 1983 meeting. The Commission stressed that they approved the use because by doing so, a significant, Nationally Registered Historic Building would be restored. The approval was granted on the following two conditions:

1. That an agreement acceptable to the City Attorney that commits the developer to provide 11 parking stalls for the Washington School be recorded.

2. That if the land to the north of the Sun Classics building is under City ownership, that the developer reach an acceptable agreement with the City for use of the land for stairways and parking access. The agreement should protect the possibility of closing the driveway to Main Street if necessary.

Please keep in mind that the Commission approved only the use of the building, the Staff will review the final drawings for the project. Besides the standard submittal requirements, the Staff is particularly interested in reviewing the landscape plans, the elevations of the parking structure, stairway locations and details, alteration of rock walls, fencing details, details for the decorative iron railings and signage. Modifications to the Sun Classics building will be considered as a separate application.

The Staff is satisfied with the drawings for the school. However, while we would approve the building with the additional dormers, we caution you that the Federal Government may question the approval of the building for the tax

credits with such modifications.

We look forward to continue working with you toward the completion of a successful project. If you have any questions, please don't hesitate to contact either Alison Child or me at 649-6714.

Sincerely,

Bill Ligety

William C. Ligety
Planning Director

WCL:ew

When recorded return to:

Old Towne Associates
P.O. Box 1825
Park City, Utah 84060

Entry No. 225977
REQUEST OF The McQuoid Company
FEE ALAN SPRIGGS, SUMMIT CO. RECORDER
$ 12.00 By Susan Lebrecht
RECORDED 10-9-84 at 3:45 M

EASEMENT AGREEMENT

This Agreement is made and entered into by and between Old Towne Associates, a Utah general partnership ("Old Towne"), and Sierra Pacific Financial, a California general partnership ("Sierra Pacific").

Recitals:

A. Old Towne is the owner of certain real property located in Park City, Utah and more particularly described in Exhibit "A" attached to this Agreement and incorporated by this reference.

B. Sierra Pacific is the owner of certain real property located at 543 Park Avenue, Park City, Utah known as the Washington School and more particularly described in Exhibit "B" attached to this Agreement and incorporated by this reference.

C. By this Agreement the parties intend to provide an easement for parking purposes whereby the property described in Exhibit "A" will be subject to an easement in favor of the property described in Exhibit "B" for motor vehicle parking purposes, as provided in this Agreement.

Now, therefore, the parties hereto agree as follows:

1. Old Towne hereby grants to Sierra Pacific a private easement for parking purposes, sufficient to allow Sierra Pacific to park 11 automobiles or comparably sized motor vehicles on the property described in Exhibit "A". Such easement shall be a benefit appurtenant to the property described in Exhibit "B" and shall run with title to such property.

2. Old Towne shall improve and maintain the property described in Exhibit "A" sufficient to allow compliance with the easement for parking purposes described herein.

3. This Agreement and the rights and duties provided herein shall be binding on, and shall inure to the benefit of, the successors and assigns of Old Towne and Sierra Pacific, respectively.

BOOK 316 PAGE 696

In witness whereof, the parties have entered into this Agreement as of the date first written above.

Old Towne Associates,
a Utah general partnership

By The MacQuoid Company,
a Utah corporation

By: _____
Malcolm S. MacQuoid,
President

Sierra Pacific Financial,
a California general partnership

By Spring Mountain Enterprises,
a California corporation

By: _____
Frank O'Bryan,
President

BOOK 316 PAGE 697

State of Utah)
) ss.
County of Summit)

On the 4th day of October, 1984, personally appeared before me Malcolm S. MacQuoid, who being by me duly sworn did say that he is the president of The MacQuoid Company, a Utah corporation, a general partner of Old Towne Associates, a Utah general partnership, and that said instrument was signed in behalf of said corporation and said partnership by authority, and said Malcolm S. MacQuoid acknowledged to me that said corporation and said partnership executed the same.

Notary Public

My Commission Expires:
February 10, 1986

Residing at:
Salt Lake City, Utah

State of California)
) ss.
County of Orange)

On the 3rd day of October, 1984, personally appeared before me Frank O'Bryan, who being by me duly sworn did say that he is the president of Spring Mountain Enterprises, a California corporation, a general partner of Sierra Pacific Financial, a California general partnership, and that said instrument was signed in behalf of said corporation by authority, and said Frank O'Bryan acknowledged to me that said corporation and said partnership executed the same.

Lorraine Bellovich
Notary Public

My Commission Expires:
11-11-87

Residing at:
Huntington Beach, Ca.

OFFICIAL SEAL
LORRAINE BELLOVICH
NOTARY PUBLIC - CALIFORNIA
PRINCIPAL OFFICE IN
ORANGE COUNTY
My Commission Exp. Nov. 11, 1987

BOOK 316 PAGE 698

All of Lots 37, 38 and 39 in Block 9, Park City Survey, except the following:

Beginning at a point on the Easterly line of Park Avenue, said point being South 23°38' East along said Park Avenue 12.90 feet from the Northwest Corner of Lot No. 37, Block 9, Park City Survey and running thence North 66°22' East 20.00 feet; thence South 23°38' East 30.00 feet; thence South 66°22' West 20.00 feet to the Easterly line of said Park Avenue, thence North 23°38' West along said Easterly line 30.00 feet to the point of beginning.

Subject to the general property taxes for the year 1983, and thereafter, and any special assessments now due or to become payable.

Subject to easements and restrictions of record or enforceable in law and equity.

Exhibit "A"

BOOK 316 PAGE 699

All of Lots 10, 11 and 12, Block 5, Amended Plat of Park City Survey, according to the plat of record and on file in the office of the County Recorder, Summit County, Utah.

Subject to easements and restrictions of record or enforceable in law and equity.

Excepting all oil, gas and/or other minerals which were previously reserved.

Exhibit "B"

BOOK 316 PAGE 700

Entry No. 218601
REQUEST OF The MacQuoid Company
FEE ALAN SPRIGGS, SUMMIT CO. RECORDER
$ 19.00 By Susan Lubenow
RECORDED 3-22-84 at 4:00 M

NON-EXCLUSIVE EASEMENT AGREEMENT

This Agreement is entered into by and among Park City Municipal Corporation ("City"), Old Towne Associates, a Utah general partnership ("Old Towne"), and Sierra Pacific Financial, a California general partnership ("Sierra Pacific"), as of March 22, 1984.

Recitals:

A. Old Towne is the owner of certain real property located at 537 Main Street, Park City, Utah presently known as the Old Towne Shoppes and more particularly described in Exhibit "A" attached to this Agreement and incorporated by this reference.

B. Sierra Pacific is the owner of certain real property located at 543 Park Avenue, Park City, Utah known as the Washington School and more particularly described in Exhibit "B" attached to this Agreement and incorporated by this reference.

C. Old Towne and Sierra Pacific have entered into a parking agreement which necessitates the improvement of an existing right-of-way connecting Park Avenue and Main Street and more particularly described as the North 21.5 feet of Lot 11, and all of Lot 36, Block 9, of the amended plat of Park City Survey ("the Right-of-Way").

D. It is in the best interests of the public health, safety and welfare to improve the Right-of-Way described above and to grant non-exclusive easements to Old Towne and Sierra Pacific appurtenant to each of the properties described in Exhibits "A" and "B", as provided in this Agreement.

Now, therefore, the parties hereto agree as follows:

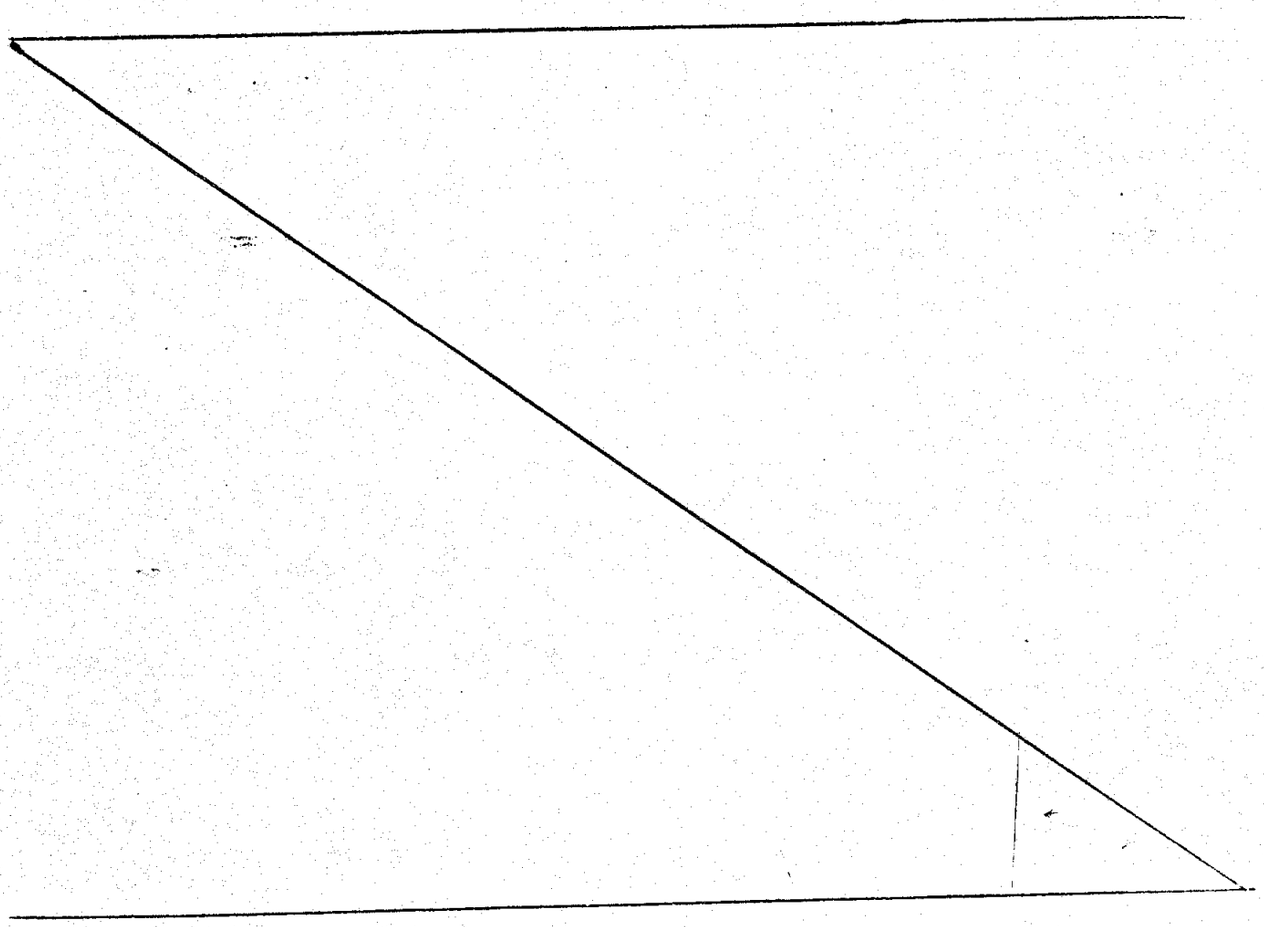
1. City hereby grants to Old Towne a private non-exclusive pedestrian and vehicular right-of-way easement over the Right-of-Way as described above. Such easement shall be appurtenant to the property described in Exhibit "A" and shall run with such property.

2. City hereby grants to Sierra Pacific a private non-exclusive pedestrian and vehicular right-of-way easement over the Right-of-Way as described above. Such easement shall be appurtenant to the property described in Exhibit "B" and shall run with such property.

3. Old Towne and Sierra Pacific shall improve the Right-of-Way by, among other things, rebuilding the existing stairs and installing lights to light the stairs. Such lights shall be hooked into the City's lighting system. All improvements to the Right-of-Way shall be subject to City's prior approval.

4. City shall maintain the Right-of-Way as required for safe pedestrian access, but Old Towne and Sierra Pacific may supplement the City's maintenance as they deem necessary or appropriate.

5. The easement granted hereby shall create no implication or duty by City to provide or allow vehicular access to the Right-of-Way from Main Street. At such time, if any, that motor vehicles are prohibited or restricted from access to the Right-of-Way from Main Street, City shall permit the Right-of-Way to be used in a manner that will permit vehicular access from Park Avenue to the lower level of parking at the rear of the property described in Exhibit "A".



BOOK 295 PAGE 136

6. This Agreement shall be binding on, and shall inure to the benefit of, the successors and assigns of Old Towne and Sierra Pacific, respectively.

In witness whereof, the parties have entered into this Agreement as of the date first written above.

Old Towne Associates,
a Utah general partnership

By The MacQuoid Company,
a Utah corporation

By: _____
Malcolm S. MacQuoid,
President

Sierra Pacific Financial,
a California general partnership

By Spring Mountain Enterprises,
a California corporation

By: _____
Frank O'Bryan,
President

Park City Municipal Corporation

By: _____
Mayor Pro Tempore

BOOK 295 PAGE 137

State of Utah)
) ss
County of Summit)

On the 16th day of March, 1984, personally appeared before me Malcolm S. MacQuoid, who being by me duly sworn did say that he is the president of The MacQuoid Company, a Utah corporation, a general partner of Old Towne Associates, a Utah general partnership, and that said instrument was signed in behalf of said corporation and said partnership by authority, and said Malcolm S. MacQuoid acknowledged to me that said corporation and said partnership executed the same.

Notary Public

My Commission Expires:
February 16, 1986

Residing at:
Park City Utah

State of California)
) ss.
County of Orange)

On the 20th day of March, 1984, personally appeared before me Frank O'Bryan, who being by me duly sworn did say that he is the president of Spring Mountain Enterprises, a California corporation, a general partner of Sierra Pacific Financial, a California general partnership, and that said instrument was signed in behalf of said corporation by authority, and said Frank O'Bryan acknowledged to me that said corporation and said partnership executed the same.

Notary Public

My Commission Expires:
August 31, 1987

Residing at:
Newport Beach, California

OFFICIAL SEAL
IDA RUTH PHINNEY
NOTARY PUBLIC - CALIFORNIA
ORANGE COUNTY
My comm. expires AUG 31, 1987

State of Utah)
) ss.
County of Summit)

On the 2nd day of March, 1984, personally appeared before me William H. Coleman, who being by me duly sworn did say that he is the Mayor Pro-Tempore of Park City Municipal Corporation, a municipal corporation organized and existing under the laws of the State of Utah, and that said instrument was signed in behalf of said Park City Municipal Corporation by authority of a resolution of its City Council, and said William H. Coleman acknowledged to me that said Park City Municipal Corporation executed the same.

William R. Gatherum
Notary Public

My Commission Expires:
May 13, 1987

Residing at:
Salt Lake City, Utah

WILLIAM R. GATHERUM NOTARY PUBLIC STATE OF UTAH

BOOK 295 PAGE 139

The North 3.50 feet of Lot No. 8, all of Lot Nos. 9 and 10, the South 3.50 feet of Lot No. 11, and all of Lot Nos. 37, 38 and 39, in Block 9, Park City Survey; Except the following:

Beginning at a point on the Easterly line of Park Avenue, said point being South 23°38' East along said Park Avenue 12.90 feet from the Northwest Corner of Lot No. 37, Block 9, Park City Survey and running thence North 66°22' East 20.00 feet; thence South 23°38' East 30.00 feet; thence South 66°22' West 20.00 feet to the Easterly line of said Park Avenue, thence North 23°38' West along said Easterly line 30.00 feet to the point of beginning.

Subject to the general property taxes for the year 1983, and thereafter, and any special assessments now due or to become payable.

Subject to easements and restrictions of record or enforceable in law and equity.

Exhibit "A"

Lots 10, 11, 12, 32, 33, 34, 35, 36, and 37, Block 5, Amended Plat of PARK CITY SURVEY, according to the plat of record and on file in the office of the County Recorder, Summit County, Utah.

Subject to the general property taxes for the year 1983 and thereafter, and any special assessments now due or to become due.

Subject to easements and restrictions of record or enforceable in law and equity.

Excepting all oil, gas and/or other minerals which were previously reserved.

Exhibit "B"

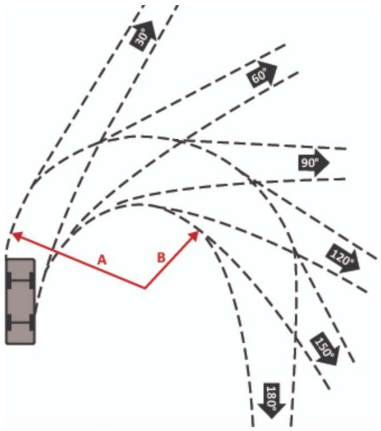
From:	Browne Sebright
To:	Lillian Zollinger; Virgil Lund
Subject:	FW: Washington School House Parking
Date:	Wednesday, April 19, 2023 3:26:29 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

---

From: Nestor Gallo <nestor.gallo@parkcity.org>
Sent: Monday, September 27, 2021 4:37 PM
To: Boal, Jason <jboal@swlaw.com>
Cc: John Robertson <john.robertson@parkcity.org>; Browne Sebright <browne.sebright@parkcity.org>; Austin Taylor <austin.taylor@parkcity.org>
Subject: RE: Washington School House Parking

Good morning Jason,

The minimum passenger vehicles dimensions specified by AASHTO are shown in Figure 1.



Symbol	Design Vehicle Type	Width (ft)	Length (ft)
P	Passenger Car	7.0	19

Figure 1: Passenger vehicle minimum dimensions

The minimum parking stall dimensions of 9 feet wide by 19 feet long were adopted, assuming a driver needs a minimum of one foot on each side to safely open the vehicle's door.
These dimensions apply to road design and parking lots.

However, passenger vehicles vary in dimension from a small sedan to a full-size pickup truck, as illustrated in Figure 2.

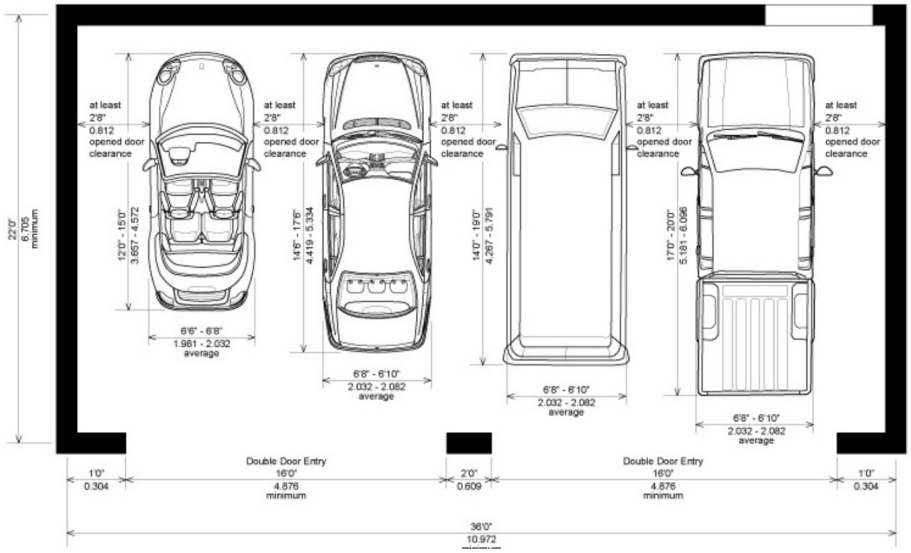


Figure 2: Average vehicle sizes.

The average size of a mid-size sedan is 6'10" wide to 14'6" in length.

The striping of the existing parking structure is shown in Figure 3:

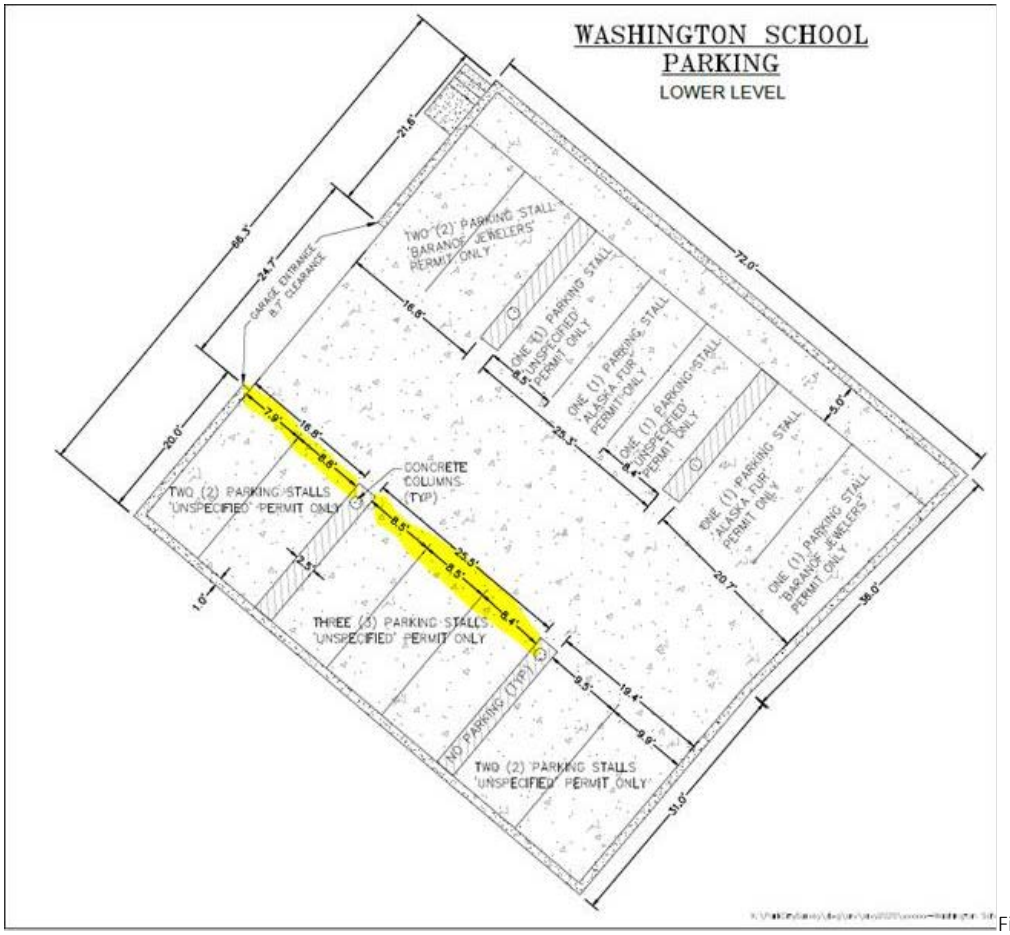


Figure 3: Existing Lower Parking Area

Based on the following facts:

1. The existing parking lot is considered a valid non-compliant structure, and remodeling is not feasible.

2. The striping of the parking stalls is limited by the location of the reinforced concrete columns (see Figure 3).
3. The hardship of the existing parking stalls being smaller than required by the city code is not self-imposed.
4. The existing striping still works for small and mid-size sedan vehicles.
5. The applicant could coordinate the parking of large size vehicles before a scheduled event.

The Engineering Department supports a minor variance to the minimum parking stall dimensions.
If you have any questions, please, let me know.
Sincerely,

Nestor Gallo, P.E.
Public Improvements Engineer
Engineering Department
Park City Corporation
(435) 615 5057

From: Boal, Jason jboal@swlaw.com
Sent: Thursday, September 23, 2021 4:13 PM
To: Nestor Gallo <nestor.gallo@parkcity.org>
Subject: [External] Washington School House Parking

[CAUTION] This is an external email.

Nestor,

Per Park City Municipal Code 15-3-3.F, we would like the City Engineer to take a look and hopefully offer an approved variation to the parking stall size. This would allow us to continue to utilize an existing parking lot with existing space.

1. Background Information

The Owner has an easement that authorizes it to use 11 parking spaces in a two-story parking structure located on the east side of Park Avenue, across the street from the Washington School House (the "Park Avenue Lot"). These 11 spaces have been in use since 1984.

Currently, the Land Management Code requires that parking spaces have dimensions of 9' wide by 18' long. The Park Avenue Lot has 26 spaces. 12 of those parking spaces are assigned to others. The remaining 14 parking spaces are not assigned. The Owner may use 11 of the 14 unassigned parking spaces. In other words, the Owner doesn't use all of the unassigned parking spaces.

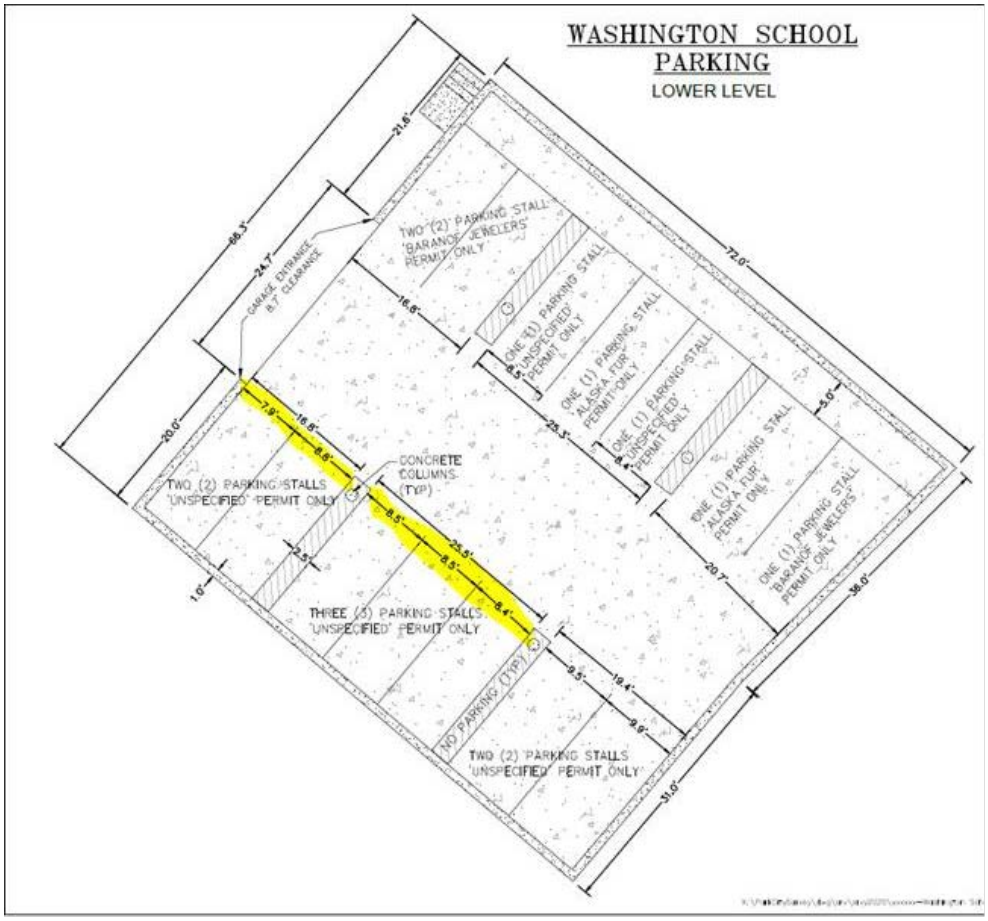
7 of the 14 unassigned parking spaces are narrower than the City's current 9' width requirement for parking spaces. 6 of them are too narrow by a matter of inches (between 2" and 7"). One spot is too narrow by 13 inches.

2. Summary of Parking Spaces

- The lot has 26 spaces
    - 14 lower spaces (5 dedicated, 9 free)
    - 12 upper spaces (7 dedicated, 5 free)
- The shortcomings are minor, there are 14 available spaces:
    - 7 comply with current dimensions (5 upper level and 2 lower level, west side)
    - 1 is 2" too narrow (lower level)
    - 5 are 6-7" too narrow (lower level)

- 1 is 13” too narrow (lower level)
- Note that they wouldn’t necessarily need to use the smallest spot because they only need 11 of the 14 available spots.

3. See attached drawings for parking space assignments and dimensions.
4. Pictures of cars parked at 5 spots, including the smallest spot.




GMC
V61 OYS



I am happy to provide any additional information you might need or answer any questions you might have.

I really appreciate your help on this!

Jason Boal
Urban Planner

office: 801.257.1917
email: jboal@swlaw.com

Snell & Wilmer
Gateway Tower West | 15 West South Temple | Suite 1200 | Salt Lake City, UT 84101-1547




swlaw.com | disclaimer
LinkedIn | Twitter | Facebook | Instagram

City Council
Staff Report

Subject: **1120 Empire Ave**
Application: **PL-23-05598**
Author: **Virgil Lund Planner I**
Date: **June 15, 2023**
Type of Item: **Administrative – Plat Amendment**

Recommendation

(I) Review the 1120 Empire Avenue Plat Amendment, (II) hold a public hearing, and (III) consider approving Ordinance No. 2023-28, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Ordinance (Exhibit A).

Description

Applicant:	Fasque LLC Applicant Representative: Alliance Engineering
Location:	1120 Empire Avenue
Zoning District:	Historic Residential - 1 (HR-1)
Adjacent Land Uses:	Single-Family Dwellings
Reason for Review:	Plat Amendments require Planning Commission recommendation and City Council Final Action[1]

HR-1 Historic Residential - 1
LMC Land Management Code

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

Summary

The Applicant proposes removing the Lot Line common to Lot 26 and 27 and correcting a nominal discrepancy of 0.5 feet for the Lot Line common to Lot 27 and 28 on the south side of the property to create a 3,787.5-square-foot Lot.

On May 10, 2023, the Planning Commission reviewed the proposal, held a public hearing, and unanimously forwarded a positive recommendation for City Council's consideration (Staff Report; Audio Recording). Additionally, the Planning Commission requested modifications to Condition of Approval 4 to reference Land Management Code § 15-9-5 and LMC § 15-9-6 to be specific for the structure at 1120 Empire Avenue.

[1] LMC § 15-7.1-2

Background

1120 Empire Avenue is in the Historic Residential-1 (HR-1) Zoning District. The site is identified by Summit County as parcel number SA-181-A, all of Lots 26 and 27, and the north 0.5 feet of Lot 28, Block 17, Snyder's Addition to Park City. 1120 Empire Avenue is occupied by a Duplex.

According to the Summit County Assessor website, the Duplex was constructed in 1974. The 1968 Zoning Map shows that 1120 Empire Avenue was in the Residential (R-1) Zone at the time it was constructed. The 1968 Land Management Code (LMC) lists two-family dwellings as a Permitted Use in the Residential (R-1) Zone (Exhibit B).

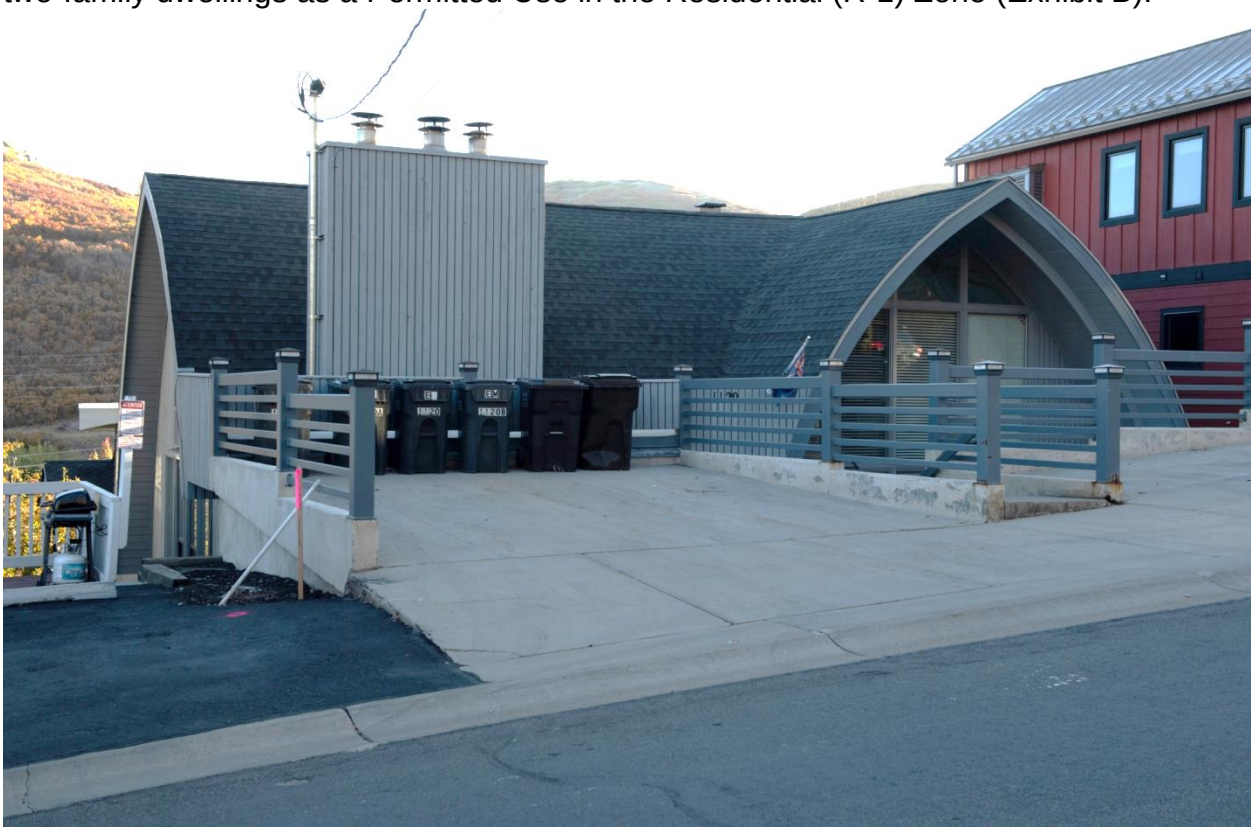


Figure 1: View of Property from Empire Avenue

In 1988, the City issued a Building Permit for a remodel including the replacement of the deck, stairway, and doors (Exhibit C).

In 1991, the City issued a Building Permit for a Duplex remodel. The scope of work included adding a Hot Tub and other structural improvements to support the Hot Tub (Exhibit D).

In 2014, the City issued a Building Permit to replace the decking over the concrete slab and to replace the stairs leading to the deck (Exhibit E).

On March 28, 2023, the Applicant submitted a plat amendment application. On March 29, 2023, staff determined the application was complete.

Analysis

A Plat Amendment is the combining of existing Lots into one or more Lots, amendments to Plat notes, or amending other platted elements.[2] Plat Amendments require Planning Commission review and recommendation to City Council for Final Action.[3] The Applicant proposes removing the Lot Line common to Lot 26 and 27. The Applicant also proposes to correct a nominal discrepancy for the Lot Line common to Lot 27 and 28 on the south side of the property.

(I) The proposed Plat Amendment complies with the Historic Residential – 1 Zoning District Requirements

The purposes of the HR-1 Zoning District are to:

1. preserve present land Uses and character of the Historic residential Areas of Park City;
2. encourage the preservation of Historic Buildings and/or Structures;
3. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
4. encourage single family Development on combinations of 25' x 75' Historic Lots;
5. define Development parameters that are consistent with the General Plan policies for the Historic core; and
6. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.[4]

In 1974, 1120 Empire Avenue was in the R-1 Residential Zone, and two-family dwellings were an allowed use according to the 1968 LMC (Exhibit B). In today's LMC, Duplex Dwellings require a Conditional Use Permit to be reviewed and approved by the Planning Commission.

The existing Use of a Duplex Dwelling is a Non-Conforming Use in the HR-1 Zoning District. [5] A Non-Conforming Use is a Use of land that:

1. legally existed before its current zoning designation;
2. has been maintained continuously since the time the zoning regulation governing the land changed; and
3. because of subsequent zoning changes, does not conform to the zoning regulations that now govern the land.[6]

[2] LMC § 15-7.1-3(B)
[3] LMC § 15-12-15(B)(9)
[4] LMC § 15-2.2-1
[5] LMC § 15-9-1
[6] LMC § 15-15-1

If the applicant decided to demolish the structure and rebuild it as a Duplex Dwelling, Conditional Use Permit approval by the Planning Commission would be required.

The table below outlines the HR-1 Zoning District Lot and Site Requirements established in LMC § 15-2.2-3:

HR-1 Zoning District Requirement	**Analysis of Proposal**
Min. Lot Size: 3,750 sq ft for a Duplex Dwelling	**Complies**: Total Lot area is 3,787.5 square feet.
Min. Lot Width: 25 feet	**Complies:** the width of the combined Lots is 50.5 feet.
Building Pad Building Footprint	The LMC in effect at the time of construction did not establish Building Pad or Building Footprint limitations (Exhibit B). The existing structure is Non-Conforming with the Building Pad and Building Footprint requirements for the HR-1 Zoning District. The Planning Commission recommends **Condition of Approval 4**: The Structure at 1120 Empire Avenue may be repaired, maintained, or renovated, provided that such repair, maintenance, or renovation shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure. See LMC § 15-9-5 and LMC § 15-9-6.
Setbacks: Front: 10 feet Rear: 10 feet Side: 5 feet	The LMC in effect in 1974 required a 5-foot Side Yard Setback, a 20-foot Front Yard Setback (or the average of the existing buildings where more than fifty (50) percent of the frontage on the block is developed), and a 10-foot Rear Yard Setback (Exhibit B). The existing structure was not built to the 1968 R-1 requirements regarding Setbacks. The existing structure is not compliant with existing LMC requirements. The Planning Commission recommends **Condition**

	of Approval 4: The Structure at 1120 Empire Avenue may be repaired, maintained, or renovated, provided that such repair, maintenance, or renovation shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure. See LMC § 15-9-5 and LMC § 15-9-6. The retaining wall, concrete pathway, and wood steps on the north side of the property are all allowed Side Setback exceptions outlined in LMC § 15-2.2-3(J) See image below for the existing conditions survey.

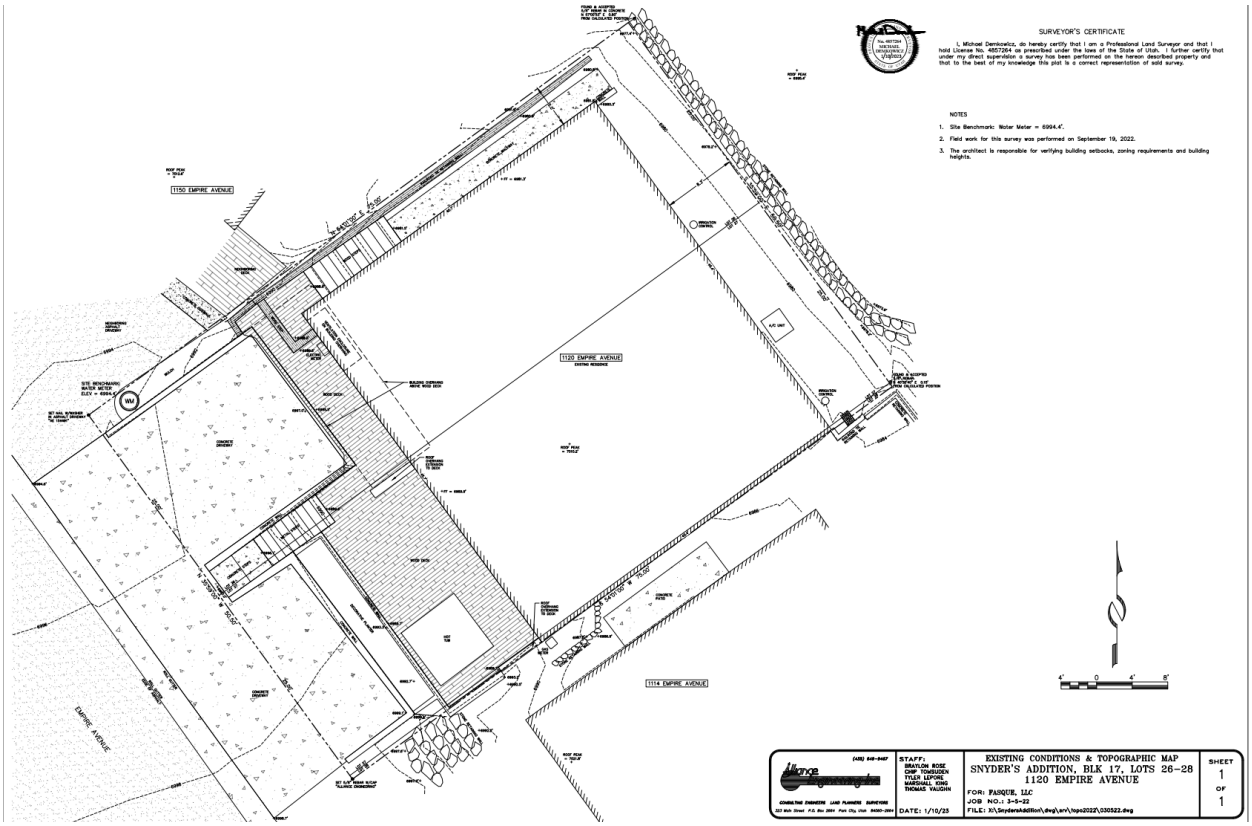


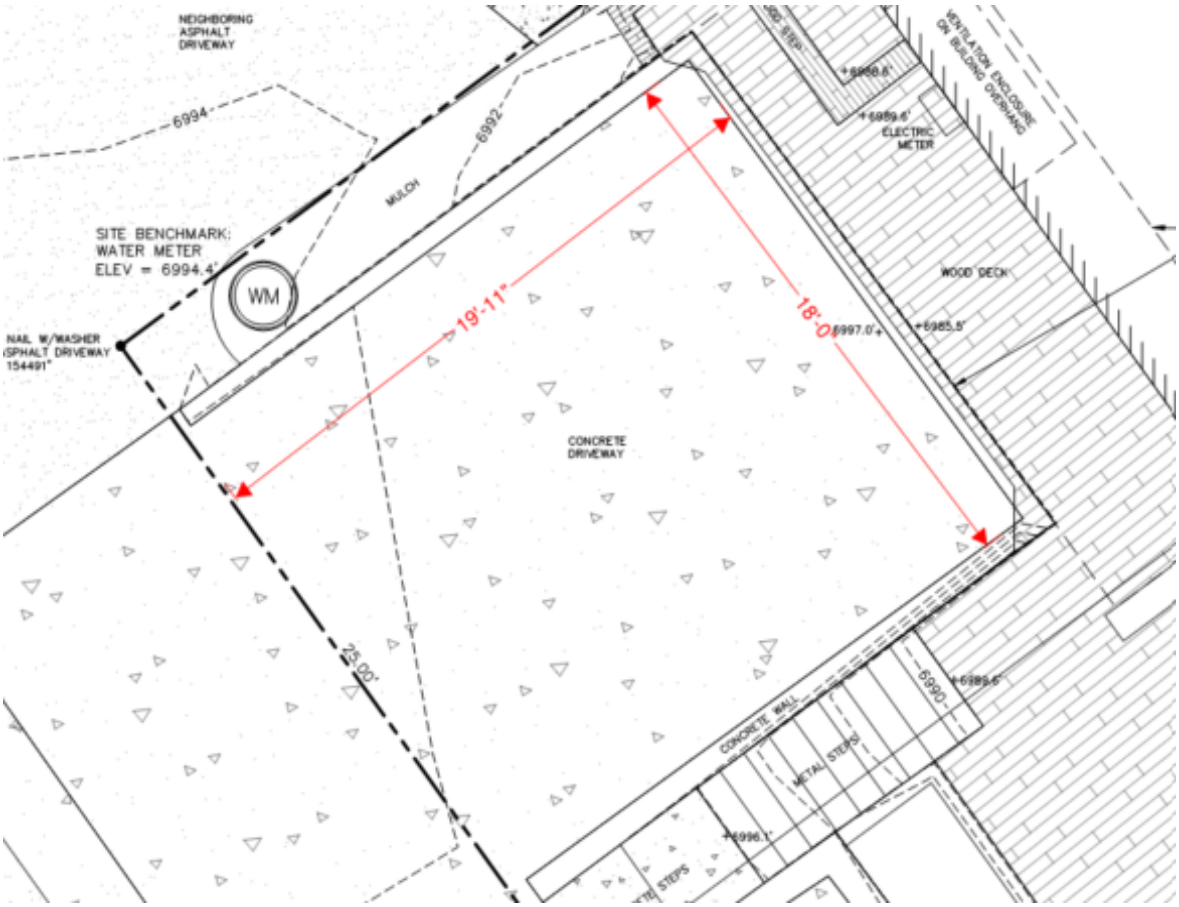
Image 2: Existing Conditions

Off-Street Parking

At the time the Duplex was constructed, it conformed to the 1968 LMC, which required one parking space per dwelling unit, or two parking spaces total for the Duplex (Exhibit F). However, the Duplex does not meet today's Off-Street Parking requirements. Today's LMC § 15-3-6 requires two parking spaces per Dwelling Unit, for a total of four

Off-Street parking spaces for a Duplex.

Today's LMC § 15-3-3(F) states that Parking Spaces must be at least nine feet (9') wide by eighteen feet (18') long. The image below shows the two existing parking spaces meet today's required dimensions for two parking spaces:



Any new construction must comply with the current parking requirements in effect in the LMC at the time of application submittal.

Architectural Review LMC § 15-2.2-9
Prior to issuance of a Building Permit for any Conditional or Allowed Use, the Planning Department shall review the proposed plans for compliance with LMC Chapter 15-5 *Architectural Review*. Any proposed structure or future development will require the Applicant to submit a Historic District Design Review Application to the Planning Department for review and compliance with LMC Chapter 15-11, *Historic Preservation*, and LMC Chapter 15-13, *Design Guidelines for Historic Districts and Historic Sites*

(II) The Planning Commission finds Good Cause for removing two Lot lines common to Lots 26 and 27 and the additional Lot Line common to Lots 27 and 28 to create one Lot because (A) present land Uses and the Character of the HR-1 Zoning District are retained, (B) no Public Street or Right-of-Way is vacated or

amended, and (C) no easement is vacated or amended.

Plat amendments shall be reviewed according to LMC § 15-7.1-6 *Final Subdivision Plat*, and approval shall require a finding of Good Cause and a finding that no Public Street, Right-of-Way, or easement is vacated or amended.

LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case-by-case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City Community."

A. The Historic Residential – 1 (HR-1) Zoning character is retained, and existing issues and non-conformities are addressed.

One of the purposes of the HR-1 Zoning District is to preserve present land Uses and character of the Historic residential areas of Park City.[7]

The existing Building Footprint for the Duplex at 1120 Empire Avenue is 1,860 square feet. With the current LMC Building Footprint formula for the HR-1 Zoning District and the proposed Lot of 3,787.5 square feet, the future Building Footprint for a new structure would be limited to 1,531 square feet. If the Applicant was to demolish the existing Duplex, the maximum Building Footprint for any new structure would be 1,531 square feet.

The plat amendment also resolves existing issues and non-conformities. One lot will be created for the Duplex Dwelling and future development will be required to comply with the requirements of the LMC in effect at the time of the application submittal, including compliance with Off-Street parking requirements, and Setbacks. Condition of Approval 4 states the Duplex may be repaired, maintained, altered, or enlarged, provided that such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure. There is Good Cause for this Plat Amendment because it resolves existing issues and non-conformities.

B. No Public Street or Right-of-Way is vacated or amended.

Access to the Lot is from Empire Avenue. No change to access is proposed.

C. No easement is vacated or amended.

The Applicant's proposal does not vacate or amend any easement.

(III) The Development Review Committee met on April 4, 2023, reviewed the

[7] LMC § 15-2.2-1(A)

proposal, and found the plat amendment conforms with their required standards.[8]

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on April 25, 2023. Staff mailed courtesy notice to property owners within 300 feet on April 25, 2023. The *Park Record* published notice on April 26, 2023.[9]

Public Input

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

Alternatives

- The City Council may adopt Ordinance No. 2023-28; or
- The City Council may deny Ordinance No. 2023-28 and direct staff to make Findings for this decision; or
- The City Council may continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Ordinance No. 2023-28 and Proposed Plat
Exhibit B: 1968 LMC
Exhibit C: 1988 Re-Model Building Permit
Exhibit D: 1991 Re-Model Building Permit
Exhibit E: 2014 Deck Replacement Building Permit
Exhibit F: 1968 Off-Street Parking Requirements

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

Ordinance No. 2023-28

AN ORDINANCE APPROVING THE 1120 EMPIRE AVENUE PLAT AMENDMENT, LOCATED AT 1120 EMPIRE AVENUE, PARK CITY, UTAH

WHEREAS, the owner of the property located at 1120 Empire Avenue petitioned the City Council for approval of the 1120 Empire Avenue Plat Amendment; and

WHEREAS, on April 26, 2023, notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on April 25, 2023, courtesy notice was mailed to property owners within 300 feet of 1120 Empire Avenue; and

WHEREAS, on May 10, 2023, the Planning Commission reviewed the application and held a public hearing; and

WHEREAS, on May 10, 2023, the Planning Commission forwarded a positive recommendation for City Council's consideration on June 15, 2023; and

WHEREAS, on June 15, 2023, the City Council reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, the plat is consistent with the Park City Land Management code including § 15-7.1-3(B), § 15-12-15(B)(9), and Chapters 15-2.2 and 15-7.

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

SECTION 1. APPROVAL. The 1120 Empire Avenue Plat Amendment, located at 1120 Empire Avenue, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact
Background:

1. The property is located at 1120 Empire Avenue.
2. The property is listed with Summit County as Parcel number SA-181-A and consists of all of Lots 26 and 27, and the north 0.5 feet of Lot 28, Block 17, Snyder's Addition to Park City.
3. The property is in the Historic Residential – 1 (HR-1) Zoning District.
4. No easement is vacated or amended as a result of the plat amendment.
5. The LMC regulates Lot and Site Requirements per LMC § 15-2.2-3.
6. Duplex Dwellings are a Conditional Use in the HR-1 Zoning District and require a minimum Lot size of 3,750 square feet. The combined Lot size is 3,787.5 square feet.
7. The minimum Lot width in the HR-1 Zoning District is 25 feet. The proposed width of the Lot is 50.5 feet.
8. The required Front Setback is ten feet (10').

9. The required Side Setback is five feet (5').
10. The required Rear Setback is ten feet (10').
11. Building Height in the HR-1 Zoning District is 27 feet.
12. The existing structure is Non-Conforming with the Building Pad and Building Footprint requirements for the HR-1 Zoning District.
13. The existing structure is not compliant with existing LMC requirements regarding Setbacks. The Structure encroaches onto the south side Property line and encroaches by approximately two feet into the Rear Setback.
14. The two-unit structure was built with the Parking Spaces required by the LMC in effect at the time of construction.
15. The existing driveway is not compliant with current Off-Street Parking Requirements. The LMC requires four Parking Spaces for a Duplex Dwelling, and the existing structure only has two Non-Conforming parking spaces. Any new construction must comply with the current parking requirements in effect in the LMC at the time of application submittal.

Conclusions of Law

1. There is Good Cause for removing two Lot lines common to Lots 26 and 27 and for addressing the nominal discrepancy between Lots 27 and 28 to create one Lot because present land Uses and the Character of the HR-1 Zoning District are retained and it resolves existing issues and non-conformities.
2. The Plat Amendment is consistent with the Park City Land Management Code, including LMC Chapter 15-2.2 *Historic Residential – 1 (HR-1) Zoning District,* and LMC § 15-7.1-6 *Final Subdivision Plat.*
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one (1) year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this Plat approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. The plat shall note that fire sprinklers are required for all new construction.
4. The Structure at 1120 Empire Avenue may be repaired, maintained, or renovated, provided that such repair, maintenance, or renovation shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure. See LMC § 15-9-5 and LMC § 15-9-6.

5. City Engineer review and approve all Lot grading, utility installation, public improvement, and drainage plans for compliance with City standards prior to issuance of any building permits.

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

PASSED AND ADOPTED this 15th Day of June 2023.

PARK CITY MUNICIPAL CORPORATION

_____
Nann Worel, MAYOR

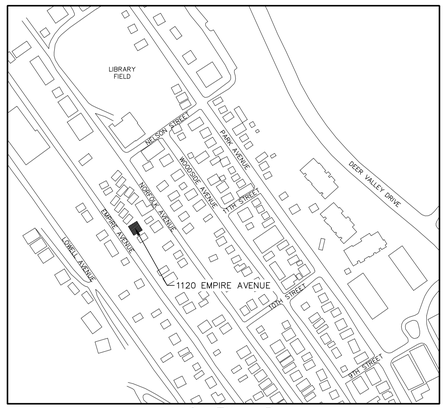
ATTEST:

_____
City Recorder

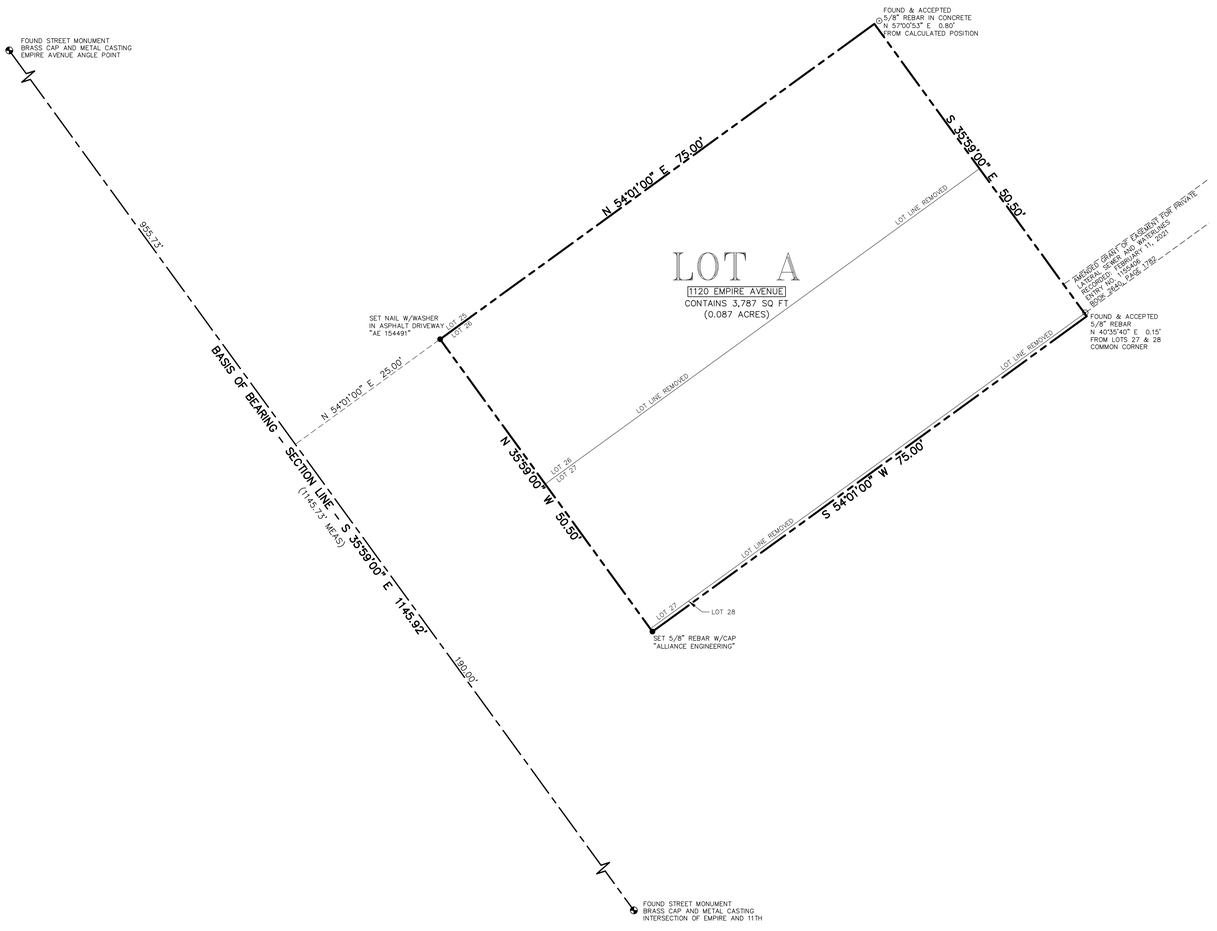
APPROVED AS TO FORM:

_____
City Attorney

Attachment 1 – Proposed Plat



VICINITY MAP



SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have completed a survey and have referenced a record of survey map of the existing property boundaries in accordance with Section 17–23–17 and have verified the boundary locations and have placed monuments as represented on the plat. I do further certify that by authority of the owners, I have prepared this plat amendment of the property described hereon, hereafter to be known as 1120 EMPIRE AVENUE PLAT AMENDMENT.

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
STATE OF UTAH

LEGAL DESCRIPTION

Parcel 1:

Lots 26, 27, and the north .5 feet of Lot 28, Block 17, Snyder's Addition to Park City, according to the official plat thereof, recorded in the office of the county recorder of Summit County.

Parcel 2:

Together with a right of way for sewer and water lines over and across the south five feet of Lot 6, Block 17, Snyder's Addition to Park City, Summit County as disclosed in that certain Amended Grant of Easement for Private Lateral Sewer and Waterlines recorded February 11, 2021, as Entry No. 1155406, in Book 2640, at Page 1782, Summit County Recorder's Office.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the above described tract of land, and hereby causes the same to be unified into one lot of record, together with easements as set forth to be hereafter known as 1120 EMPIRE AVENUE PLAT AMENDMENT and does hereby dedicate for the perpetual use of the public the areas shown on this plat as intended for public use. The undersigned owner also hereby conveys any easements as shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2023.

Fasque, LLC, a Utah limited liability company

By: _____
Name: Joseph E. Tesch

Title: Attorney–in–Fact for Damian Roche as Manager of Fasque LLC, a Utah limited liability company

ACKNOWLEDGMENT

STATE OF _____)
:ss.
COUNTY OF _____)

On this _____ day of _____, 2023, Joseph E. Tesch personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Manager of Fasque, LLC, a Utah limited liability company, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed the 1120 EMPIRE AVENUE PLAT AMENDMENT.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

NOTES

1. This plat amendment is subject to the Conditions of Approval in Ordinance 2023–_____.
2. See Record of Survey S–xxxx in the Office of the Recorder, Summit County, Utah.
3. Snow Shed Easement Agreements, with no dimensions, affecting the south property line are recorded in the Office of the Recorder, Summit County, Utah as follows:

   Entry No. 854334, recorded September 8, 2008 in Book 1948 at Page 358

   Entry No. 854335, recorded September 8, 2008 in Book 1948 at Page 360

   Entry No. 862244, recorded January 9, 2009 in Book 1962 at Page 983

10' 0 10' 20'

1120 EMPIRE AVENUE PLAT AMENDMENT

LOCATED IN THE NORTHWEST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

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

3/28/23 JOB NO.: 3-5-22 FILE: X:\SnydersAddition\dwg\srv\plat2022\030522.dwg

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2023	RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS ____ DAY OF _____, 2023	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2023	APPROVED AS TO FORM THIS _____ DAY OF _____, 2023	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2023	I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2023	APPROVED THIS _____ DAY OF _____, 2023	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____ ENGINEERING DEPARTMENT	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ MAYOR	BY _____ PARK CITY RECORDER	BY _____ SUMMIT COUNTY GIS COORDINATOR	_____ FEE _____ RECORDER
							TIME _____ DATE _____ ENTRY NO. _____

67-9-7. REAR YARD REGULATIONS.

The minimum depth of the rear yard for all main buildings shall be twenty (20) feet, and for all accessory buildings one (1) foot except on corner lots which rear on the side of another lot, accessory buildings shall not be located closer than six (6) feet.

67-9-8. HEIGHT REGULATIONS.

No building shall be erected to a height greater than two and one-half (2-1/2) stories or thirty-five (35) feet and no dwelling shall be erected to a height of less than one (1) story.

CHAPTER 10. RESIDENTIAL ZONE R-1

67-10-1. PERMITTED USES.

(1) Agriculture.
(2) Single-family dwelling.
(3) Two-family dwelling.
(4) Accessory buildings and uses customarily incidental to the main use.
(5) Signs, identification, name plate, property, public information, temporary.

67-10-2. CONDITIONAL USES.

(1) Animal and fowl grazing, pasturing or housing.
(2) Cemetery.
(3) Child nursery.
(4) Golf Course.
(5) Home occupation.
(6) Planned unit development meeting the provisions of Chapter 17 of this Ordinance.
(7) Private recreational grounds and facilities.
(8) Private educational institutions.
(9) Public and semi-public buildings and uses.
(10) Temporary buildings and uses incidental to construction work.

67-10-3. AREA REGULATIONS.

The minimum lot area shall be three thousand (3,000) square feet.

67-10-4. WIDTH REGULATIONS.

The minimum width of any lot shall be thirty-seven and one-half (37-1/2) feet, at a distance of twenty (20) feet back from the front lot line.

67-10-5. SIDE YARD REGULATIONS.

(1) The minimum side yard for any dwelling or other building shall be

five (5) feet except that a side yard shall not be required where dwelling structures are designed with a common wall on that side lot line.

(2) The minimum side yard for a private garage or other accessory building located at least six (6) feet on the rear of the main building, shall be one (1) foot.

(3) On corner lots, the side yard which faces on a street for both main and accessory buildings shall not be less than ten (10) feet.

67-10-6. FRONT YARD REGULATIONS.

The minimum depth of the front yard for all buildings shall be twenty (20) feet, or the average of the existing buildings where more than fifty (50) percent of the frontage on the block is developed.

67-10-7. REAR YARD REGULATIONS.

The minimum depth of the rear yard for all main buildings shall be ten (10) feet, and for accessory buildings one (1) foot except on corner lots which rear upon the side yard of another lot, accessory buildings shall not be located closer than five (5) feet to such side yard.

67-10-8. HEIGHT REGULATIONS.

No building shall be erected to a height greater than two and one-half (2-1/2) stories or thirty-five (35) feet and no dwelling shall be erected to a height of less than one (1) story.

CHAPTER 11. MULTIPLE RESIDENTIAL ZONE R-M

67-11-1. PERMITTED USES.

(1) Agriculture.
(2) One, two, three and four-family dwellings.
(3) Accessory buildings and uses customarily incidental to a main use.
(4) Signs, identification, name plate, property, public information, temporary.

67-11-2. CONDITIONAL USES.

(1) Boarding house.
(2) Cemetery.
(3) Clinic, medical or dental.
(4) Child nursery.
(5) Club and lodge of a private and non-profit character.
(6) Golf course.
(7) Group dwellings.
(8) Home occupation.

BUILDING PERMIT APPLICATION

BECOMES PERMIT WHEN SIGNED

*Date of Application	Date Work Starts	Receipt No.	Date Issued	Permit Number
9/7/88	9/9/88	51798	9/7/88	3847

*Proposed Use of Structure: SFD/REMODEL

*Bldg. Address: 1120 EMPIRE AVE

*Address Certificate No. | Assessors Parcel No.

*Lot # | *Block | * Subd. Name & Number

*Property Location: 1120 EMPIRE

☐ *If metes and bounds see instructions

*Total Property Area - In Acres or Sq. Ft. | Total Bldg. Site Area Used

*Owner of Property: W.E. THORNTON | Phone

*Mailing Address | City

*Business Name Address | Business Lic. No.

*Architect or Engineer: SELF | Phone

*General Contractor: SELF | Phone

*Business Address | * State Lic. No. | * City/Co. Lic. No.

*Electrical Contractor: See permits | Phone

*Business Address | City/Co. Lic. No.

*Plumbing Contractor: 6370 | Phone

*Business Address: 6146 | City/Co. Lic. No.

*Mechanical Contractor: 6622 not licensed | Phone

*Business Address | * State Lic. No. | * City/Co. Lic. No.

*Previous Usage of Land or Structure (Past 3 yrs.)

*Dwell. Units Now on Lot | * Assessory Bldgs. Now on Lot

*Type of Improvement/Kind of Const.

☐ Sign ☐ Build ☒ Remodel ☐ Addition
☐ Repair ☐ Move ☐ Convert Use ☐ Demolish

*No. of offstreet parking spaces: Covered | Uncovered 4

SUB-CHECK | Zone HR-1 | Zone Approved By SM

Disapproved / Approved 9/7/88 Date | Sub-Ck. By SM

Minimum Setbacks In Feet

Front	Side	Side	Rear
Remodel	existing		

No changes to footprint

Indicate Street If Corner Lot

Indicate North

Plot Plan

( ) Prop. Line | ( ) Prop. Line

Structure

House or House & Garage if Attached

( ) STREET

NOTE: 24 hours notice is required for all inspections.

BUILDING FEE SCHEDULE

Square Ft. of Building	Valuation	
☐ Rough Basement	Building Fees	35 00
☐ Finish Basement	Plan Check Fees	
Carport sq. ft.	Electrical Fees	
Garage sq. ft.	Plumbing Fees	
Type of Bldg. / Occ. Group	Mechanical Fees	
No. of Bldgs. / R. Value Walls / Roof	Water	
No. of Stories / R / R	Sewer	
No. of Bedrooms	Storm Sewer	
No. of Dwellings	Moving or Demo.	
Type of Construction ☐ Frame ☐ Brick Var. ☐ Brick ☐ Block ☐ Concrete ☐ Steel	Temporary Conn.	
Max. Occ. Load	Reinspection	
Fire Sprinkler ☐ Yes ☐ No	**Total**	35 00

Special Approvals	Required	Received	Not Req.
Board of Adjustment			
Health Dept.			
Fire Dept.			
Soil Report			
Water or Well Permit			
Traffic Engineer			
Flood Control			
Sewer or Septic Tank			
City Engineer (off site)			
Gas			

Comments: Redwood ~~not~~ to replace existing deck, replacing treads on front stairway, rear basement door replacement

Land Use Cert.

Electrical Dept. NOT FRONT FACADE -

HiBack C.G. & S. DOWN BELOW ON SIDE

Other

Bond Required ☐ Yes ☐ No Amount

This application does not become a permit until signed below.

Plan Chk. OK by RL

Signature of Approval: Ron Lonnie | Date 9/7/88

This permit becomes null and void if work or construction authorized is not commenced within 180 days, or if construction or work is suspended or abandoned for a period of 180 days at any time after work is commenced. I hereby certify that I have read and examined this application and know the same to be true and correct. All provisions of laws and ordinances governing this type of work will be complied with whether specified herein or not the granting of a permit does not presume to give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction and that I make this statement under penalty of perjury.

*Signature of Contractor or Authorized Agent | Date

*W.E. Thornton | 9/7/88 (Date)

Signature of Owner (If owner)

PLANNING DEPT USE

Census Tract.	Traffic Zone	Coordinate Ident. No.

New S.L.U. Code No. | Old S.L.U. Code No.

Certificate of Occupancy

725

BUILDING PERMIT APPLICATION

BECOMES PERMIT WHEN SIGNED

FOR INSPECTIONS CALL · 645-5040

*Date of Application: 12-4-91	Date W[illegible]ts: 4-1-92	Receipt No.: 7663	[illegible]ate [illegible]ed: 12/4/91
		Permit Number: 6370	

*Proposed Use of Structure: RENTAL

*Bldg. Address: 1120 EMMA AVE

*Address Certificate No. | Assessors Parcel No.

*Lot # | *Block | * Subd. Name & Number

*Property Location: SAME | ☐ *If metes and bounds see instructions

*Total Property Area - In Acres or Sq. Ft.: 5000 SF | Total Bldg. Site Area Used: 2112 SF

*Owner of Property: [illegible] & SHIRLEY HORTON | Phone: 278-6302

*Mailing Address: 5366 BARRINGTON CIR | City: SLC UT 84117

*Business Name Address | Business Lic. No.

*Architect or Engineer: OWNER/MCNEIL ENGINEERING | Phone

*General Contractor: OWNER | Phone

*Business Address | * State Lic. No. | *City Lic. No.

*Electrical Contractor: LATER | Phone

*Business Address | * State Lic. No. | *City Lic. No.

*Plumbing Contractor: LATER | Phone

*Business Address | * State Lic. No. | *City Lic. No.

*Mechanical Contractor: LATER | Phone

*Business Address | * State Lic. No. | *City Lic. No.

*Previous Usage of Land or Structure (Past 3 yrs.): RENTAL / PERSONAL

*Dwell. Units Now on Lot: 2 | * Assessory Bldgs. Now on Lot

*Type of Improvement/Kind of Const.

☐ Sign ☐ Build ☐ Remodel ☐ Addition
☐ Repair ☐ Move ☐ Convert Use ☐ Demolish

*No. of offstreet parking spaces: Covered | Uncovered

SUB-CHECK | Zone: HR-1 | Zone Approved By: [illegible]

Disapproved / Approved 12/4/91 Date | Sub-Ck. By [illegible]

Minimum Setbacks In Feet

Front	Side	Side	Rear
20	per existing		

Indicate Street If Corner Lot

Indicate North

Plot Plan

( ) Prop. Line | ( ) Prop. Line

House or House & Garage if Attached

( ) STREET

NOTE: 24 hours notice is required for all inspections.

BUILDING FEE SCHEDULE

Square Ft. of Building | Valuation: 8000

☐ Rough Basement
☐ Finish Basement
Carport sq. ft.
Garage sq. ft.
Type of Bldg. | Occ. Group
No. of Bldgs. | R. Value Walls | Roof
No. of Stories | R | R
No. of Bedrooms
No. of Dwellings
Type of Construction ☐ Frame ☐ Brick Var. ☐ Brick ☐ Block ☐ Concrete ☐ Steel
Max. Occ. Load
Fire Sprinkler ☐ Yes ☐ No

Building Fees	60	00
Plan Check Fees	39	00
Water Conn.		
Reinspection		
1% State		60
Water Dev.		
Water Meter		
Impact		
Total	99	60

Special Approvals	Required	Received	Not Req.
Board of Adjustment			
Health Dept.	See permit #		
Fire Dept.	6146		
Soil Report	6622		
Water or Well	3847		
Traffic Enginee	not Finaled		
Flood Control			
Sewer Receipt			
City Engineer (c			
Gas			

Comments: 10/26/92: Permit inf[illegible] for tub deck

Land Use Cert.
Electrical Dept.
HiBack C.G. & S.
Other
Bond Required ☐ Yes ☐ No Amount

This application does not become a permit until signed below.

Plan Chk. OK by [illegible]

Signature of Approval [illegible] | Date

This permit becomes null and void if work or construction authorized is not commenced within 180 days, or if construction or work is suspended or abandoned for a period of 180 days at any time after work is commenced. I hereby certify that I have read and examined this application and know the same to be true and correct. All provisions of laws and ordinances governing this type of work will be complied with whether specified herein or not the granting of a permit does not presume to give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction and that I make this statement under penalty of perjury.

* [illegible] Signature of Contractor or Authorized Agent | 12/4/91 Date

* Signature of Owner (If owner) | (Date)

PLANNING DEPT. USE

Census Tract. | Traffic Zone | Coordinate Ident. No.

New S.L.U. Code No. | Old S.L.U. Code No.

Certificate of Occupancy

726

WOOD BEAM DESIGN

McNeil Engineering Inc. Designed By: JMW

Length: $l := 16 \cdot ft$

Allowable bending stress Fb: $Fb := 1700 \cdot psi \cdot 1.25$

Allowable shear stress Fv: $Fv := 95 \cdot psi \cdot 1.25$

Modulus of elasticity: $E := 1700000 \cdot psi$

Calculate bending moment: $M := 19469.76 \cdot ft \cdot lb$

Calculate the shear: $V := 4724.5 \cdot lb$

Required section modulus: $S := \frac{M}{Fb}$ $S = 109.947 \cdot in^3$

Required area: $A := 1.5 \cdot \frac{V}{Fv}$ $A = 59.678 \cdot in^2$

Try: (4) 2 x 12 $b := 6 \cdot in$ $d := 11.25 \cdot in$

$A := b \cdot d$

$A = 67.5 \cdot in^2$

$S := b \cdot \frac{d^2}{6}$

$S = 126.563 \cdot in^3$

Check deflection:

$I := b \cdot \frac{d^3}{12}$

$I = 711.914 \cdot in^4$

$\frac{1}{240} = 0.8 \cdot in$ $y := 0.72 \cdot in$

NOTE: an allowable deflection of 1/240 is ok for a snow drift condition. Please note that we have not increased the amount of potential snow drifting with the addition of a deck on top of the existing lower flat roof. We are adding (2) 2 x 12 to the existing (2) 2 x 12, thus increasing the roof strength by a factor of 2. The original framing has not had any problem for all of these years. The code requires a Wb of 50' min., but the tables show a Wb of 25', we used 50', but feel this is very conservative. Because this is a drift condition, we used a ldf of 1.25. The beam can carry the normal snow load with no ldf.

McNEIL ENGINEERING, INC.
1962 EAST 7000 SOUTH, SUITE 209 • SALT LAKE CITY, UTAH 84121
Phone (801) 944-8112 • Fax (801) 944-8165
CIVIL, STRUCTURAL ENGINEERING & LAND SURVEYING
PAVEMENT & ROOF CONSULTING

PROJECT

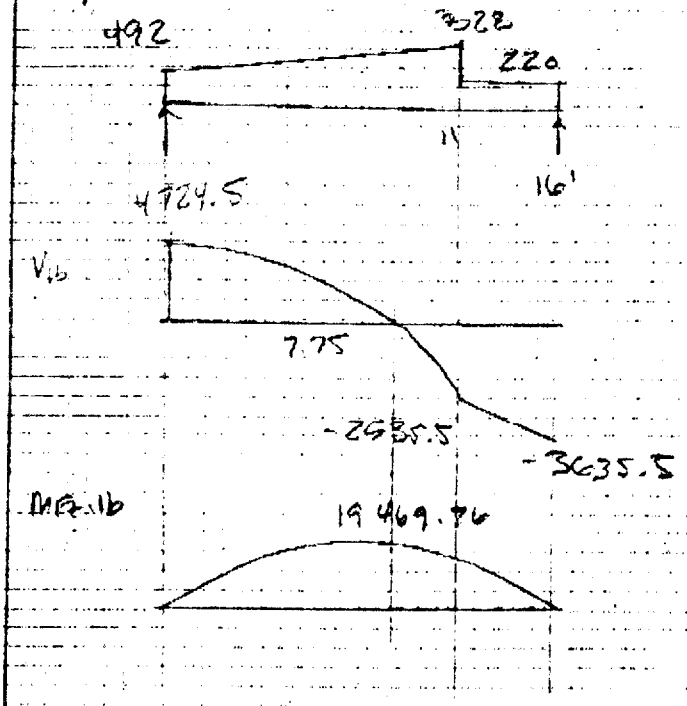
DATE

SHEET 2 OF

DESIGNED BY

CHECKED BY

DECK / ROOF BEAMS W/ SNOW DRIFTING.



NOTE: IT IS MY OPINION THAT THIS SNOW DRIFTING CONDITION WILL PROBABLY NEVER HAPPEN, Due to the fact that the ROOF IS AN ARCHED FRAME, AND THAT the code required a $W_b = 50$!

WE have shown by Calculation that the roof will withstand this LOAD; although we really haven't altered the existing CONDITIONS WITH Respect to drifting OF SNOW. The beams are double what they were.

SEE NEXT sheet FOR Calculations

McNeil Engineering Inc.

Calc by: JMW

CALCULATION FOR POTENTIAL SNOW DRIFTING AS PER UBC 91:

Difference in ht between upper / lower roof: $hr := 8 \cdot ft$

Horiz. dist. of upper roof normal to drift: (50 ft min, 500 ft max) $Wb := 50 \cdot ft$

Basic ground snow load: $Pg := 128.58 \cdot psf$

Snow exposure coefficient: $Ce := 0.7$

Importance factor: $I := 1.0$

Roof snow load: $Pf := Ce \cdot I \cdot Pg$
$Pf = 90.006 \cdot psf$

Snow density: $D := 0.13 \cdot Pg + 14 \cdot psf$
$D = 30.715 \cdot psf$

$D := if(D \leq 35 \cdot psf, D, 35 \cdot psf)$

$D = 30.715 \cdot psf$

Ht of ballance snow load: $hb := \frac{Pf}{D}$
$hb = 2.93$

$\frac{hr - hb \cdot ft}{hb} = 1.73 \cdot ft$ ..... If < 0.2 neglect drifting

Ht of drift surcharge:

(See figure A-11) $hd := 3.5 \cdot ft$

Max. intensity of snow w/ drift: (< D hr = 245.723 length psf)
$Pm := D \cdot (hd + hb \cdot ft)$
$Pm = 197.51 \cdot length \cdot psf$

Effective width of snow drift:

$Wd1 := 4 \cdot hd$
$Wd1 = 14 \cdot ft$
$Wd2 := 4 \cdot (hr - hb \cdot ft)$
$Wd2 = 20.279 \cdot ft$

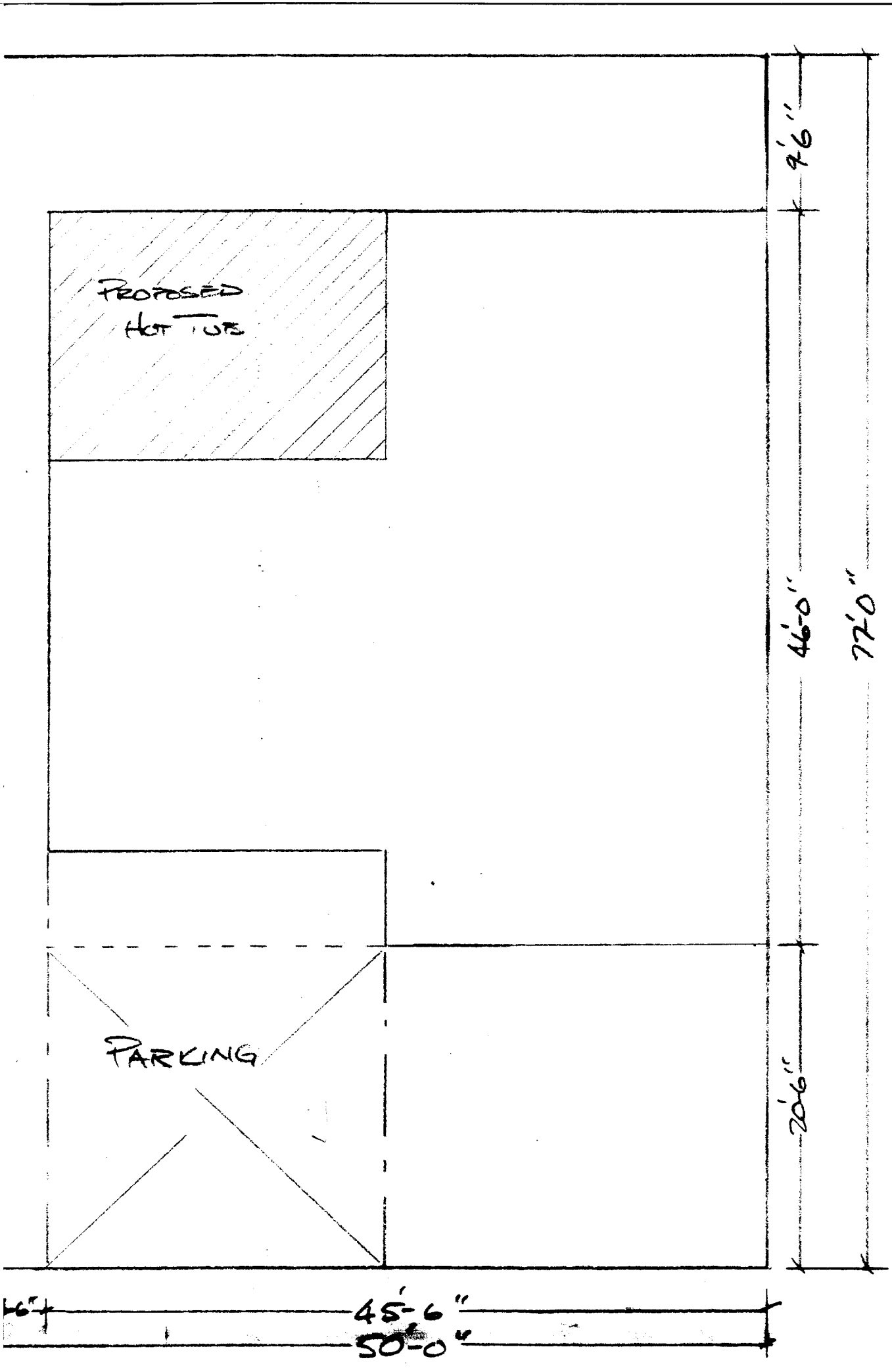
$Wd := if(Wd1 < Wd2, Wd1, Wd2)$

$Wd = 14 \cdot ft$



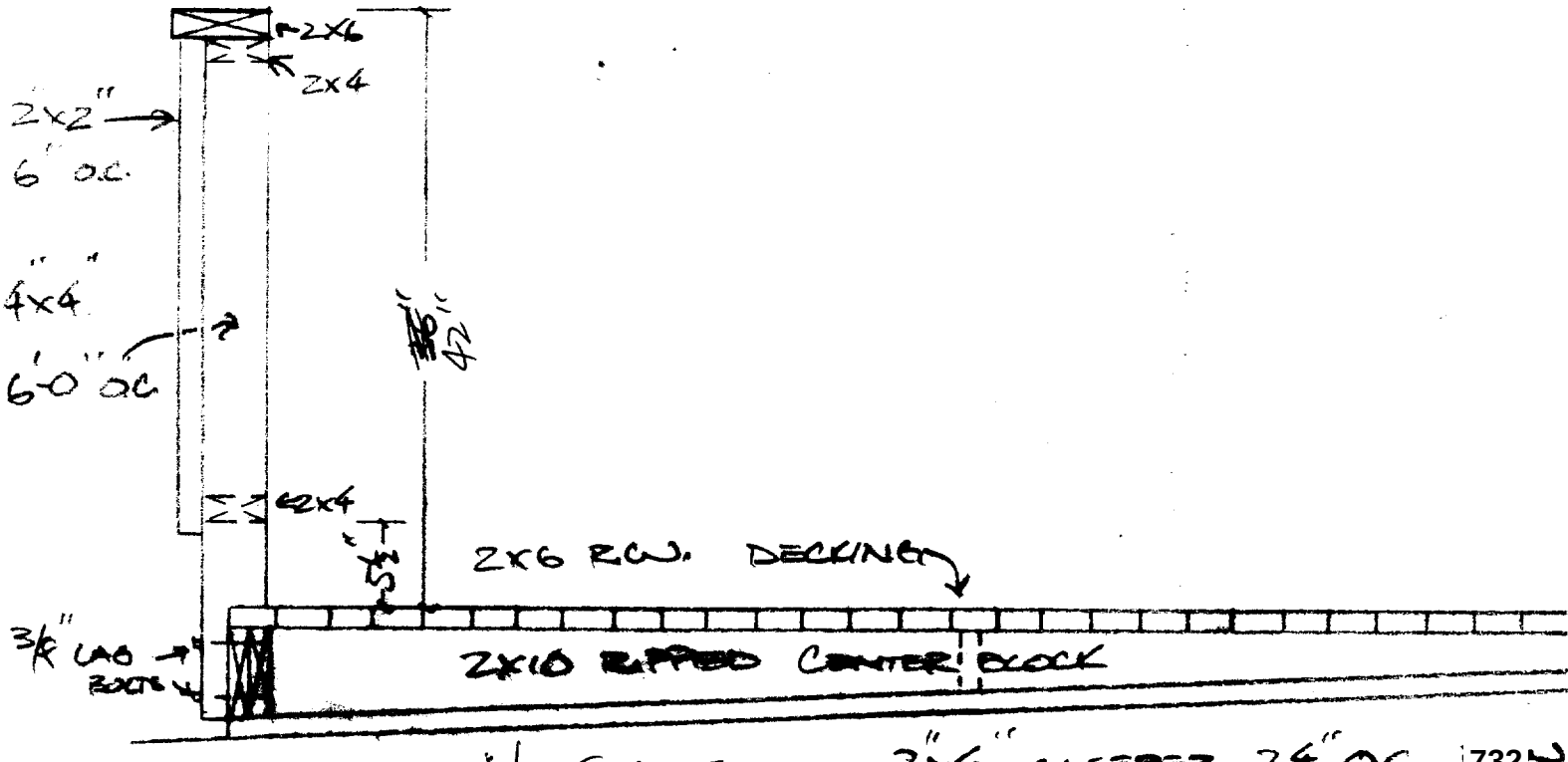
THORNTON RESIDENCE
1120 EMPIRE AVE

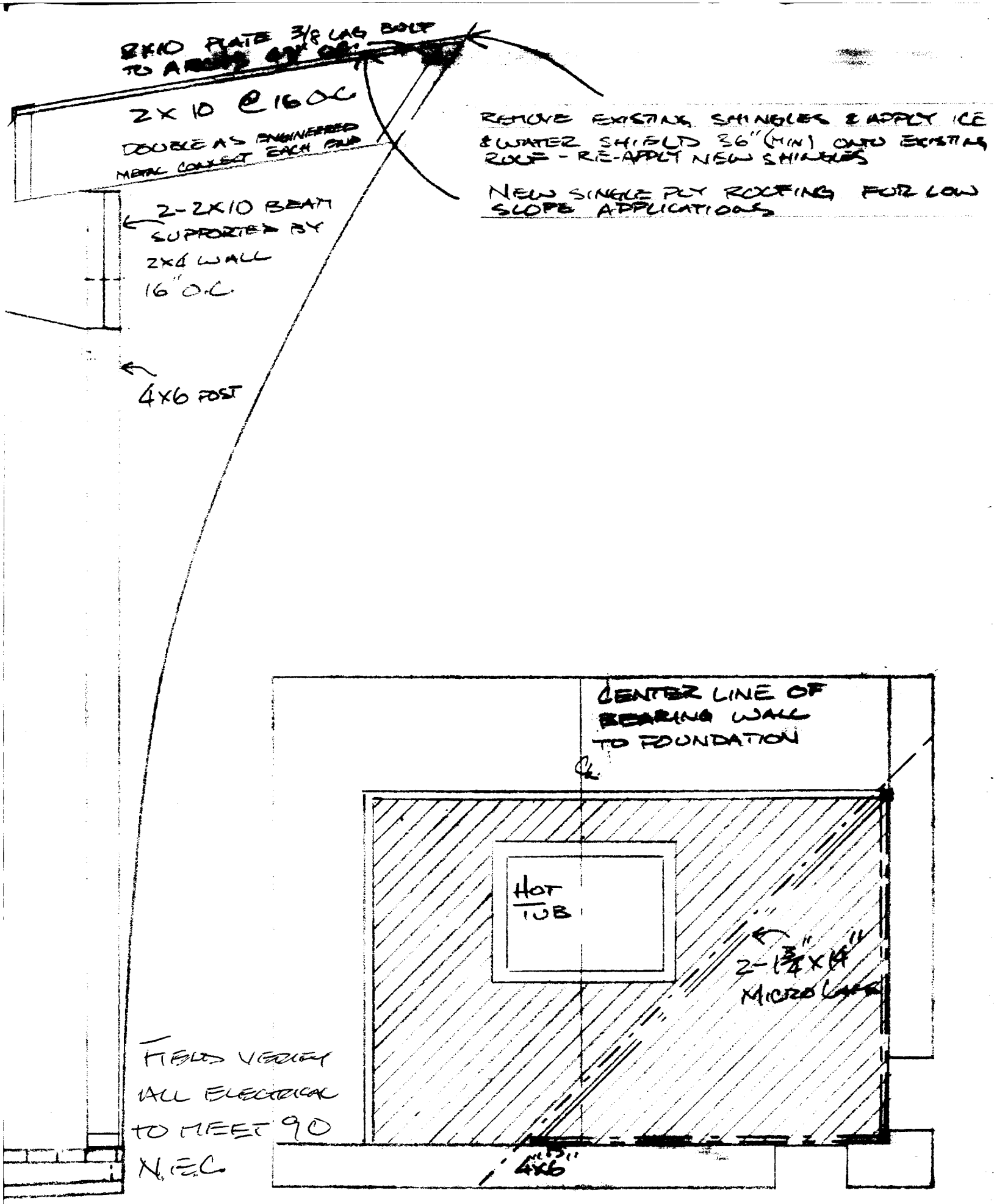
PLOT PLAN


PROPOSED
HOT TUB
PARKING
9'6"
46'-0"
72'0"
20'6"
45'-6"
50'-0"

2-1 3/4 MICRO LAMS

FACTORY
BUILDING
DEC 4 1998




2X10 PLATE 3/8 LAG BOLT
2X10 @16 O.C.
DOUBLE AS ENGINEERED
REMOVE EXISTING SHINGLES & APPLY ICE
& WATER SHIELD 36" (MIN) ONTO EXISTING
ROOF - RE-APPLY NEW SHINGLES
NEW SINGLE PLY ROOFING FOR LOW
SLOPE APPLICATIONS
2-2X10 BEAM
SUPPORTED BY
2X4 WALL
16" O.C.
4X6 POST
CENTER LINE OF
BEARING WALL
TO FOUNDATION
HOT
TUB
FIELD VERIFY
ALL ELECTRICAL
TO MEET
N.E.C.
4X6

1/4" SCALE

LEI

ENGINEERS
SURVEYORS
PLANNERS

July 16, 2014

Sean Macleod
12636 S. 125 W. Suite A
Draper, UT 84020

RE Empire Deck (LEI #2014-1233)

To Whom It May Concern:

We understand that the existing decking and sleepers are being removed and replaced on the deck/patio of the home located at 1120 Empire Avenue, Park City, Utah.

No additional gravity or lateral analysis was performed for the existing structure and no recommendations or observations are expressed or implied concerning the performance of the existing structure. LEI Engineers and Surveyors, Inc. assumes no liability for the existing structure outside the scope of the provided calculations.

See the attached calculation and notes. Please call if you have any questions or concerns. Thank you.

Sincerely,

Jason Hall
LEI Engineers and Surveyors, Inc.

Attachments

Reviewed by:

STATE OF UTAH
JARED R. PALFREYMAN
No. 7942895-2202
REGISTERED PROFESSIONAL ENGINEER
JUL 17 2014

Jared R. Palfreyman, P.E.
Bluffdale Structural Manager

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PARK CITY MUNICIPAL CORP
JUL 21 2014
D.K
Per CBO
BUILDING DEPT.

- Civil Engineering
- Structural Engineering
- Surveying
- Land Planning
- Landscape Architecture

www.lei-eng.com

Corporate Office: 3302 N. Main Street · Spanish Fork, UT 84660 · 801.798.0555 · 801.798.9393
Salt Lake Office: 14441 South 980 West · Bluffdale, UT 84065 · 801.495.2844 · 801.495.2847
Boise Office: 3023 E. Copper Point Dr. #201 · Meridian, ID 83642 · 208.846.9600

Preface & Structural Notes

This engineering report is valid only for the following plan and location:

Empire Deck

1120 Empire Avenue, Park City, Utah

NOTE TO PLAN CHECKER AND BUILDING INSPECTOR:

If the above address does not match the intended building address, notify LEI immediately @ 801-798-0555. This engineering packet is to be used only once for the above mentioned location and is not to be copied or reproduced without written consent of LEI Consulting Engineers.

Structural Notes:

General Notes

1 If values and assumptions stated in this report are incorrect, or if changes in the field are noticed which are different from those stated in this report, the engineer must be notified in order for the necessary corrections to be made.
2 If there are any discrepancies between the calculations and the drawings, these calculations shall supercede.
3 This engineering report deals only with the structural parts of the building and does not provide liability to the non-structural parts.
4 If plans are stamped in conjunction with this engineering packet, certification pertains only to the structural elements of the plans.
5 The general contractor is responsible for the method, means, and sequence of all structural erection except when specifically noted otherwise on the drawings. He shall provide temporary shoring and bracing as his method of erection requires to provide adequate vertical and lateral support during erection. This shoring and bracing shall remain in place until all permanent members are placed and all final connetions are completed including all roof and floor attachments.

Site Preparation

1 Do not place footings or foundations on disturbed soils, undocumented fill, debris, frozen soil, or in ponded water.
2 All slabs on grade shall be underlain by 4 in. of free-draining granular material such as "pea" gravel or 3/4 - 1 in. minus clean gravel.
3 Footings, foundations, excavations, grading and fill shall be performed as per the geotechnical report.

Concrete

1 All concrete footings and slabs on grade shall have a 28 day minimum strength = 2500 psi.
2 All concrete foundation walls and retaining walls shall have a 28 day minimum strength = 3000 psi.
3 Concrete shall be thoroughly consolidated by suitable means during placement.
4 Footings shall be centered below the wall and/or column above, typical unless noted otherwise.
5 Exterior footings shall bear below the effects of frost.
6 Stagger footing construction joints from wall construction joints above by at least 6 feet.
7 Reinforcing in continuous footings shall be continuous at corners and/or intersections by providing proper lap lengths and/or corner bars.
8 Interior slabs on grade shall be a min. of 4" thick.
9 Place vertical reinforcing in the center of the wall (except for retaining walls or when each face is specified).
10 Vertical reinforcing shall be dowelled to footing or structure below and to structure above with the same size bar and spacing, typical U.N.O.
11 Provide corner bars at all intersections and corners. Use same size bar and spacing as the horizontal reinforcing.
12 Horizontal reinforcing shall terminate at the ends of the walls and at openings with a standard hook.
13 Provide drainage at the base of retaining walls.

Reinforcing Steel

1 Reinforcing steel shall be new stock deformed bars and shall conform to ASTM A615, grade 60, with a design yield strength = 60 ksi.
2 Reinforcing steel shall be free of loose, flaky rust, scale, grease, oil, dirt, and other materials which might affect or impair bond.
3 Splices in continuous reinforcing shall be made on areas of compression and/or at points of minimum stress, typical U.N.O.
4 Lap splices shall be 40 bar diameters or 24" long in concrete. Dowels shall have a minimum of 30 bar diameters embedment.
5 Bends shall be made cold; do not use heat. Do not un-bend or re-bend a previously bent bar.
6 Reinforcing steel in concrete shall be securely anchored and tied in place prior to placing concrete and shall be positioned with the following minimum cover:
concrete cast against and permanently exposed to earth = 3"
concrete exposed to earth or weather = 1 1/2"
slabs on grade = center of slab

Structural Steel

1 Structural steel W-shapes shall conform to ASTM A992 grade 50 enhanced steel. Structural steel plates shall conform to ASTM A36.
2 Structural steel HSS-shapes shall conform to ASTM A500, grade B, with a min. yield strength Fy = 46 ksi (rectangular) or Fy = 42 ksi (round).
3 Structural pipe shall conform to ASTM A53, with a min. yield strength Fy = 36 ksi.
4 High strength bolts shall conform to ASTM A325, all other bolts shall conform to ASTM A307 or better.
5 Welded anchor studs and deformed bar anchors shall conform to the manufacturer's specs.
6 Fabrication shall be done in an approved fabricator's shop.
7 Use high strength (8000 psi min. at 28 days), non shrink, liquid epoxy grout beneath all steel base plates and bearing plates.
8 Bolt shall be bearing type connections U.N.O.
9 Steel to steel bolted connections shall be made with ASTM A325 high strength bolts and nuts, U.N.O.
10 All other bolted connections shall be made with bolts and nuts conforming to ASTM A307 U.N.O., including anchor bolts.
11 Bolted connections shall be tightened and shall have washers as required by AISC U.N.O.
12 Enlarging of holes shall be accomplished by means of reaming. Do not use a torch on any bolt holes.
13 Welded connections shall be made using low hydrogen matching filler material electrodes, U.N.O.
14 Welders shall be currently certified according to AWS within the last year. All welding procedures shall be pre-qualified. Welders shall follow welding procedures.
15 Welding and gas cutting shall be done per AWS.
16 Welds shall have the slag removed.

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PARK CITY MUNICIPAL
JUL 17 2014
BUILDING

STATE OF UTAH
JARED R. PALFREYMAN
No. 7942895-2202
REGISTERED PROFESSIONAL ENGINEER
JUL 17 2014

Structural Notes (cont):

Masonry Veneer Anchor Ties

1 Masonry veneer ties shall be one of the following:
   a. Dovetail anchors
   b. DX-10 seismic clip interlock system by Hohmann & Barnard
   c. Engineer approved 2 piece adjustable hot-dipped galvanized ties.
2 Maximum spacing shall be 16" o.c. horizontal and vertical.
3 Provide continuous horizontal galvanized #9 wire in center third of mortar joints at 16" o.c. Engage #9 wire with all anchor ties in seismic zone category E.

Wood Truss

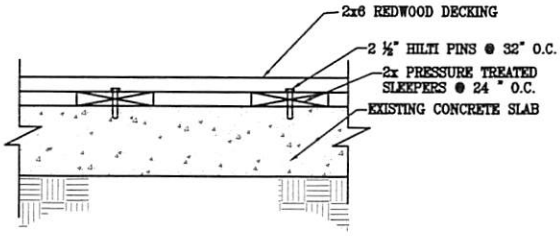
1 Bottom chords of trusses, acting as ceiling members must be able to support a 10 psf live load per IBC requirements.
2 The truss manufacturer shall be responsible for the design and fabrication of the pre-engineered trusses.
3 The trusses shall be designed as per the attached engineering specs.
4 The trusses shall be designed to carry any additional loads due to mechanical units, overhead doors, roof overbuilds, etc.
5 The trusses shall be designed per the IBC and local ordinances.
6 All members shall be designed for combined stresses based on the worst loading condition.
7 The truss manufacturer shall indicate proper bracing of compression chord members @ 6' long (or longer), as well as bracing for truss erection.
8 All dimensions shall be field verified prior to fabrication.
9 The contractor shall be responsible for the installation of the trusses per the truss manufacturer's recommendations and specs.
10 No web or chord members shall be modified in the field without approval from the truss engineer.
11 The project engineer is not responsible for the pre-engineered trusses, nor for the installation of the trusses.
12 Contractor is to verify truss layout is consistent with these plans and notify engineer of any deviations.

General Framing

1 All joists, rafters, posts and headers shall be DF-L #2 or equal U.N.O. If TJI's or equal are used, they must be installed per manufacturer's specs.
2 All joists and rafters shall have solid blocking at their bearing points.
3 All wood/lumber placed onto concrete shall be pressure treated or redwood.
4 Verify all beam sizes with engineering specs.
5 All beams and headers over 6'-0" shall be supported by double trimmer studs U.N.O.
6 All headers over 8'-0" shall shall have double king studs at each end U.N.O.
7 All over frame areas are to have full roof sheathing below.
8 Provide solid blocking and continuous bearing to foundation at all bearing point loads from above.
9 Provide double floor joists below all parallel bearing walls above.
10 Glulam beams shall be 24F-V4 DF/DF for single spans and 24F-V8 DF/DF for multiple spans and cantilevered spans.
11 Microllam beams shall be Laminated Veneer Lumber (LVL) with the following minimum design values: E=1,900,000 psi, Fb=2,600 psi, Fv=285 psi
12 Parallam beams shall be Parallel Strand Lumber (PSL) with the following minimum design values: E=2,000,000 psi, Fb=2,900 psi, Fv=290 psi.
13 TimberStrand beams shall be Laminated Strand Lumber (LSL) w/ the following minimum design values:
   - 1-1/4" wide (rim board): E=1,300,000 psi, Fb=1,700 psi, Fv=425 psi.
   - 1-3/4" wide: E=1,550,000 psi, Fb=2,325 psi, Fv=310 psi.
14 All rafters and joists over 3 ft long shall be hangered if not supported by bottom bearing.
15 All hangers and other wood connections must be designed to carry the capacity of the member that they are supporting.
16 No structural member shall be cut or notched unless specifically shown, noted or approved by engineer.
17 Lag screws shall be inserted in a drilled pilot hole 60 - 75% of the shank diameter by turning with a wrench, not by driving with a hammer.
18 Nails are to be common wire U.N.O.
19 All bolt holes shall be drilled with a bit 1/32" to 1/16" larger than the nominal bolt diameter.
20 All joints in wall sheathing shall occur in the middle of a plate or block and nailed on each side of the joint w/ edge nailing per the shearwall schedu
21 All over built roof rafters shall be braced vertically to the trusses below at 4' o.c. max.
22 Double top plates are to have a minimum 48" lap splice w/ (8) 16d nails U.N.O.
23 All fasteners and connectors in contact with treated lumber shall be galvanized G90 or better.

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JUL 21 2014
BUILDING DEPT.

STATE OF UTAH
JARED R. PALFREYMAN
No. 7942895-2202
REGISTERED PROFESSIONAL ENGINEER
JUL 17 2014



STATE OF UTAH
JARED R. PALFREYMAN
No. 7942895-2202
REGISTERED PROFESSIONAL ENGINEER
JUL 17 2014

STRUCTURAL ELEMENTS ONLY

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3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

1 DECK FRAMING	2 NOT USED
3 NOT USED	4 NOT USED

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JUL 21 2014
BUILDING DEPT.

DIMENSIONS SHOWN ON THE STRUCTURAL PLANS ARE FOR CONVENIENCE ONLY. VERIFY ALL DIMENSIONS WITH THE CURRENT ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.

EMPIRE DECK

1120 EMPIRE AVENUE, PARK CITY, UTAH

STRUCTURAL DETAILS

DRAWN BY: JCH
SCALE: NTS
DATE: 7/16/2014

LEI PROJECT #: 2014-1233

SHEET SD.1

(IV) The Board may permit the relocation on a lot of a nonconforming building or structure or a building or structure occupied by a nonconforming use.

(V) The Board may reduce the amount of off-street parking required, where acquisition of land for such use would cause exceptional hardship.

67-5-3. ACTION BY THE BOARD.

In exercising the above-mentioned powers, such Board may, in conformity with the provisions of the law, reverse or affirm, wholly or partially, or may modify the order, requirements, decision or determination appealed from and may make such determination as ought to be made and to that end shall have all the powers of the officer from whom the appeal is taken, provided that before any variance be granted it shall be shown that special circumstances attached to the property covered by the application, which do not generally apply to other properties in the same zone; that because of said special circumstances, property covered by application is deprived of privileges possessed by other properties in the same zone; and that the granting of the variance is essential to the enjoyment of a substantial property right possessed by other property in the same zone.

67-5-4. VOTING OF BOARD.

The concurring vote of three (3) of the five (5) members of the Board shall be necessary to reverse any order, requirement or determination of any such administrative official, or to decide in favor of the applicant on any matter on which it is required to pass or to effect any such variation or special exception to this Ordinance.

CHAPTER 6. PARKING AND LOADING SPACE.

67-6-1. OFF-STREET PARKING REQUIRED.

Except as to buildings fronting on Main Street between Heber Avenue and 1st Street, there shall be provided at the time of erection of any building or at the time any main building is enlarged or increased in capacity, minimum off-street parking space with adequate provisions of ingress and egress by standard-sized automobiles as hereinafter provided.

67-6-2. PARKING SPACE FOR DWELLINGS.

In all zones there shall be provided space for the parking of one (1) automobile for each dwelling unit in a new dwelling, or each dwelling unit added in the case of the enlargement of an existing building.

67-6-3. PARKING SPACE FOR BUILDINGS OR USES OTHER THAN DWELLINGS.

For a new building, or for any enlargement or increase in seating capacity, floor area or guest rooms of any existing main building there shall be at least one (1) permanently maintained parking space of not less than one hundred sixty (160) square feet net area as follows:

City Council
Staff Report

Subject: North Norfolk Plat Amendment
Application: PL-22-05357
Author: Jaron Ehlers, Planning Technician
Alexandra Ananth, Senior Planner
Date: June 15, 2023
Type of Item: Plat Amendment

Summary

The Applicant is proposing a plat amendment to create four Lots from a vacant lot and parcel—1325 Empire Avenue and Parcel SA-200— to eventually develop four Single-Family Dwellings. On May 10, 2023, the Planning Commission reviewed the proposal, conducted a public hearing, and continued the item, requesting the applicant provide additional information (Staff Report | Audio).

Recommendation

(I) Open a public hearing and (II) continue the public hearing and consideration of the proposed North Norfolk Plat Amendment to a date uncertain.

Description

Applicant:	1325 Empire Avenue Holdings, LLC
Location:	1325 Empire Avenue and Parcel SA-200
Zoning District:	Recreation Commercial (RC)
Adjacent Land Uses:	Single Family Dwellings, Park City Library and Field, Condominiums, Nightly Rentals
Reason for Review:	Plat Amendments require Planning Commission recommendation and City Council action[1]

[1] LMC § 15-7.1-2(B)

City Council
Staff Report

Subject: **Eagle Way Plat Amendment – Second Amended**
Application: **PL-23-05559**
Author: **Spencer Cawley, Planner II**
Date: **June 15, 2023**
Type of Item: **Administrative – Plat Amendment**

Recommendation

(I) Review the Eagle Way Plat Amendment – Second Amended, (II) hold a public hearing, and (III) consider approving Ordinance No. 2023-29 based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Ordinance (Exhibit A).

Description

Applicant:	Karen Marriott Alliance Engineering, Applicant Representative
Location:	1460 Eagle Way
Zoning Districts:	Single-Family Estate
Adjacent Land Uses:	Residential, Open Space
Reason for Review:	Plat Amendments require Planning Commission recommendation and City Council action[1]

E	Estate
LMC	Land Management Code
SF	Single Family
ROW	Right-of-Way

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

Summary

On May 10, 2023, the Planning Commission reviewed the proposed Eagle Way Plat Amendment – Second Amended, held a public hearing, and forwarded a unanimous positive recommendation for City Council's consideration (Staff Report; Meeting Audio). In their review, the Planning Commission amended the following:

I. Add finding of fact that specifies the total area of Very Steep Slope where the

[1] LMC § 15-7.1-2

proposed addition will be constructed:

24. The total Area of Very Steep Slope where the proposed addition will be constructed is 124 square feet.

II. Amend Condition of Approval 4 and eliminate Condition of Approval 6:

4. ~~Any addition to the existing Structure in the Single-Family Zone shall not exceed the zone height of 28 feet from Existing Grade.~~ Any addition to the existing structure in the Single-Family Zone or the Estate Zone shall be limited to the Single-Family Zoning District's maximum Building Height of 28 feet from Existing Grade.

6. ~~Any addition to the existing Structure in the Estate Zone shall not exceed the zone height of 30 feet from Existing Grade.~~

III. Amend Condition of Approval 9:

9. The Applicant shall provide a landscape plan pursuant to LMC § 15-5-5(N)(4)(i)(1-4), which requires preservation of Significant Vegetation. If Significant Vegetation is determined to be unhealthy and/or unsafe, under a Site-Specific review conducted by the Forestry Board and Planning Director in conjunction with a building permit review, it may be replaced with ~~equivalent landscaping in type and size.~~ similar species that are compliant with the Land Management Code's Water Wise plant list.

IV. Add Condition of Approval:

14. Any development on the 9.34 acres Estate Lot 1 requires additional Sensitive Lands analysis.

Additionally, the Planning Commission determined there is Good Cause for this Plat Amendment because the increase to 1460 Eagle Way (Lot B) and Estate Lot 1 is consistent with the surrounding neighborhood, it is consistent with Park City's General Plan, the Applicant is not asking for any exceptions to the Land Management Code, and the Plat Amendment does not create any non-conformities.

Background

On February 14, 2023, the Applicant submitted a Plat Amendment application to the Planning Department for the Eagle Way Plat Amendment – Second Amended (originally part of the Aerie Phase 1 Subdivision). The current Eagle Way Plat Amendment (Exhibit B) includes 0.76-acre Lot B (1460 Eagle Way with an existing Single-Family Dwelling in the Single-Family (SF) Zoning District) and three-acre Estate Lot 1 (1468 Eagle Way, a vacant Lot south of Lot B in the Estate (E) Zoning District). Since the Eagle Way Plat Amendment was approved, the Applicant acquired seven-acre Parcel SA-254-2-C south of Estate Lot 1. Access to Lot B and Estate Lot 1 is from the Eagle Way. Eagle Way terminates at the eastern property line of Estate Lot 1.

The image below shows how the Lots and parcel exist today (left) and the proposed Plat Amendment (right):

- 0.76-acre 1460 Eagle Way with a Single-Family Dwelling (Lot B) outlined in blue
- Three-acre 1468 Eagle Way (Estate Lot 1) outlined in red
- Seven-acre Parcel SA-254-2-C (proposed addition to Estate Lot 1) outlined in

orange

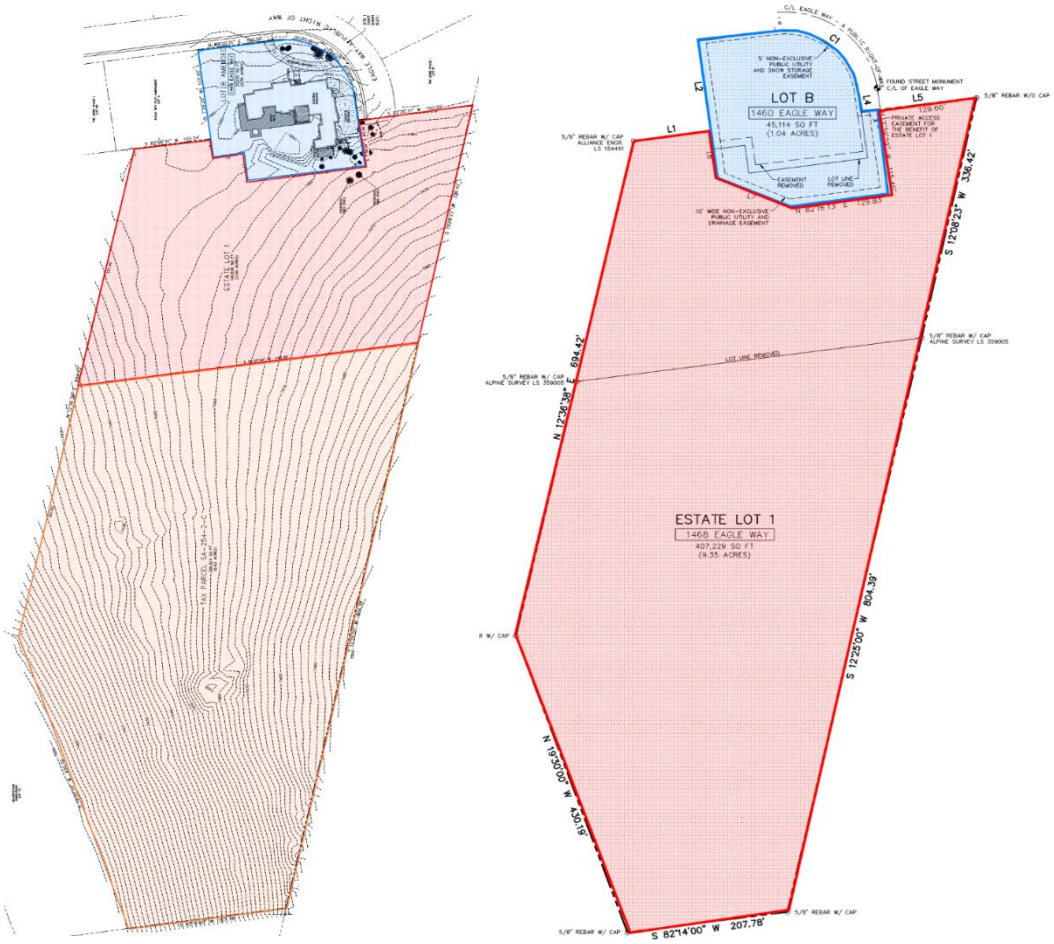


Figure 1: Existing Site Conditions (left) and proposed plat (right).

According to the Applicant, the purpose of the Plat Amendment is to increase the size of Lot B from 0.76 acres (33,235 square feet) to 1.04 acres (45,114 square feet) to accommodate a future garage addition and to create an open space buffer between Lot B and Estate Lot 1. Estate Lot 1 is proposed to be joined with the seven-acre parcel to create one Estate Lot with 9.35 acres (407,229 square feet). (See Exhibit C for the Applicant's Statement).

To review additional background on the history of Land Use applications associated with this property, see Exhibit D.

Analysis

A Plat Amendment is required to amend platted elements.[2] Plat Amendments require Planning Commission review and recommendation to City Council for Final Action.[3]

(I) The proposed Plat Amendment complies with the Single-Family Zoning

[2] LMC § 15-7.1-3(B)
[3] LMC § 15-12-15(B)(9)

District[4] and Estate Zoning District Requirements[5].

SF Zoning District Requirements	Analysis of Proposal
Front Setback: 20 feet	**Complies** Existing Front Setback Is 20 feet. Proposed Front Setback is 20 feet.
Side Setback: 12 feet	**Complies** Existing Side Setback is 12 feet. Proposed Front Setback is 12 feet.
Rear Setback: 15 feet	**Complies** Existing Rear Setback is 15 feet. Proposed Rear Setback is 15 feet.
Building Height: 28 feet	**Condition of Approval 4** Any addition to the existing Structure in the SF Zone shall not exceed the zone height of 28 feet from Existing Grade.

E Zoning District Requirements	Analysis of Proposal
Front, Rear, and Side Setbacks: 30 feet	**Condition of Approval 5** Any addition to the Structure in the E Zone shall meet the 30-foot Setback requirement.
Building Height: 30 feet	**Condition of Approval 4** Any addition to the Structure in the E Zone shall not exceed the SF zone height of 28 feet from Existing Grade.
Lot Size and Density: The minimum Lot size for all Uses is three acres, except a duplex requires six acres.	**Condition of Approval 14** The Applicant's proposal creates one Estate Lot with 9.34 acres. Any development will require additional Sensitive Lands analysis and Planning Department

[4] LMC § 15-2.11.3
[5] LMC § 15-2.10-3

The maximum Density is one unit per three acres.	review.
Minimum Lot Width: 100 feet	**Complies** The proposed Estate Lot has a Lot maximum width of 448 feet and a minimum width of 207 feet.

Architectural Review LMC § 15-2.13-5
Prior to issuance of a Building Permit for any Conditional or Allowed Use, the Planning Department shall review the proposed plans for compliance with LMC Chapter 15-5, *Architectural Review*.

(II) The Proposal Complies with the Sensitive Land Overlay criteria, LMC Chapter 15.2.21.

The proposed development is located within the Sensitive Land Overlay (SLO). LMC § 15-2.21-2(A) requires:

> *Applicants for Development within the SLO must identify the Property's sensitive environmental and aesthetic Areas such as Steep Slopes, Ridge Line Areas, wetlands, Stream Corridors, Wildland interface, and Wildlife Habitat Areas and provide at time of Application, a Sensitive Lands Analysis.*

The Applicant's representative compiled a Sensitive Land Report, attached as Exhibit E. Please see the exhibits in the SLO Report to review the map exhibits. The table below outlines the findings of the analysis:

SLO Analysis Criteria	Analysis of Proposal
Slope/Topographic Map: A Slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must highlight Areas of high geological hazard, Areas subject to land sliding, and all significant Steep Slopes in categories of greater than 15%, 30-40%, and greater than 40%.	Appendix A and B of the SLO report show the slope and topography for Lot B, Estate Lot 1, and Parcel SA-254-2-C. The maps depict a site that is mildly sloped from east to west. The steepest parts of the above 30% are toward the rear of Parcel SA-254-2-C (see Appendix B). Lot B has areas of Very Steep Slopes (over 40%) that were, according to the Applicant, created for landscaping with the construction of retaining walls. The proposed addition will remove these walls as part of excavating for the new garage addition. Per LMC § 15-2.21-4, no Development is allowed on or within 50 feet of Very Steep Slopes (greater than 40%). However, an Area of Very Steep Slopes must cover a topographic Area at least 25 feet vertically, upslope or downslope, and 50 feet horizontally in

	any direction to be subject to this prohibition. The proposed addition will not cover an Area of Very Steep Slopes of that size and therefore not subject to this provision. **Condition of Approval 6** The Applicant shall avoid, or to the greatest extent possible, minimize proposed cuts and fills. All Graded slopes shall be recontoured to the natural, varied contour of surrounding terrain. **Condition of Approval 7** If final plans show the introduction of new retaining walls, then the Use, design, and construction of all retaining walls is subject to an Administrative Permit based upon assessment of visual impact, Compatibility with surrounding terrain and vegetation, and safety.
 *Figure 2: Slope Map*	
Ridge Line Areas: A map depicting all Crests of Hills and Ridge Line Areas.	The property exists between the elevations of 7442.0 feet and 7462.0 feet. Proximate topography indicates the property does not exist on or within 150 feet of any ridge lines.
Vegetative Cover: A detailed map of vegetative cover,	Designed, existing landscaping and non-native deciduous trees may be impacted by future

depicting the following: a. Deciduous trees; b. Coniferous trees; c. Gamble oak or high shrub; and d. Sage, grassland, and agricultural crops.	development. The subject property contains primarily gamble oak and scrub oak along with sage and grassland south of the proposed addition. **Condition of Approval 8** According to the survey, the site's existing vegetation will be impacted.[6] The Applicant shall provide a landscape plan pursuant to LMC § 15-5-5(N)(4)(i)(1-4) at the time of Building Permit submittal, which requires preservation of Significant Vegetation. If Significant Vegetation is determined to be unhealthy and/or unsafe, under a Site-Specific review conducted by the Forestry Board and Planning Director in conjunction with a building permit review, it may be replaced with similar species that are compliant with the Land Management Code's Water Wise plant list.
Designated Entry Corridors and Vantage Points: Designated entry corridors and Vantage Points present within or adjacent to the Site, including Utah Highway 248 east of Wyatt Earp Way and Utah Highway 224 north of Holiday Ranch Loop Road and Payday Drive as identified by Staff.	The property is not visible from the designated entry corridors and vantage points.
Wetlands: A map delineating all Wetlands established by using the 1987 Federal Manual for Identifying and Delineating Jurisdictional Wetlands, as amended.[7]	The property is not within 50 feet of any designated wetlands as determined by UGS data updated July 19, 2022, and approved from the National Wetland Inventory.
Stream Corridors, Canals, and Irrigation Ditches: A map delineating all stream corridors, canals, and irrigation ditches defined by the Ordinary High-Water Mark.	The property is not affected by any designated streams, canals, or irrigation ditches as determined by UGS data updated July 19, 2022, and approved from the National Wetland Inventory.
Wildlife Habitat Areas: A	In Exhibit E, p. 10-15, the SLO Report indicates that

[6] The LMC defines Significant Vegetation as "Includes all large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, all groves of small trees, and all clumps of oak or maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.
[7] See LMC § 15-2.21-6

map depicting all wildlife habitat areas, as defined by a Wildlife Habitat Report shall be provided by the Applicant.	the following Wildlife Habitats are substantial and either cross the property or are nearby: • Black Bear (Year-round) • Dusky Grouse (Year-round) • Moose (Year-round) • Mule Deer (Summer) • Rocky Mountain Elk (Winter) • Snowshoe Hare (Year-round) **Condition of Approval 9** Construction shall be organized and timed to minimize disturbance of Sensitive or Specially Valued Species occupying or using on-Site and adjacent natural Areas.

(III) The Planning Commission found Good Cause for the Plat Amendment.

Plat amendments shall be reviewed according to LMC § 15-7.1-6, *Final Subdivision Plat*, and approval shall require a finding of Good Cause and a finding that no Public Street Right-of-Way, or easement is vacated or amended.

A. The Planning Commission determined there is Good Cause for this Plat Amendment.

LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case-by-case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City Community."

The Park City General Plan identifies Aerie, Mellow Mountain, and Sunnyside as Sub-Neighborhoods of the Masonic Hill Neighborhood. In 2011, Masonic Hill was identified as a "critical area for protection and conservation". The General Plan further states "there are a few parcels of land in the open space loop around Masonic Hill that are not currently protected as open space. Due to the steep slopes, ridgelines, and lack of access to these parcels, the parcels would be best utilized as open space."[8] Finally, the General Plan directs the neighborhood aesthetics be preserved saying, "the neighborhood should continue to build out with controlled pads protecting the natural vegetation. Wildlife habitat and corridors are a priority in this neighborhood".[9]

Planning Staff analyzed the Lot sizes of Single-Family Dwellings in three subdivisions within the Masonic Hill Neighborhood proximate to the Eagle Way Plat, Aerie, Overlook

[8] Park City General Plan, Volume II, p. 228
[9] Park City General Plan, Volume II, p. 231

at Old Town, and Hearthstone and made the following conclusions:

- Within the Aerie Subdivision, the average Single-Family Lot size is approximately one-half acre or 21,780 square feet. However, like the 1999 Eagle Way Plat Amendment, at least three other amendments have combined Lots in the Aerie (*Aerie Phase 1 Subdivision Second Amendment Amending Lots 5 & 6 (total 1.62 acres); Aerie Phase 1 Amending Lots 9, 10, & 11 (3.75 acres); Roth Family Subdivision (0.69 acres)).
- The Overlook at Old Town Subdivision is adjacent to the south and east of the Aerie, and the average Single-Family Lot Size is approximately 1.25 acres or 54,450 square feet.
- Adjacent to the south of the Aerie is the Hearthstone Subdivision and has protected open space. The maximum house size is between 3,500 and 6,500 square feet and any garage area over 800 square feet counts toward the house size. The average Single-Family Lot size in the Hearthstone is approximately 1.8 acres or 78,408 square feet.
- In comparison, the Applicant's proposal will create one Single-Family Lot of 1.04 acres (42,114 square feet) and one Estate Lot of 9.35 acres (407,229 square feet). Single-Family Lots greater than one acre are present in the Masonic Hill Neighborhood, although smaller lots are more common. Larger open space parcels, whether owned by the City or by Homeowner's Associations, range from one-half acre to 110 acres.

The Planning Commission determined there is Good Cause for this Plat Amendment because the increase to 1460 Eagle Way (Lot B) and Estate Lot 1 is consistent with the surrounding neighborhood, it is consistent with Park City's General Plan, the owner does not request exceptions to the Land Management Code, and the Plat Amendment does not create any non-conformities.

B. No Public Street or Right-of-Way is vacated or amended.

All roads in the Aerie Subdivision are public. This amendment does not alter access to the property.

C. No easement is vacated.

A 10-foot public utility easement must be amended to follow the change in the property line. Planning Staff recommends **Condition of Approval 10** requiring the Applicant to amend the utility easement prior to recordation of the plat.

(IV) The Development Review Committee met on March 7, 2023, reviewed the proposal, and request a Condition of Approval.[10]

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

The Development Review Committee confirmed the proposal complies with required standards. However, the Engineering Department requires a non-exclusive ten-foot public snow storage easement on Eagle Way to be dedicated on the Plat. (**Condition of Approval 11**).

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on April 26, 2023. Staff mailed courtesy notice to property owners within 300 feet on April 26, 2023. The *Park Record* published notice on April 22, 2023.[11]

Public Input

Staff did not receive any public input at the time this report was published nor during the Planning Commission public hearing.

Alternatives

- The City Council may adopt Ordinance No. 2023-29, Approving The Eagle Way Plat Amendment Second Amendment
- The City Council may deny Ordinance No. 2023-29, Denying The Eagle Way Plat Amendment Second Amendment, to the City Council and direct staff to make Findings for the denial; or
- The City Council may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Ordinance No. 2023-29 and Proposed Plat
Exhibit B: Eagle Way Plat Amendment First Amendment Lot B
Exhibit C: Applicant's Statement
Exhibit D: History of Land Use Approvals
Exhibit E: Sensitive Land Overlay Report
Exhibit F: Property Photos
Exhibit G: Existing Conditions and Topographic Map

[11] LMC § 15-1-21

Ordinance No. 2023-26

AN ORDINANCE APPROVING THE EAGLE WAY SECOND AMENDED PLAT AMENDMENT, LOCATED AT 1460 EAGLE, PARK CITY, UTAH

WHEREAS, the owner of the property located at 1460 Eagle Way petitioned the City Council for approval of The Eagle Way Second Amended Plat Amendment; and

WHEREAS, on April 22, 2023, notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on April 26, 2023, courtesy notice was mailed to property owners within 300 feet of 517 Park Avenue; and

WHEREAS, on May 10, 2023, the Planning Commission reviewed the application and held a public hearing; and

WHEREAS, the Planning Commission determined there is Good Cause for this Plat Amendment because the increase to 1460 Eagle Way (Lot B) and Estate Lot 1 is consistent with the surrounding neighborhood, it is consistent with Park City's General Plan, the owner does not request exceptions to the Land Management Code, and the Plat Amendment does not create any non-conformities; and

WHEREAS, on May 10, 2023, the Planning Commission forwarded a positive recommendation for City Council's consideration on June 15, 2023; and

WHEREAS, on June 15, 2023, the City Council reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, the plat is consistent with the Park City Land Management code including § 15-7.1-3(B), § 15-12-15(B)(9), and Chapters 15-2.10 and 15-2.11.

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

SECTION 1. APPROVAL. The Eagle Way Second Amended Plat Amendment, located at 1460 Eagle Way, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact
Background:

1. The property is located at 1460 Eagle Way.
2. The property is listed with Summit County as Parcel number EW-B-1AM.
3. The property is in the Single-Family Zoning District.
4. The Applicant owns contiguous property in the Estate Zoning District, Estate Lot 1 and metes-and-bounds Parcel SA-254-2-C.

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5. The Applicant proposes amending the plat to increase the size of 1460 Eagle Way (Lot B) to accommodate a garage addition, create an open space buffer between Lot B and Estate Lot 1, and to combine Estate Lot 1 with the metes-and-bounds Parcel.
6. The Land Management Code regulates Lot and Site Requirements pursuant to LMC § 15-2.10-3 for Estate Zoning District and § 15-2.11-3 for Single Family Zoning District.
7. A Single-Family Dwelling is an allowed Use in the Single-Family, and also in the Estate Zoning District for Lots with at least three acres.
8. The required Front Setback in the Single-Family District is 20 feet.
9. The required Side Setback in the Single-Family District is 12 feet.
10. The required Rear Setback in the Single-Family District is 15 feet.
11. The required Front, Rear, and Side Setback in the Estate District is 30 feet.
12. The maximum Building Height in the Single-Family Zoning District is 28 feet from Existing Grade.
13. The maximum Building Height in the Estate Zoning District is 30 from Existing Grade.
14. The proposed addition is 48 feet by 36 feet.
15. The proposed addition is 25 feet tall.
16. The property is within the Sensitive Land Overlay.
17. The Applicant's Representative compiled a Sensitive Land Overlay Report.
18. The proposal complies with the Sensitive Land Overlay Zone Regulations.
19. The Planning Commission must determine Good Cause for this Plat Amendment.
20. No Public Street or Right-of-Way is vacated or amended.
21. No easement is vacated.
22. A 10-foot-wide public utility easement exists along the perimeter of Lot B and must be maintained.
23. The Development Review Committee met on March 7, 2023, reviewed the proposal, and require a Condition of Approval for a 10-foot snow storage easement along Eagle Way.
24. The total Area of very steep slope where the proposed addition will be constructed is 124 square feet.
25. The Planning Commission determined there is Good Cause for this Plat Amendment because the increase to 1460 Eagle Way (Lot B) and Estate Lot 1 is consistent with the surrounding neighborhood, it is consistent with Park City's General Plan, the owner does not request exceptions to the Land Management Code, and the Plat Amendment does not create any non-conformities.

Conclusions of Law

1. The Plat Amendment is consistent with the Park City Land Management Code, including LMC Chapter 15-2.10 *Estate (E) District,* LMC Chapter 15-2.11 *Single-Family (SF) District*, LMC Chapter 15-2.21 *Sensitive Land Overlay Zone (SLO) Regulations*, and LMC § 15-7.1-6 *Final Subdivision Plat.*

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2. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
3. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one (1) year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this Plat approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. The plat shall note that fire sprinklers are required for all new construction.
4. Any addition to the existing Structure in the Single-Family or the Estate Zone shall be limited to the Single-Family Zoning District's maximum Building Height of 28 feet from Existing Grade.
5. Any addition to the Structure in the Estate Zone shall comply with the 30-foot setback requirement.
6. The Applicant shall avoid, or to the greatest extent possible, minimize proposed cuts and fills. All Graded slopes shall be recontoured to the natural, varied contour of surrounding terrain.
7. If final plans show the introduction of new retaining walls, then the Use, design, and construction of all retaining walls is subject to an Administrative Permit based upon assessment of visual impact, Compatibility with surrounding terrain and vegetation, and safety.
8. The Applicant shall provide a landscape plan pursuant to LMC § 15-5-5(N)(4)(i)(1-4), which requires preservation of Significant Vegetation. If Significant Vegetation is determined to be unhealthy and/or unsafe, under a Site-Specific review conducted by the Forestry Board and Planning Director in conjunction with a building permit review, it may be replaced with similar species that are compliant with the Land Management Code's Water Wise plant list.
9. Construction shall be organized and timed to minimize disturbance of Sensitive or Specially Valued Species occupying or using on-Site and adjacent natural Areas.
10. The Applicant shall amend the 10-foot (10') public utility easement prior to recordation of the plat.
11. A non-exclusive ten-foot (10') public snow storage easement on Eagle Way shall be dedicated on the Plat.
12. Recordation of the Plat is required prior to the issuance of a Building Permit for any addition to the existing Structure.
13. City Engineer review and approve all Lot grading, utility installation, public improvement, and drainage plans for compliance with City standards prior to issuance of any building permits.

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14. Any development on the 9.34 acres Estate Lot 1 requires additional Sensitive Lands analysis.

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

PASSED AND ADOPTED this 15th Day of June 2023.

PARK CITY MUNICIPAL CORPORATION

_____
Nann Worel, MAYOR

ATTEST:

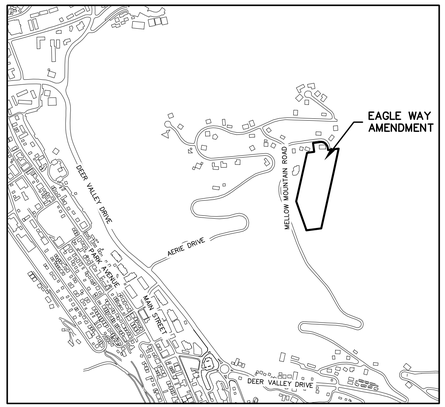
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City Recorder

APPROVED AS TO FORM:

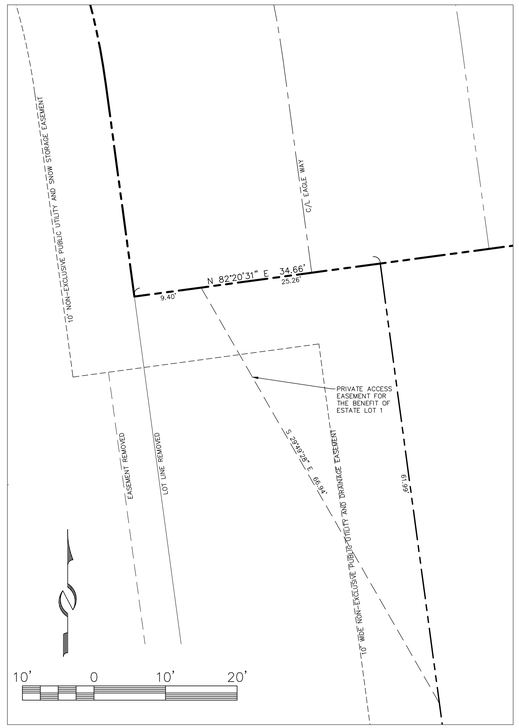
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City Attorney's Office

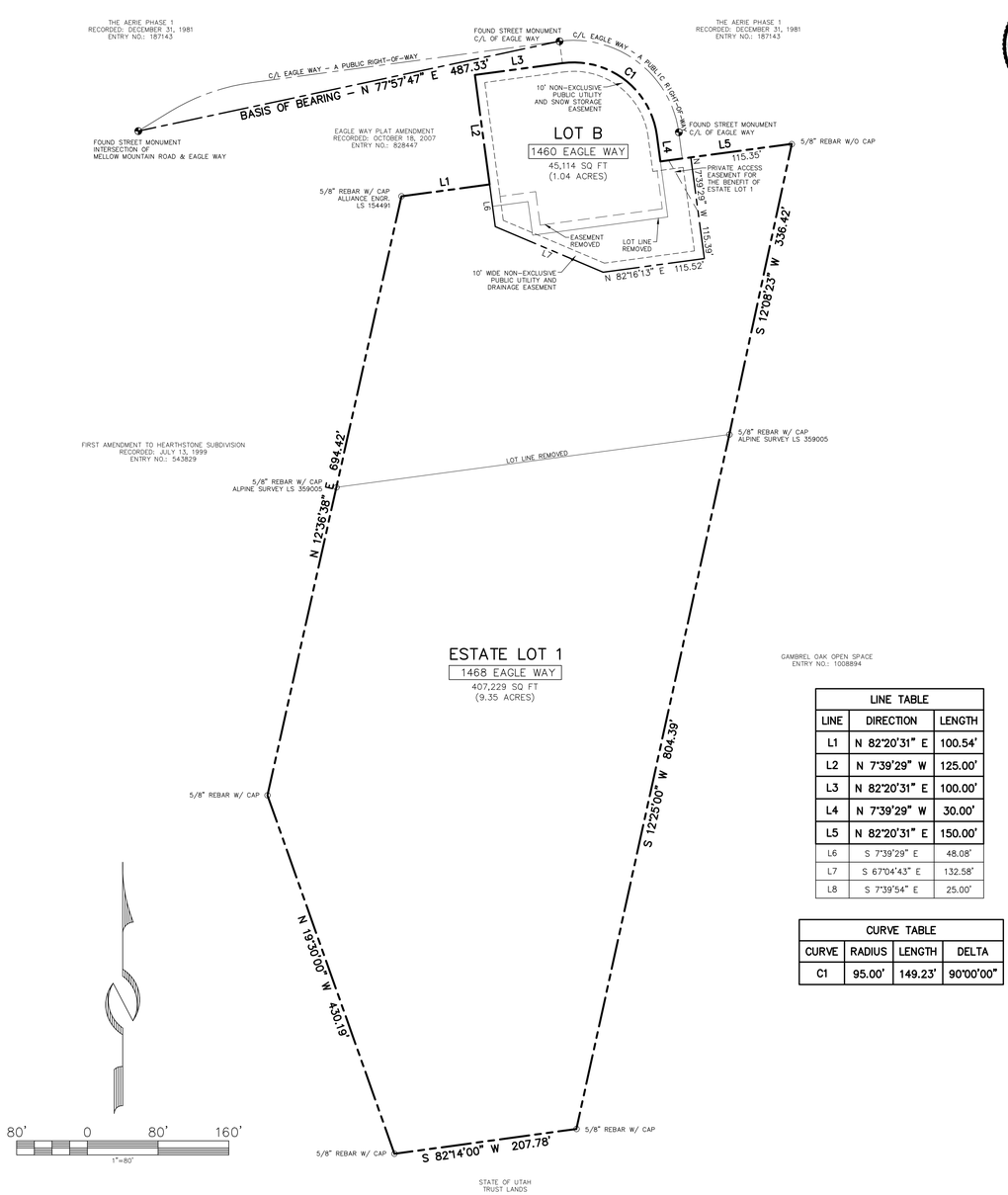
Attachment 1 – Proposed Plat

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VICINITY MAP





LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 82°20'31" E	100.54'
L2	N 7°39'29" W	125.00'
L3	N 82°20'31" E	100.00'
L4	N 7°39'29" W	30.00'
L5	N 82°20'31" E	150.00'
L6	S 7°39'29" E	48.08'
L7	S 67°04'43" E	132.58'
L8	S 7°39'54" E	25.00'

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	95.00'	149.23'	90°00'00"

SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR — No. 4857264 — MICHAEL DEMKOWICZ — STATE OF UTAH

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have completed a survey and have referenced a record of survey map of the existing property boundaries in accordance with Section 17-23-17 and have verified the boundary locations and have placed monuments as represented on the plat. I do further certify that by authority of the owners, I have prepared this plat amendment of the property described hereon, hereafter to be known as EAGLE WAY PLAT AMENDMENT SECOND AMENDED.

LEGAL DESCRIPTION

PARCEL 1:

Estate Lot 1, FIRST AMENDMENT LOT B OF EAGLE WAY PLAT AMENDMENT, according to the official plat on file in the Summit County Recorders Office.

PARCEL 2:

Lot B Amended, FIRST AMENDMENT LOT B OF EAGLE WAY PLAT AMENDMENT, according to the official plat on file in the Summit County Recorders Office.

PARCEL 3:

Beginning at Lode Claim Corner No. 4 of the Garey No. 1 Claim, Uintah Mining District, Summit County; said point (corner) being situated 557.06 feet South and 565.39 feet East of the southwest closing corner of Section 10, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 82°14' West 207.84 feet; thence North 19°30' West 430.19 feet; thence North 12°36'38" East 357.02 feet; thence North 82°20'31" East 448.55 feet; thence South 12°25' west 804.42 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that, Karen C. Marriott, as Trustee of the Karen C. Marriott Revocable Trust, dated December 11, 2012, hereby certifies that she has caused this plat amendment to be made, together with easements as set forth to be hereafter known as EAGLE WAY PLAT AMENDMENT SECOND AMENDED. The undersigned owner hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over any public utility easements shown on this plat amendment, the same to be used for the installation, maintenance and operation of utility lines and facilities. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof, the undersigned set her hand this _____ day of _____, 2023.

Karen C. Marriott Revocable Trust, dated December 11, 2012

By:_____
Karen C. Marriott, Trustee

ACKNOWLEDGMENT

State of _____)

: ss.

County of _____)

On this _____ day of _____, 2023, Karen C. Marriott personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that she is the Trustee of the Karen C. Marriott Revocable Trust, dated December 11, 2012, and that said document was signed by her on behalf of said Trust by authority of the Trust, and she acknowledged to me that she executed EAGLE WAY PLAT AMENDMENT SECOND AMENDED.

By:_____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No: _____

NOTES

1. This plat amendment is subject to the Conditions of Approval in Ordinance 2023-_____.
2. See Record of Survey S-_____ in the Office of the Recorder, Summit County, Utah.

THIS PLAT SUPERSEDES FIRST AMENDMENT LOT B OF EAGLE WAY PLAT AMENDMENT, RECORDED OCTOBER 18, 2007, AS ENTRY NO. 828447.

EAGLE WAY PLAT AMENDMENT SECOND AMENDED

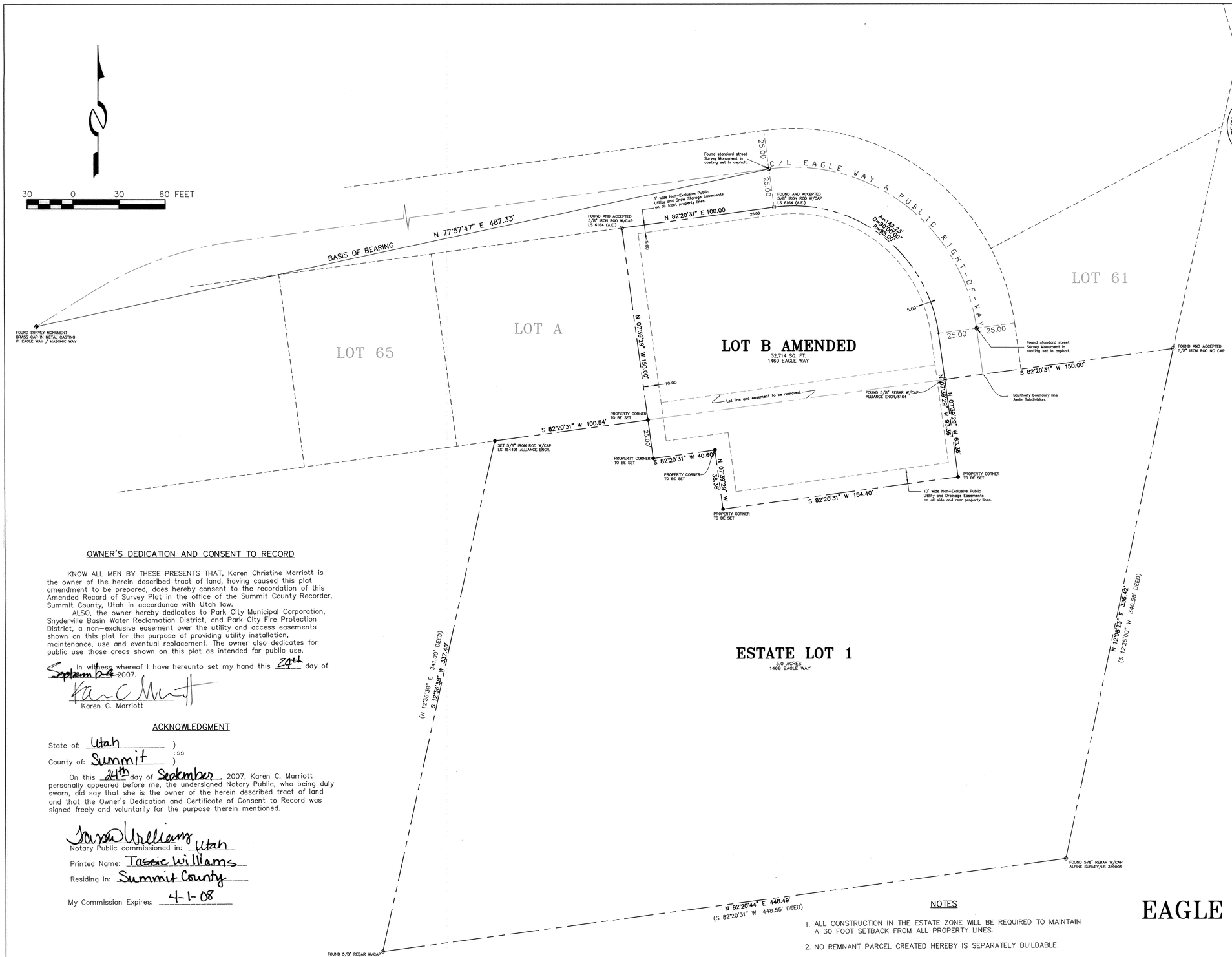
LOCATED IN THE NORTHWEST QUARTER OF SECTION 15 AND THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

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

SHEET 1 OF 1

6/1/23 JOB NO.: 6-11-22 FILE: X:\Aerie\dwg\srv\plat2022\061122.dwg

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2023	RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2023	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2023	APPROVED AS TO FORM THIS _____ DAY OF _____, 2023	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2023	I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL ON THE _____ DAY OF _____, 2023	APPROVED THIS _____ DAY OF _____, 2023	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____ ENGINEERING DEPARTMENT	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ MAYOR	BY _____ PARK CITY RECORDER	BY _____ SUMMIT COUNTY GIS COORDINATOR	_____ FEE _____ RECORDER
							TIME _____ DATE _____ ENTRY NO. _____



OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT, Karen Christine Marriott is the owner of the herein described tract of land, having caused this plat amendment to be prepared, does hereby consent to the recordation of this Amended Record of Survey Plat in the office of the Summit County Recorder, Summit County, Utah in accordance with Utah law.

ALSO, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Water Reclamation District, and Park City Fire Protection District, a non-exclusive easement over the utility and access easements shown on this plat for the purpose of providing utility installation, maintenance, use and eventual replacement. The owner also dedicates for public use those areas shown on this plat as intended for public use.

In witness whereof I have hereunto set my hand this 24th day of September 2007.

Karen C. Marriott

ACKNOWLEDGMENT

State of: Utah)
:ss
County of: Summit)

On this 24th day of September 2007, Karen C. Marriott personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that she is the owner of the herein described tract of land and that the Owner's Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purpose therein mentioned.

Notary Public commissioned in: Utah

Printed Name: Tassie Williams

Residing In: Summit County

My Commission Expires: 4-1-08

REGISTERED LAND SURVEYOR
No. 154491
JOHN DEMKOWICZ
State of Utah

SURVEYORS CERTIFICATE

I, JOHN DEMKOWICZ, do hereby certify that I am a Registered Land Surveyor and that I hold Certificate No. 154491, as prescribed by the laws of the State of Utah. I further certify that by the authority of the owner, I have prepared this amended plat for the tract of land described herein to be known hereafter as FIRST AMENDMENT LOT B OF EAGLE WAY PLAT AMENDMENT, and that same has been correctly surveyed and staked on the ground.

JOHN DEMKOWICZ LS #154491

9/24/07
DATE

BOUNDARY DESCRIPTIONS

PARCEL 1

ALL OF LOT B, EAGLE WAY PLAT AMENDMENT, ACCORDING TO THE OFFICIAL PLAT THEREOF RECORDED APRIL 12, 1999 AS ENTRY NO. 535518, RECORDS OF SUMMIT COUNTY, UTAH.

PARCEL 2

BEGINNING AT A POINT NORTH 12°25' EAST 804.42 FEET FROM CORNER NO. 4, OF THE GAREY NO. 1 CLAIM, SAID CORNER BEING 557.06 FEET SOUTH AND 565.39 FEET EAST OF THE SOUTHWEST CLOSING CORNER OF SECTION 10, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; RUNNING THENCE SOUTH 82°20'31" WEST 448.55 FEET; THENCE NORTH 12°36'38" EAST 341.00 FEET; THENCE NORTH 82°20'31" EAST 447.32 FEET; THENCE SOUTH 12°25' WEST 340.58 FEET TO THE POINT OF BEGINNING.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT, Karen Christine Marriott is the owner of the herein described tract of land, having caused this plat amendment to be prepared, does hereby consent to the recordation of this Amended Record of Survey Plat in the office of the Summit County Recorder, Summit County, Utah in accordance with Utah law.

ALSO, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Water Reclamation District, and Park City Fire Protection District, a non-exclusive easement over the utility and access easements shown on this plat for the purpose of providing utility installation, maintenance, use and eventual replacement. The owner also dedicates for public use those areas shown on this plat as intended for public use.

In witness whereof I have hereunto set my hand this 24th day of September 2007.

Karen Christine Marriott

ACKNOWLEDGMENT

State of: Utah)
:ss
County of: Summit)

On this 24th day of September 2007, Karen Christine Marriott personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that she is the owner of the herein described tract of land and that the Owner's Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purpose therein mentioned.

Notary Public commissioned in: Utah

Printed Name: Tassie Williams

Residing In: Summit County

My Commission Expires: 4-1-08

NOTES

1. ALL CONSTRUCTION IN THE ESTATE ZONE WILL BE REQUIRED TO MAINTAIN A 30 FOOT SETBACK FROM ALL PROPERTY LINES.
2. NO REMNANT PARCEL CREATED HEREBY IS SEPARATELY BUILDABLE.
3. REFER TO RECORDED SURVEY S-6512 IN THE SUMMIT COUNTY RECORDER'S OFFICE.

FIRST AMENDMENT LOT B OF
EAGLE WAY PLAT AMENDMENT

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

JOB NO.: 3-11-05 FILE: X:\Aerie\P\EAGLEPA3.dwg

(435) 649-9467-PHONE
(435) 649-9475-FAX
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 24th DAY OF Sept., 2007 A.D.
BY _____ S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 27TH DAY OF JUNE, 2007 A.D.
BY _____ CHAIRMAN

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 26TH DAY OF SEPTEMBER, 2007 A.D.
BY _____ PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 21ST DAY OF SEPTEMBER 2007 A.D.
BY _____ PARK CITY ATTORNEY

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 12TH DAY OF JULY, 2007 A.D.
BY _____ PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 12TH DAY OF JULY, 2007 A.D.
BY _____ MAYOR PRO TEM

RECORDED
828447
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF Coalition Title
DATE 10-18-07 TIME 12:54 pm BOOK ____ PAGE ____
$31.00 FEE
_____ RECORDER

EAGLE WAY PLAT AMENDMENT SECOND AMENDED
(1460 & 1468 Eagle Way)

February 14, 2023

PROJECT INTENT

The original Eagle Way Plat Amendment, recorded April 12, 1999, as Entry No. 535518, in the Office of the Recorder, Summit County, Utah, created two single family lots from Lots 62, 63 and 64, The Aerie Phase I, recorded December 31, 1981, as Entry No. 187143. The First Amendment Lot B of Eagle Way Plat Amendment, recorded October 18, 2007, as Entry No. 828447, expanded Lot B (1460 Eagle Way) to include property to the south, creating a lot consisting of 0.75 acres. The first amended plat of Lot B also created a 3-acre Estate Lot 1 (1468 Eagle Way) to the south of Lot B. The 3-acre Estate Lot 1 is currently vacant.

The current proposal for this application is to increase Lot B to1.04 acres to allow a garage addition to the existing residence at 1460 Eagle Way and to allow a buffer between Lot B and the Estate Lot 1. The new Estate Lot 1 would consist of 9.35 acres, which includes land acquired by the owner since the first amendment to Lot B was recorded in 2007.

Background

The following images show the site's existing conditions of the proposed plat. The image below is taken from the Summit County Parcel Viewer. Staff added highlights to show the context of the site with the surrounding neighborhood:

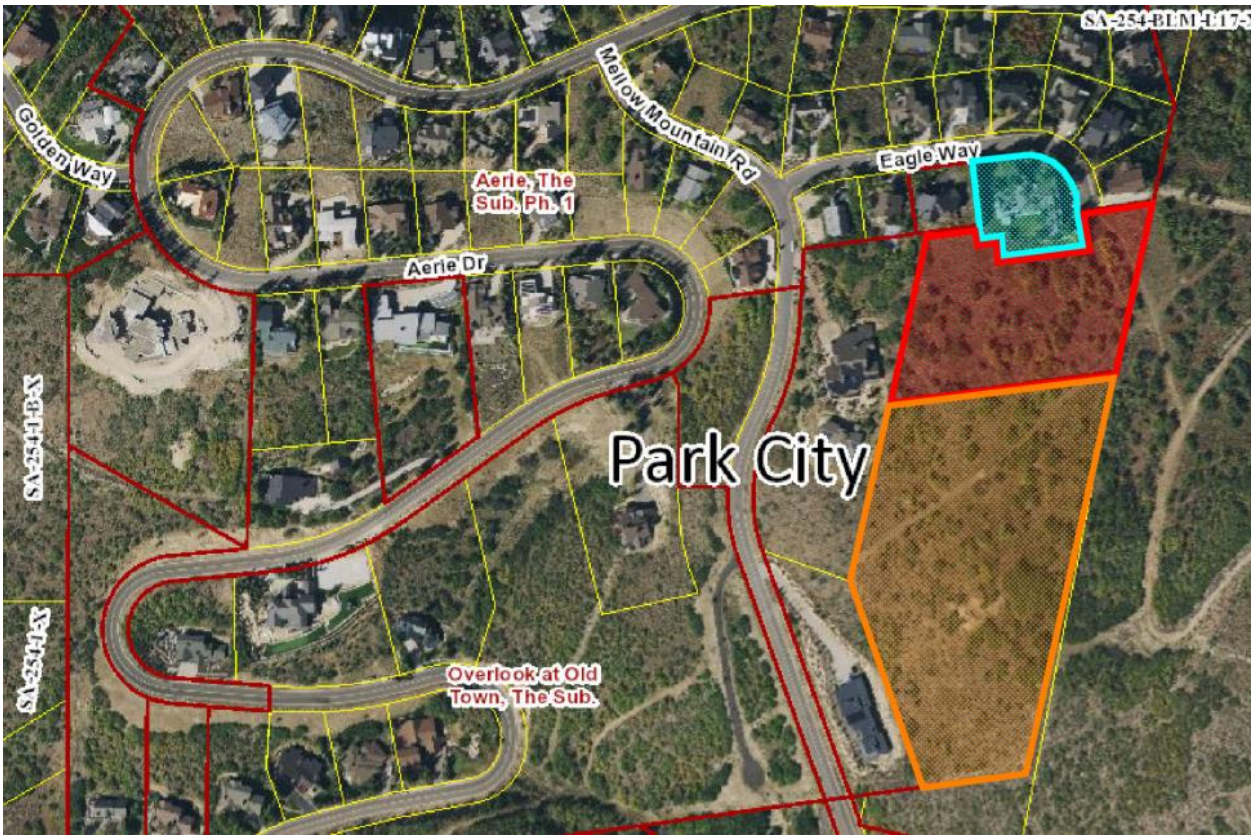


Figure 1: Eagle Way Lots and Parcel in neighborhood context.

Currently, 1460 Eagle Way (Lot B) is in the SF Zoning District. 1468 Eagle Way (Estate Lot 1) and Parcel SA-254-2-C are in the E Zoning District. The Plat Amendment proposes to increase Lot B with 12,400 square feet in the Estate Zoning District from Estate Lot 1 to increase Lot B to 1.04 acres. This will create a split-zoned Lot. Pursuant to LMC § 15-1-6(B), the Area of Lot B within the SF Zone must comply with all SF Lot and Site requirements. The Area within the E Zoning District must comply with all E Lot and Site requirements.

The image on the following page depicts the existing zoning for the contiguous properties—yellow is the SF Zoning District and green is the E Zoning District:

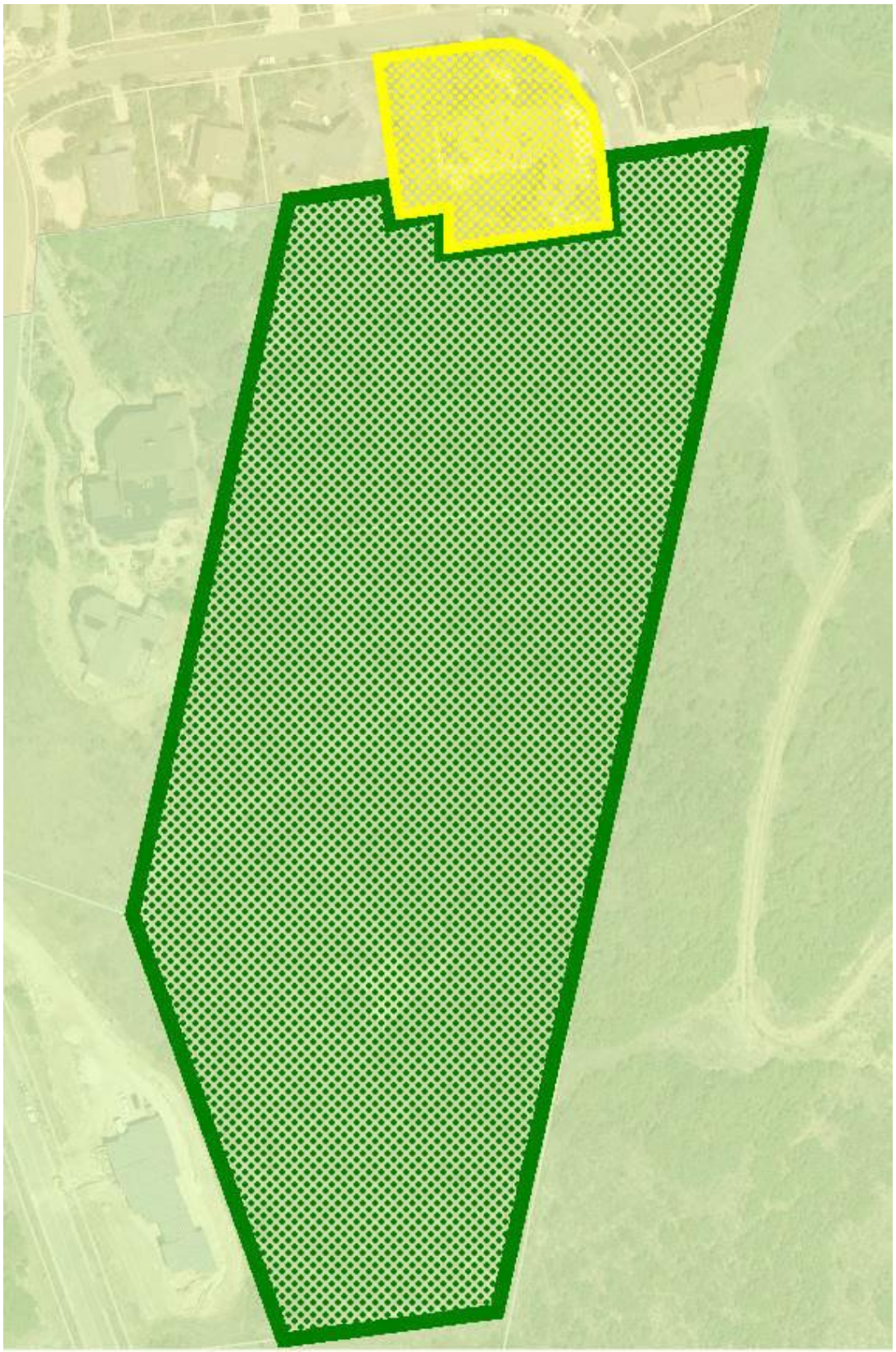


Figure 2: Property Zoning

The following image shows the location of the proposed garage addition:



Figure 3: Proposed Location of Garage Addition

The Aerie Phase 1 established 80 Single-Family Lots in the Aerie Subdivision and was part of a settlement agreement, recorded in 1981 (Summit County Entry No. 187143). The Subdivision Plat acknowledges the following: *Pursuant to a motion and stipulation, Civil No. 4613, in the Third Judicial District Court of Summit County, State of Utah, and a Settlement Agreement between the same parties dated April 24, 1981, notice of which was filed for record on May 15, 1981, as Entry No. 179581 Book M187 Page 429, Records of Summit County.*

1460 Eagle Way (originally Lot 62 of Aerie Phase 1 Subdivision) was combined with a portion of neighboring Lot 63 in 1999 (see image below). The purpose of the Eagle Way Plat Amendment was to eliminate Lot 63 and divide it between the owners of Lots 62 and 64. By eliminating Lot 63, approximately 9,375 square feet was added to Lot 62 (1460 Eagle Way now known as Lot B of the Eagle Way Plat Amendment) for a total of 22,438 square feet. The Planning Commission reviewed the proposal on December 16, 1998, and forwarded a positive recommendation to the City Council. The City Council reviewed the proposal on February 4, 1999, and adopted Ordinance No. 99-4 (Attachment 1). At the time of review, Planning Staff stated the following:

> *These [Lot] sizes are well within the norms of other lots in the Aerie subdivision. The existing houses are well under the maximum house size allowed as a result*

of the re-plat. (See Attachment 2.)

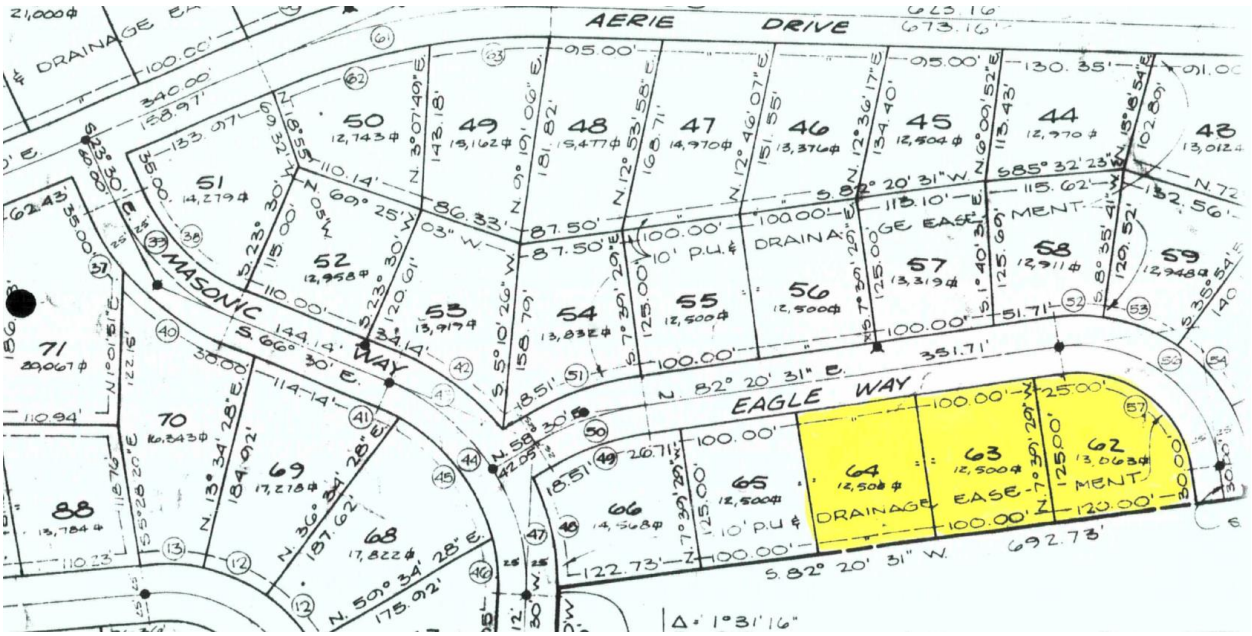


Figure 4: Lots 62, 63, and 64 as originally platted in the Arie Phase 1 Subdivision.

In 2007, the property owner again amended the Plat. The Applicant acquired a 3.29 acre meets and bounds parcel in the E Zoning District, south of Lot B of the Eagle Way Plat Amendment. The amendment expanded Lot B (1460 Eagle Way) to include a portion of the Estate property to the south, amending Lot B to increase to 32,714 square feet. The first amended plat of Lot B also created a 3-acre Estate Lot (Estate Lot 1, also known as 1468 Eagle Way) to the south of Lot B. The purpose of the 2007 Eagle Way Plat Amendment allowed the property owner to build a garage addition.

The following image highlights the description of the amendment above. Lot B is highlighted in blue, the 3.29 acre meets and bounds parcel highlighted in red, and the expansion of Lot B into the parcel highlighted in black:

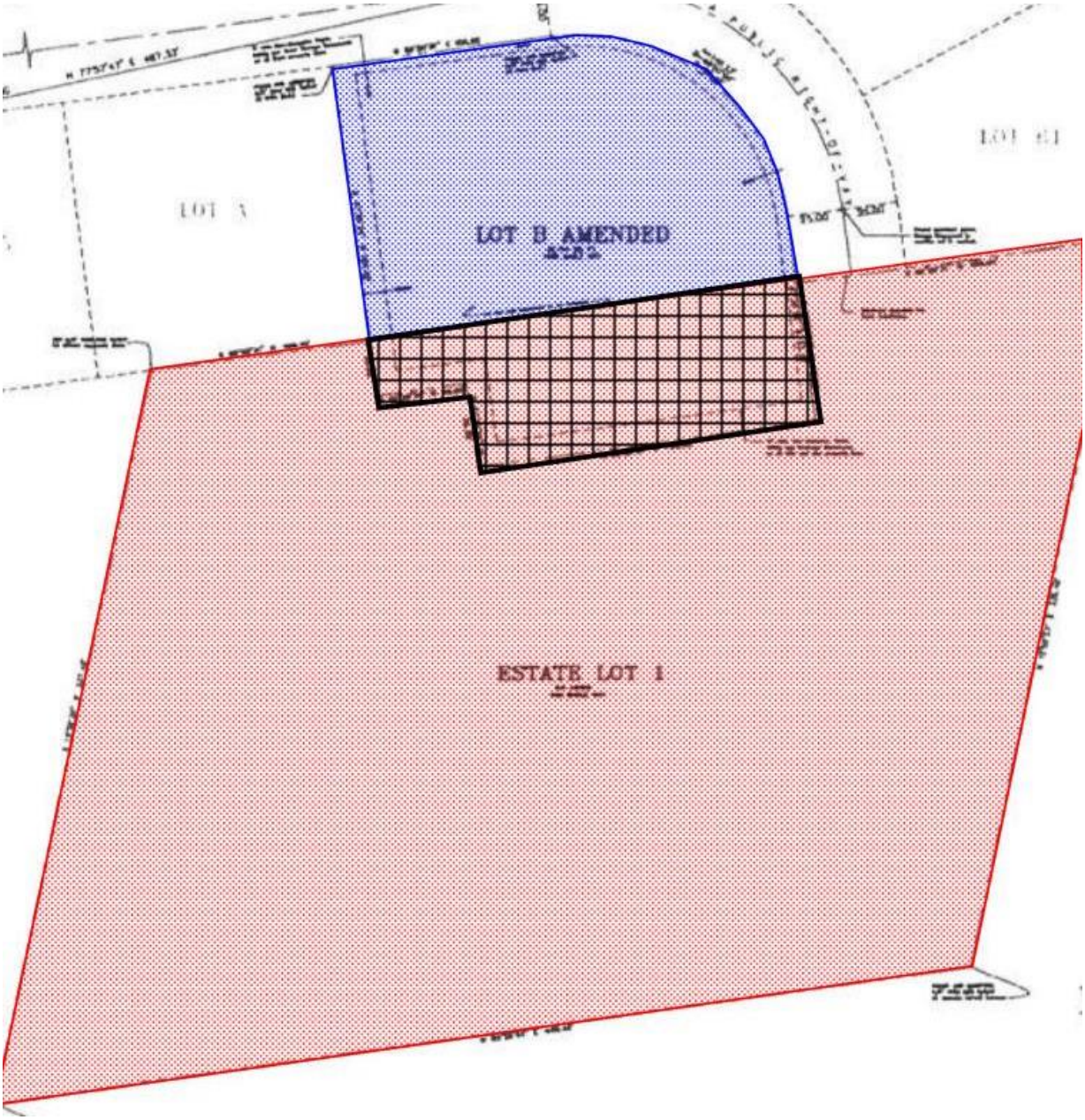


Figure 5: 2007 Plat Amendment highlighted for visual clarification.

On June 27, 2007, the Planning Commission reviewed the proposal and forwarded a unanimous positive recommendation to the City Council. On July 12, 2007, the City Council unanimously adopted Ordinance No. 07-42 (Attachment 3) approving the First Amendment Lot B of Eagle Way Plat Amendment. See Attachment 4 for the 2007 Staff Report.

Attachments

Attachment 1: Ordinance No. 99-4
Attachment 2: February 4, 1999, Staff Report
Attachment 3: Ordinance No. 07-42
Attachment 4: July 12, 2007, Staff Report

Ordinance No. 99-4

AN ORDINANCE APPROVING A PLAT AMENDMENT TO ALLOW A LOT COMBINATION OF THREE LOTS INTO TWO LOTS AT 1440 EAGLE WAY OF THE AERIE SUBDIVISION, PARK CITY, UTAH

WHEREAS, the owners of the property known as lots 62 and 64 of the Aerie Subdivision have petitioned the City Council for approval of a revision to the final plat; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on December 16,1998, to receive input on the proposed plat amendment;

WHEREAS, the Planning Commission, on December 16,1998, forwarded a positive recommendation to the City Council; and,

WHEREAS, on February 4, 1999, the City Council held a public hearing to receive input on the proposed plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment.

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

SECTION 1. APPROVAL. The Aerie subdivision plat is hereby amended as shown in Exhibit A subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The lot is located at 1442 Eagle Way, also known as lot 63 of the Aerie subdivision, and is zoned Single Family-SF.
2. Lot 63 is currently vacant and portions are owned by Karen Marriott and Richard Mullin.
3. The proposed Eagle Way re-plat eliminates lot 63 and adds 9375 square feet to lot 62 (Marriott) and 3125 square feet to lot 64 (Mullin).

Conclusions of Law:

1. There is good cause for this amended plat as the plat will result in a reduction in density.

2. The amended plat is consistent with the Park City Land Management Code and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed amended plat.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the amended plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All other conditions of approval of the Aerie subdivision continue to apply.
4. Increased house sizes, and required setbacks, will be governed by section 7.15.7 of the Land Management Code.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.
PASSED AND ADOPTED this 4th day of February 4,1999.

PARK CITY MUNICIPAL CORPORATION

Mayor Bradley A. Olch

Attest:

Janet M. Scott, City Recorder

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

Approved as to form::

Mark Harrington, Deputy City Attorney

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT, Steven Christine Marriott have an ownership interest in the herein described tract of land, having caused this plat amendment to be prepared, does hereby consent to the recordation of this Amended Record of Survey Plat in the office of the Summit County Recorder, Summit County, Utah in accordance with Utah law.
ALSO, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Sewer Improvement District, and Park City Fire Protection District, a non-exclusive easement over the utility and access easements shown on this plat for the purposes of providing utility installation, maintenance, and municipal replacement. The owner also dedicates for public use those areas shown on this plat as intended for public use.

In witness whereof I have hereunto set my hand this _____ day of _____ 1998.

_____
Steven Christine Marriott

ACKNOWLEDGEMENT

State of _____)
:ss
County of _____)

On this _____ day of _____ 1998, Gail McCready personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that she has an ownership interest in the herein described tract of land and that the Owner's Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned.

_____
Notary Public
My Commission Expires _____

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that Richard A Mullin has an ownership interest in the herein described tract of land, having caused this plat amendment to be prepared, does hereby consent to the recordation of this Amended Record of Survey Plat in the office of the Summit County Recorder, Summit County, Utah in accordance with Utah law.
ALSO, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Sewer Improvement District, and Park City Fire Protection District, a non-exclusive easement over the utility and access easements shown on this plat for the purposes of providing utility installation, maintenance, and municipal replacement. The owner also dedicates for public use those areas shown on this plat as intended for public use.

In witness whereof I have hereunto set my hand this _____ day of _____ 1998.

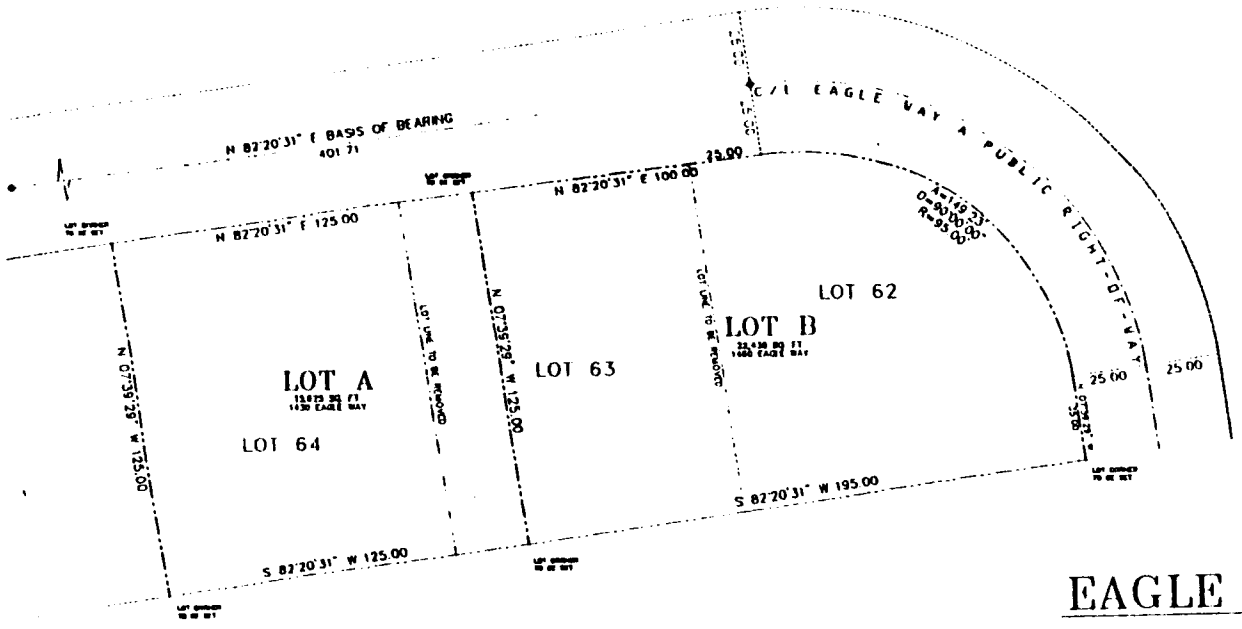
_____
Richard A Mullin

ACKNOWLEDGEMENT

State of _____)
:ss
County of _____)

On this _____ day of _____ 1998, Gail McCready personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he has an ownership interest in the herein described tract of land and that the Owner's Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned.

_____
Notary Public
My Commission Expires _____



SURVEYORS CERTIFICATE

I, John Demkowicz, do hereby certify that I am a Registered Land Surveyor, and that I hold Certificate No. 163031, as prescribed by the laws of the State of Utah. I further certify that by the authority of the owners I have prepared this amended plat for the tract of land described herein, and that the same has been correctly surveyed and staked on the ground as shown on this plat.

_____ _____
John Demkowicz LS #163031 DATE

BOUNDARY DESCRIPTION

All of Lots 62, 63 and 64, THE ACRE, PHASE I, according to the plat thereof, on file and of record in the office of the Summit County Recorder, Summit County, Utah.

LOT LINE ADJUSTMENT PLAT

EAGLE WAY PLAT AMENDMENT

LOCATED IN THE SOUTHWEST 1/4 SECTION 10
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE
AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

AN AMENDMENT TO THE ACRE SUBDIVISION PHASE I

ALLIANCE ENGINEERING INC	SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	PLANNING COMMISSION	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (435) 649 9467	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS DAY OF _____ 1998 A.D. BY _____	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____ 1998 A.D. BY _____ CHAIRMAN	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON THE RECORDS OFFICE THIS _____ DAY OF _____ 1998 A.D. BY _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS _____ DAY OF _____ 1998 A.D. BY _____ PARK CITY ATTORNEY	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____ 1998 A.D.; BY _____ PARK CITY RECORDER	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____ 1998 A.D. BY _____ MAYOR	STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____ FEE _____ RECORDER

RECEIVED
OCT 19 1998
PARK CITY
PLANNING DEPT.

Attachment 1

EXHIBIT A - EAGLE WAY PLAT

PARK CITY
1884

CITY COUNCIL STAFF REPORT

DATE: **February 4, 1999**
DEPARTMENT: **Planning**
AUTHOR: **Brooks T. Robinson**
TITLE: **Eagle Way re-plat, Aerie subdivision**
TYPE OF ITEM: **Plat amendment; three lots into two**

SUMMARY RECOMMENDATIONS Conduct a public hearing, consider any public input, and approve as conditioned.

DESCRIPTION

Owners	Karen Marriott and Richard Mullin
Location	1440 Eagle Way, Aerie subdivision
Zoning	Single Family - SF
Adjacent Land Uses	Residential
Reason for Review	Plat amendments require Planning Commission Review and City Council approval

B. Background

The Planning Commission reviewed this application at their meeting of December 16, 1998. The Commission approved the application as conditioned and forwarded a positive recommendation to the City Council

The property is legally described as lot 63 of the Aerie subdivision. It is rectangular in shape and approximately 12,500 square feet in size. The property is vacant. The owner of lot 62 (Marriott) and the owner of lot 64 (Mullin) own portions of lot 63 between them. Houses currently exist on lots 62 and 64.

The applicants propose to eliminate lot 63 and divide it between lots 62 and 64. The existing lot lines between lots 62 and 63 and between lot 63 and 64 would be removed and a new lot line would be created. Approximately 9375 square feet will be added to lot 62 and 3125 square feet added to lot 64.

C. Analysis

Lot combinations are allowed within the SF zone. The two new lots will have square footages of 22,438 (former lot 62, new lot B) and 15,625 (former lot 64, new lot A). These sizes are well within the norms of other lots in the Aerie subdivision. The existing houses are well under the maximum house size allowed as a result of the re-plat. Any increase in house square footage on a combined lot must meet the criteria set forth in section 7.15.7 of the Land Management Code.

D. Department Review

This project has gone through an interdepartmental review. There were no issues brought up at that time. At such time as a final plat is required, the City Engineer and City Attorney will review the plat as to form and compliance with the Land Management Code prior to recordation.

E. Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

F. Public Input

No input was given at the Planning Commission public hearing.

ALTERNATIVES

A. The City Council may approve the application with the conditions stated, or modify the conditions, or

B. The City Council may deny the application and direct staff to prepare findings supporting this recommendation, or

C. The City Council may continue the discussion to a later date.

SIGNIFICANT IMPACTS

There are no significant fiscal or environmental impacts to the City with this amendment. The lot sizes are in keeping with the rest of the Aerie subdivision and there are no compatibility issues.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION

The ownership and lot lines would remain the same.

RECOMMENDATION

Staff recommends that the City Council hold a public hearing, address any public input, and consider approval of the Alta Vista subdivision plat amendment based on the following findings of fact, conclusions of law and conditions of approval:

Findings of Fact:

1. The lot is located at 1442 Eagle Way, also known as lot 63 of the Aerie subdivision, and is zoned Single Family-SF.
2. Lot 63 is currently vacant and portions are owned by Karen Marriott and Richard Mullin.
3. The proposed Eagle Way re-plat eliminates lot 63 and adds 9375 square feet to lot 62 (Marriott) and 3125 square feet to lot 64 (Mullin).

Conclusions of Law:

1. There is good cause for this amended plat as the plat will result in a reduction in density.
2. The amended plat is consistent with the Park City Land Management Code and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed amended plat.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the amended plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All other conditions of approval of the Aerie subdivision continue to apply.
4. Increased house sizes, and required setbacks, will be governed by section 7.15.7 of the Land Management Code.

EXHIBITS

Exhibit A - Location Map
Exhibit B - Proposed Eagle Way re-plat
Exhibit C- Existing Conditions Map
Exhibit D - Proposed Ordinance

M:\CDD\BTR\COUNCIL\CC99\EAGW1442.WPD

Ordinance No. 07-42

AN ORDINANCE APPROVING THE FIRST AMENDMENT LOT B OF EAGLE WAY PLAT AMENDMENT LOCATED AT 1460 EAGLE WAY, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 1460 Eagle Way have petitioned the City Council for approval of the First Amendment Lot B of Eagle Way Plat Amendment plat amendment; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on June 27, 2007, to receive input;

WHEREAS, the Planning Commission, on June 27, 2007, forwarded a positive recommendation to the City Council; and,

WHEREAS, on July 12, 2007, the City Council held a public hearing and approved the First Amendment Lot B of Eagle Way Plat Amendment plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment.

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

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

Findings of Fact:

1. The property is located at 1460 Eagle Way in the Single Family (SF) and Estate (E) zones.
2. The SF zone is a residential zone characterized by a mix of larger contemporary buildings and moderate sized structures.
3. The E zone is a residential zone characterized of larger single family lots with contemporary single family homes and open space.
4. The applicant is the owner of Lot B of the Eagle Way Subdivision and a 3.3 acre metes and bounds parcel directly adjacent to Lot B.
5. The applicant is proposing to subdivide the metes and bounds parcel into one lot of record 3.0 acres in size and to add .3 acres to existing Lot B of the Eagle Way Subdivision.

6. There is a single family home on Lot B of the Eagle Way Subdivision, formerly known as Lot 62 and part of Lot 63 of the Aerie Subdivision.
7. The property fronts, and receives access from Eagle Way.
8. Setbacks for the E zone are 30 feet from all property lines.
9. The applicant would like to build a garage addition on the existing home on Lot B.

Conclusions of Law:

1. There is good cause for this plat amendment.
2. The plat amendment is consistent with the Park City Land Management Code and applicable State law regarding subdivisions.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. Approval of the plat amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. All construction in the Estate zone will be required to maintain a 30 foot setback from all property lines.
4. No remnant parcel created hereby is separately buildable.

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

PASSED AND ADOPTED this 12th day of July, 2007.

PARK CITY MUNICIPAL CORPORATION

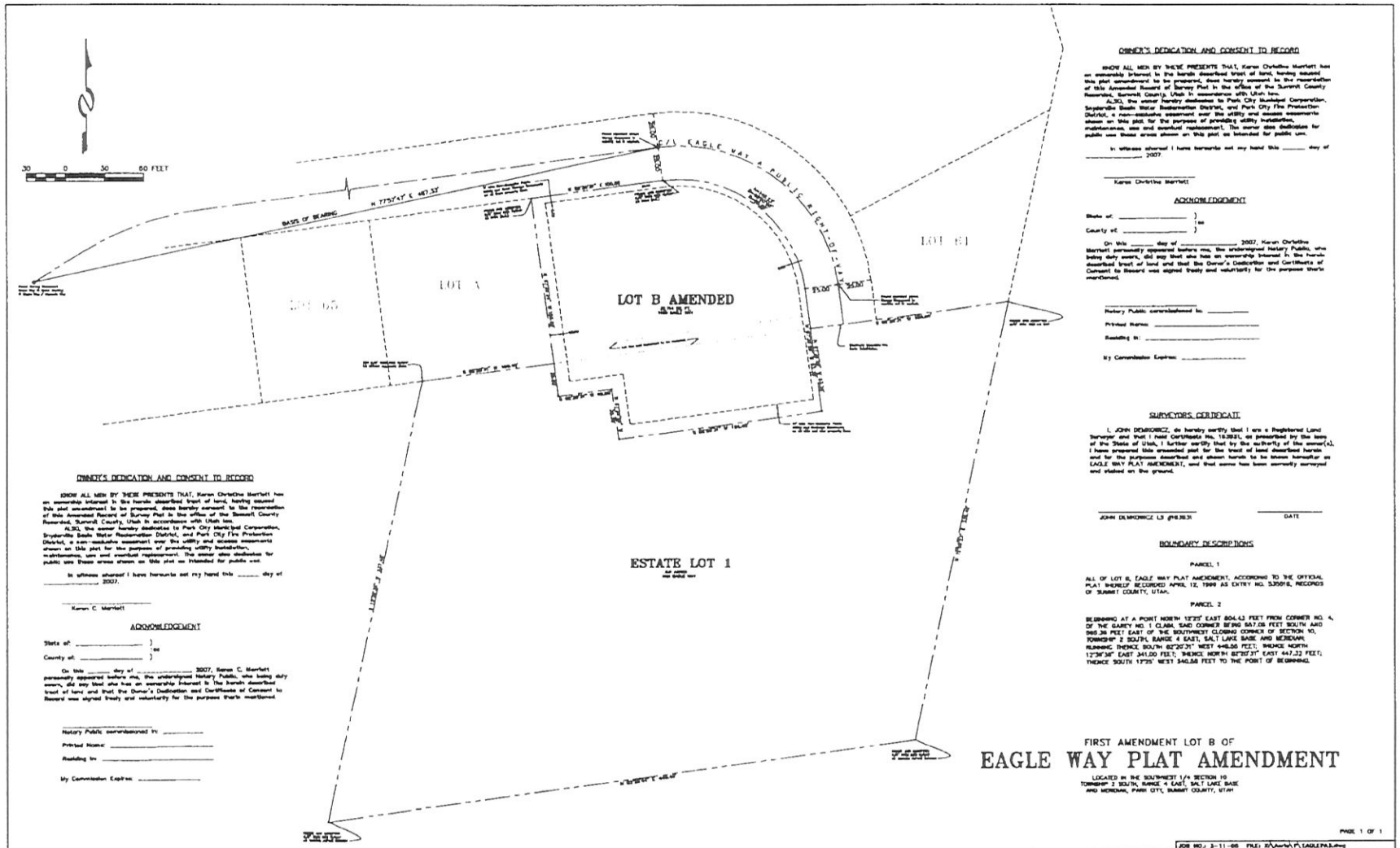
Mayor Dana Williams

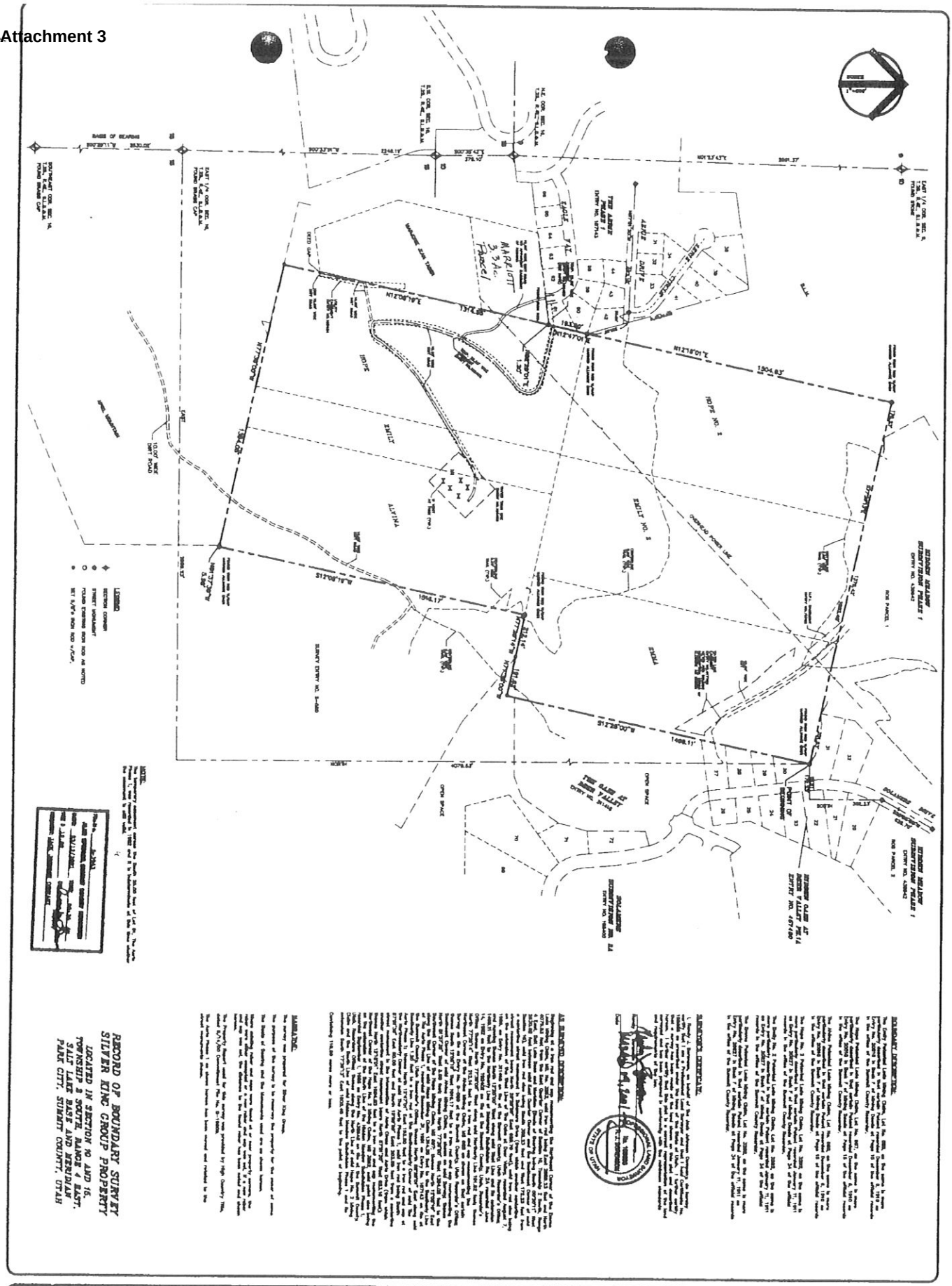
Attest:

Janet M. Scott, City Recorder

Approved as to form:

Tom Daley, Deputy City Attorney

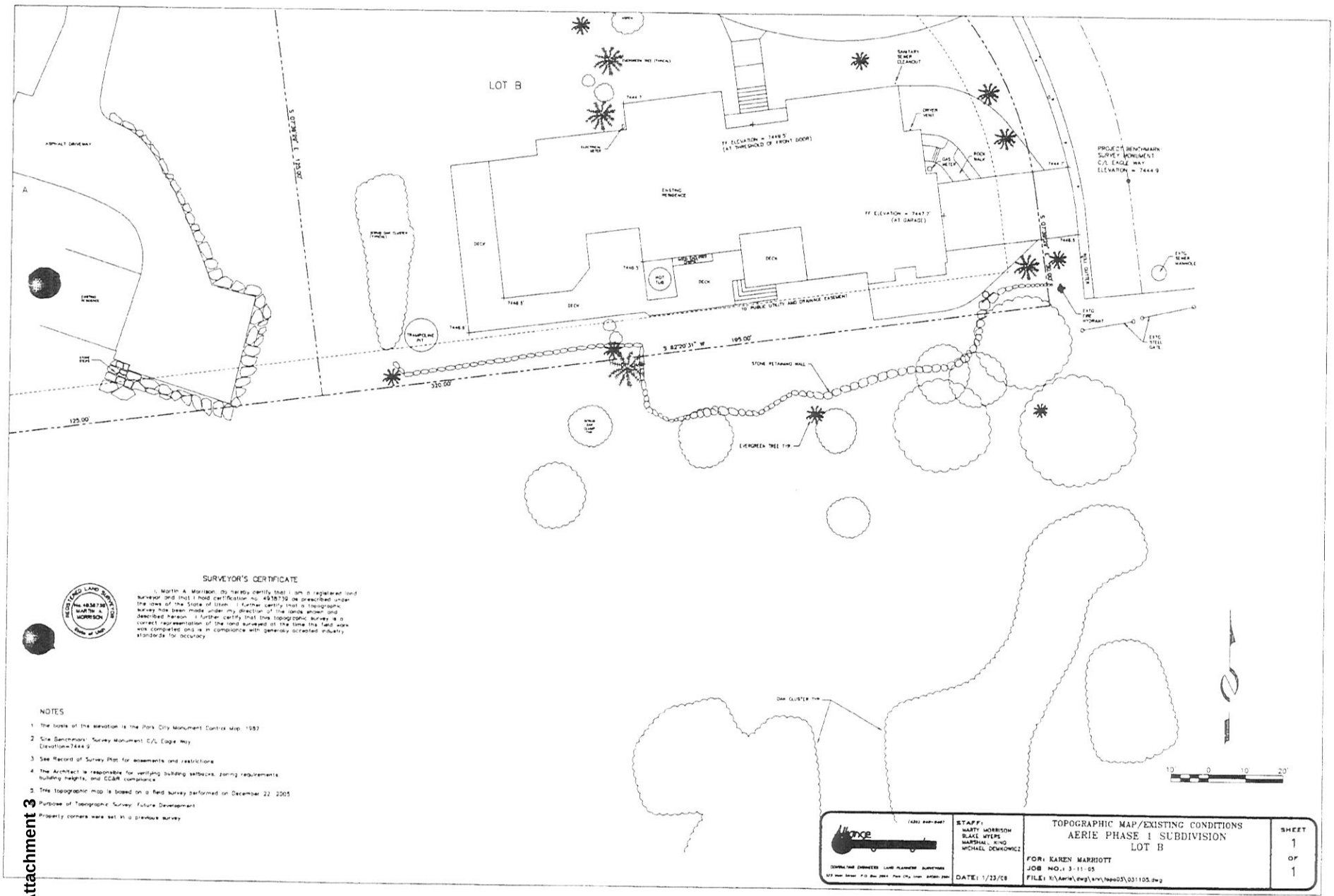

30 0 30 60 FEET
BASIS OF BEARING
N 77°57'47" E 467.33'
(C/L) EAGLE WAY & PUBLIC ACCESS
LOT A
LOT 1
LOT B AMENDED
LOT B1
ESTATE LOT 1
OWNER'S DEDICATION AND CONSENT TO RECORD
KNOW ALL MEN BY THESE PRESENTS THAT, Karen Christine Marriott has an ownership interest in the herein described tract of land, having caused this plat amendment to be prepared, does hereby consent to the recordation of this Amended Record of Survey Plat in the office of the Summit County Recorded, Summit County, Utah in accordance with Utah law.
ALSO, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Water Reclamation District, and Park City Fire Protection District, a non-exclusive easement over the utility and access easements shown on this plat for the purposes of providing utility installation, maintenance, use and eventual replacement. The owner also dedication for public use those areas shown on this plat as intended for public use.
In witness whereof I have hereunto set my hand this _____ day of _____ 2007.
Karen C. Marriott
ACKNOWLEDGEMENT
State of: _____)
: ss
County of: _____)
On this _____ day of _____ 2007, Karen C. Marriott personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that she has an ownership interest in the herein described tract of land and that the Owner's Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purpose therin mentioned.
Notary Public commissioned in: _____
Printed Name: _____
Residing In: _____
My Commission Expires: _____
OWNER'S DEDICATION AND CONSENT TO RECORD
KNOW ALL MEN BY THESE PRESENTS THAT, Karen Christine Marriott has an ownership interest in the herein described tract of land, having caused this plat amendment to be prepared, does hereby consent to the recordation of this Amended Record of Survey Plat in the office of the Summit County Recorded, Summit County, Utah in accordance with Utah law.
ALSO, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Water Reclamation District, and Park City Fire Protection District, a non-exclusive easement over the utility and access easements shown on this plat for the purposes of providing utility installation, maintenance, use and eventual replacement. The owner also dedication for public use those areas shown on this plat as intended for public use.
In witness whereof I have hereunto set my hand this _____ day of _____ 2007.
Karen Christine Marriott
ACKNOWLEDGEMENT
State of: _____)
: ss
County of: _____)
On this _____ day of _____ 2007, Karen Christine Marriott personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that she has an ownership interest in the herein described tract of land and that the Owner's Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purpose therin mentioned.
Notary Public commissioned in: _____
Printed Name: _____
Residing In: _____
My Commission Expires: _____
SURVEYORS CERTIFICATE
I, JOHN DEMKOWICZ, do hereby certify that I am a Registered Land Surveyor and that I hold Certificate No. 181281, as prescribed by the laws of the State of Utah, I further certify that by the authority of the owner(s), I have prepared this amended plat for the tract of land described herein and for the purposes described and shown herein to be known hereafter as EAGLE WAY PLAT AMENDMENT, and that same has been correctly surveyed and staked on the ground.
JOHN DEMKOWICZ L3 #181281 DATE
BOUNDARY DESCRIPTION
PARCEL 1
ALL OF LOT B, EAGLE WAY PLAT AMENDMENT, ACCORDING TO THE OFFICIAL PLAT THEREOF RECORDED APRIL 12, 1999 AS ENTRY NO. 530818, RECORDS OF SUMMIT COUNTY, UTAH.
PARCEL 2
BEGINNING AT A POINT NORTH 12°25' EAST 804.43 FEET FROM CORNER NO. 4, OF THE GARFFY NO. 1 CLAIM, SAID CORNER BEING 847.05 FEET SOUTH AND 986.36 FEET EAST OF THE SOUTHWEST CLOSING CORNER OF SECTION 10, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; RUNNING THENCE SOUTH 62°20'31" WEST 448.06 FEET; THENCE NORTH 12°36'36" EAST 341.00 FEET; THENCE NORTH 82°57'31" EAST 447.32 FEET; THENCE SOUTH 12°25' WEST 340.38 FEET TO THE POINT OF BEGINNING.
FIRST AMENDMENT LOT B OF
EAGLE WAY PLAT AMENDMENT
LOCATED IN THE SOUTHWEST 1/4 SECTION 10
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE
AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH
PAGE 1 OF 1
JOB NO.: 3-11-06 FILE: R:\Aerial\P\EAGLEPA3.dwg
SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____ 2007 A.D.
BY _____ S.B.W.R.D.
PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____ 2007 A.D.
BY _____ CHAIRMAN
ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____ 2007 A.D.
BY _____ PARK CITY ENGINEER
APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____ 2007 A.D.
BY _____ PARK CITY ATTORNEY
CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____ 2007 A.D.
BY _____ PARK CITY RECORDER
COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____ 2007 A.D.
BY _____ MAYOR
RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
DATE _____ TIME _____ BOOK _____ PAGE _____
FEE _____ RECORDER



RECORD OF BOUNDARY SURVEY
SILVER KING GROUP PROPERTY
LOCATED IN SECTION 10 AND 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1	
RECORD OF BOUNDARY SURVEY SILVER KING GROUP PROPERTY LOCATED IN SECTION 10 AND 15, T.2S., R.4E., S.L.B.&M. PARK CITY, SUMMIT COUNTY, UTAH	
PROJ. SILVER KING GROUP	JOB NO. 048.0100.00 DATE 01-05-01
DESIGNED BY	DRAWN BY
CHECKED BY	APPROVED BY
REVISIONS DATE BY COMMENTS 00-00-00 RLH REVISED AS PER WVLC CO. COMMENTS	
THE JACK JOHNSON COMPANY 1777 Sun Peak Drive • Park City, Utah 84098 (801) 649-8000 • fax (801) 649-1820	

S-3743



SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I hold certification no. 4938739 as prescribed under the laws of the State of Utah. I further certify that a topographic survey has been made under my direction of the lands shown and described hereon. I further certify that this topographic survey is a correct representation of the land surveyed at the time this field work was completed and is in compliance with generally accepted industry standards for accuracy.

REGISTERED LAND SURVEYOR No. 4938739 MARTIN A. MORRISON State of Utah

NOTES

1. The basis of the elevation is the Park City Monument Control Map, 1987.
2. Site Benchmark: Survey Monument C/L Eagle Way. Elevation=7444.9
3. See Record of Survey Plat for easements and restrictions.
4. The Architect is responsible for verifying building setbacks, zoning requirements, building heights, and CC&R compliance.
5. This topographic map is based on a field survey performed on December 22, 2005.
6. Purpose of Topographic Survey: Future Development.
7. Property corners were set in a previous survey.

Alliance Engineering, Inc. — Consulting Engineers, Land Planners, Surveyors	STAFF: MARTY MORRISON, BLAKE MYERS, MARSHALL KING, MICHAEL DEMKOWICZ DATE: 1/23/06	TOPOGRAPHIC MAP/EXISTING CONDITIONS AERIE PHASE 1 SUBDIVISION LOT B FOR: KAREN MARRIOTT JOB NO.: 3-11-05 FILE: X:\Aerie\dwg\srvy\topo05\031105.dwg	SHEET 1 OF 1

Attachment 3

City Council Staff Report

PARK CITY 1884

PLANNING DEPARTMENT

Author: Ray Milliner
Subject: First Amendment Lot B of Eagle Way Plat Amendment
Date: July 12, 2007
Type of Item: Administrative – Plat Amendment

Summary Recommendations

Staff recommends the City Council hold a public hearing on the First Amendment Lot B of Eagle Way Plat Amendment and consider approving it based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

Topic

Applicant:	Karen Marriott
Location:	1460 Eagle Way
Zoning:	Single Family (SF) and Estate (E)
Adjacent Land Uses:	Residential
Reason for Review:	Plat amendments require Planning Commission review and City Council approval

Background

On August 31, 2007, the City received a completed application for First Amendment Lot B of Eagle Way Plat Amendment. The property is located at 1460 Eagle Way in the Single Family (SF) zone. There is an existing single family home on the property. The applicant is also the owner of a 3.3 acre metes and bounds parcel located directly behind her single family lot. The parcel is in the Estate zone. Access to both the platted lot and the metes and bounds parcel is from existing Eagle Way.

The applicant proposes to subdivide the metes and bounds parcel into one 3.0 acre lot of record in the Estate zone and to take the remaining .3 acres of the parcel and attach it to Lot B of the Eagle Way Subdivision. The purpose of the subdivision is to accommodate an addition to the rear of the existing home on Lot B and to convert the metes and bounds parcel into a lot of record.

Analysis

The property is located in both the Single Family and Estate zones. The proposed plat amendment will create a single lot of approximately 3.0 acres and increase the size of an existing lot by approximately .3 acres. Section 15-2.10-3 of the Land Management Code states that the minimum lot size for the Estate zone is 3 acres. The remaining .3 acres that the applicant would like to add to Lot B is also in the Estate zone. Staff finds that because this small section of property is proposed to be added to a platted legal lot of record, the plat amendment is appropriate as the use of a single family home on the property will not change. However, because the .3 acre section is in the E zone, all

setback and height requirements for that zone will apply to any construction in that zone (30 feet from all property lines).

Eagle Way terminates at the property line of the metes and bounds parcel. Therefore, access to adjacent properties from the end of Eagle Way will not be available as there is no access easement proposed on this plat. At the time of this report, staff has received no information from adjacent property owners indicating that an access easement is necessary or desired. Therefore, staff recommends that the plat remain as proposed.

Staff finds good cause for this plat amendment as all contiguous property owned by the applicant is included in this subdivision, and it will be subdivided into one lot of record or added into an existing lot. Staff further finds that no material harm will come to any adjacent property owners as access to adjacent properties remains unchanged by this subdivision.

Department Review
This project has gone through an interdepartmental review. No further issues were brought up at that time.

Notice
The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

Public Input
No public input regarding the plat amendment has been received at the time of this writing.

Alternatives
- The City Council may approve the First Amendment Lot B of Eagle Way Plat Amendment subdivision as conditioned or amended, or
- The City Council may deny the First Amendment Lot B of Eagle Way Plat Amendment subdivision and direct staff to make Findings for this decision, or
- The City Council may continue the discussion on the First Amendment Lot B of Eagle Way Plat Amendment subdivision.

Significant Impacts
There are no significant fiscal or environmental impacts from this application.

Consequences of not taking the Suggested Recommendation
The building would remain as is and no additional construction could take place across the existing lot lines.

Recommendation
Staff recommends the City Council hold a public hearing on the First Amendment Lot B of Eagle Way Plat Amendment and consider approving it based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

Exhibits

Exhibit A – Proposed Plat

Exhibit B – Site Survey

SENSITIVE LAND OVERLAY STUDY:
LOT B, EAGLE WAY PLAT AMENDMENT
1460 EAGLE WAY, PARK CITY, UT 84060

BY MICHAEL DEMKOWICZ, P.E. P.L.S
OWNER & PRESIDENT OF ALLIANCE ENGINEERING, INC.

2700 Suite 50 & 60, Park City, Utah
P.O. Box 2664 | Office: 435-649-9647

Chapter 2.21.3 Sensitive Lands OverlayZone – Ordinance Provisions

PURPOSE: The purpose of the Sensitive Land overlay (SLO) is to:

A) Require dedicated open space in aesthetically and environmentally sensitive Areas;
B) Encourage preservation of large expanses of open space and wildlife habitat;
C) Cluster development while allowing a reasonable use of property;
D) Prohibit development on ridge line areas, steep slopes, and wetlands; and
E) Protect and preserve environmentally sensitive land.

(*Amended by Ord. No. 07-81)*

OVERLAY REVIEW PROCESS: The overlay review process has four primary steps:

A) **SENSITIVE LAND ANALYSIS**

- Applicants for development within the SLO must identify the property's sensitive environmental and aesthetic areas such as steep slopes, ridge line areas, wetlands, stream corridors, wild land interface, and wildlife habitat areas and provide at time of application a sensitive land analysis.

B) **APPLICATION OF OVERLAY ZONE REGULATIONS**

- Regulatory standards apply to the type of sensitive land delineated.

C) **SITE DEVELOPMENT SUITABILITY DETERMINATION**

- Staff shall review the sensitive land analysis, apply the applicable sensitive land overlay regulations, Section 15-2.21-4 through 15-2.21-9, and shall prepare a report to the applicant and the Planning Commission identifying those areas suitable for development as developable land.

D) **HARDSHIP RELIEF**

- If the Applicant demonstrates that the regulations PARK CITY MUNICIPAL CODE - TITLE 15 LMC, Chapter 2.21 Sensitive Land Overlay Zone (SLO) Regulations 15-2.21-2 would deny all reasonable use of the property, the Planning Commission may modify application of these regulations to provide the applicant reasonable use of the property.

(Amended by Ord. No. 07-81)

SENSITIVE LAND ANALYSIS:

1) **Slope/Topographic Map**

- A slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must highlight area of high geologic hazard, areas subject to land sliding, and all significant steep slopes in the following categories: greater than 15%, greater than 30%, and very steep slopes greater than 40%.

2) **Ridge Line Area (N/A)**

- A map depicting all crests of hills and ridge line areas.

3) **Vegetative Cover**

- A detailed map of vegetative cover, depicting the following: deciduous trees, coniferous trees, gamble oak or high shrub and sage, grassland, and agricultural crops.
- The Planning Department may require a more detailed tree/ vegetation survey if the site has unusual or significant vegetation, stand of trees, or woodlands.

4) **Designated Entry Corridors and Vantage Points**

- Designated entry corridors and vantage points present within or adjacent to the site, including Utah highway-248 east of Wyatt Earp Way and Utah highway-224 north Holiday Ranch.

5) **Wetlands**

- A map delineating all wetlands established by using the 1987 *Federal Manual for identifying and Delineating Jurisdictional Wetlands,* as amended. **See Section 15-2.21-6.**

6) **Stream Corridors, Canals, and Irrigation Ditches.**

- A map delineating all stream corridors, canals, and irrigation ditches, defined by the Ordinary High-Water Mark.

7) **Wildlife Habitat Areas**

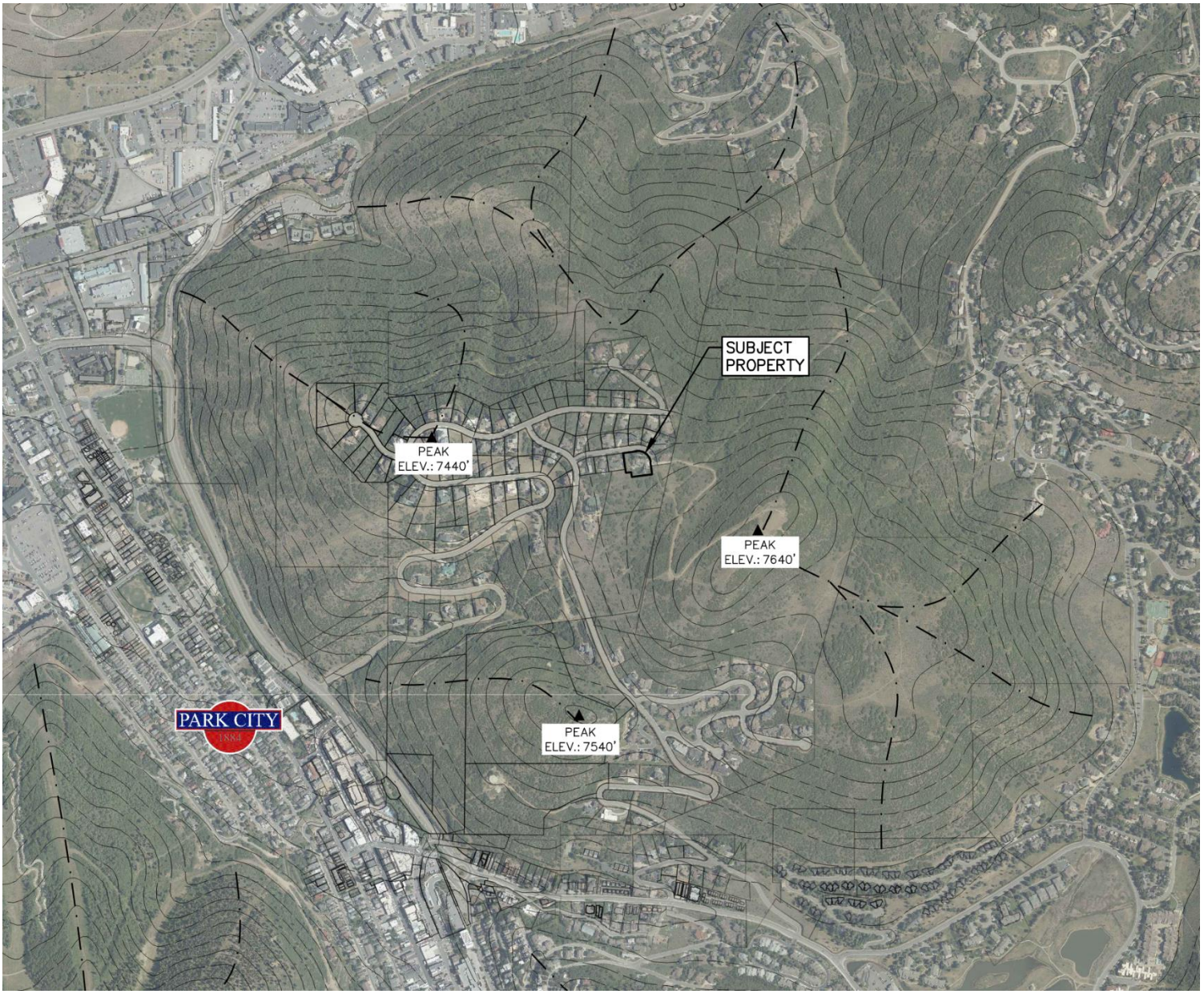
- A map depicting all wildlife habitat areas, as defined by the wildlife habitat report shall be provided by the applicant. The wildlife habitat report shall be prepared by a professional, qualified in the areas of ecology, wildlife biology, or other relevant disciplines.

2700 Suite 50 & 60, Park City, Utah | P.O. Box 2664 | Office: 435-649-9647

Topographic Map and Slope Analysis:

See attached Appendix A & B.

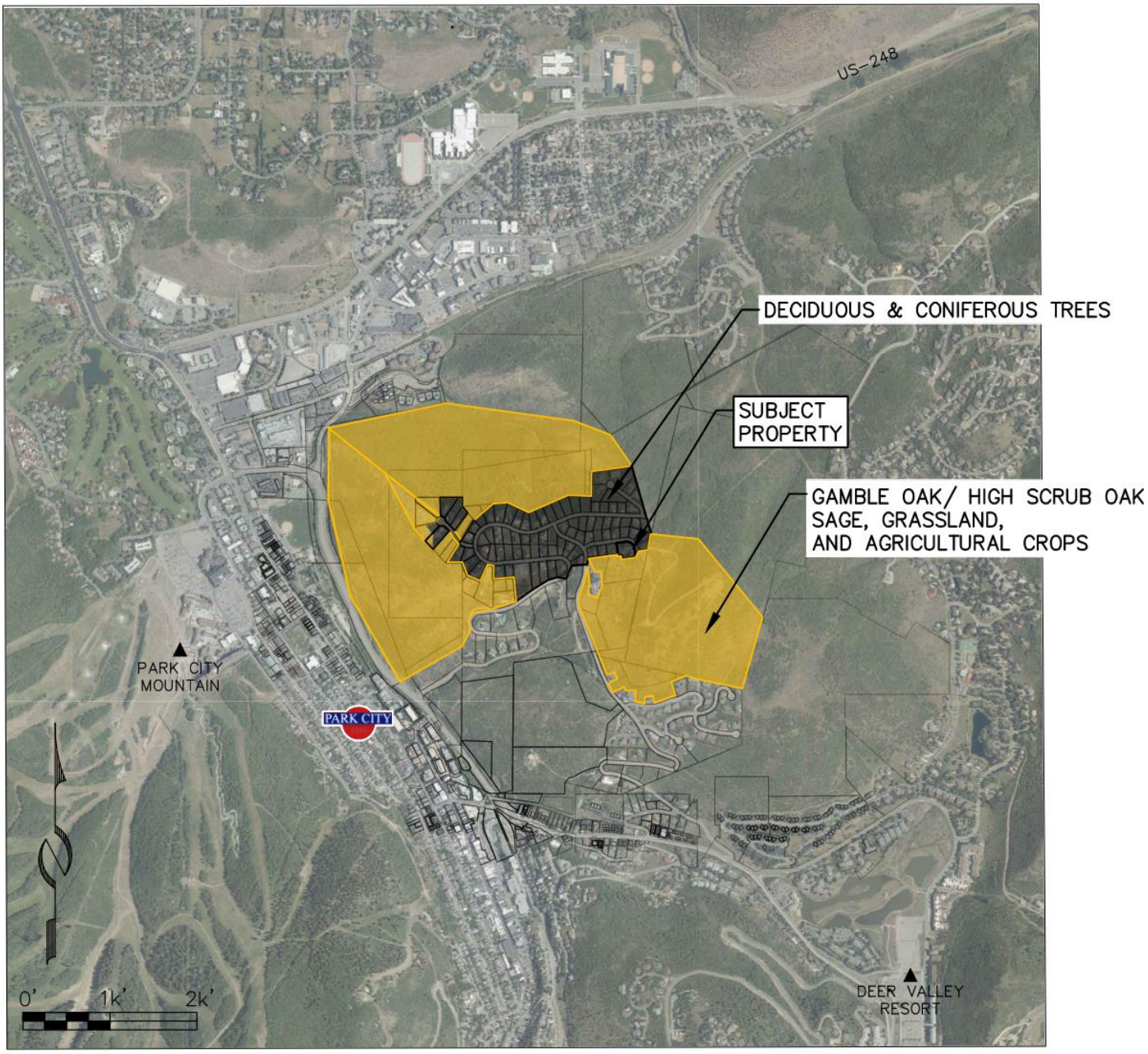
Ridge Line Study:



A field survey and topographic study was performed February 7, 2023 and found the subject property exists between elevations 7442.0' and 7462.0'. Proximate topography indicates subject property does not exist on any ridge lines.

Topographic contours displayed above were collected from public databases (2018 USGIS) and serve as a visual aide for the purposes of this document.

Vegetative Cover:

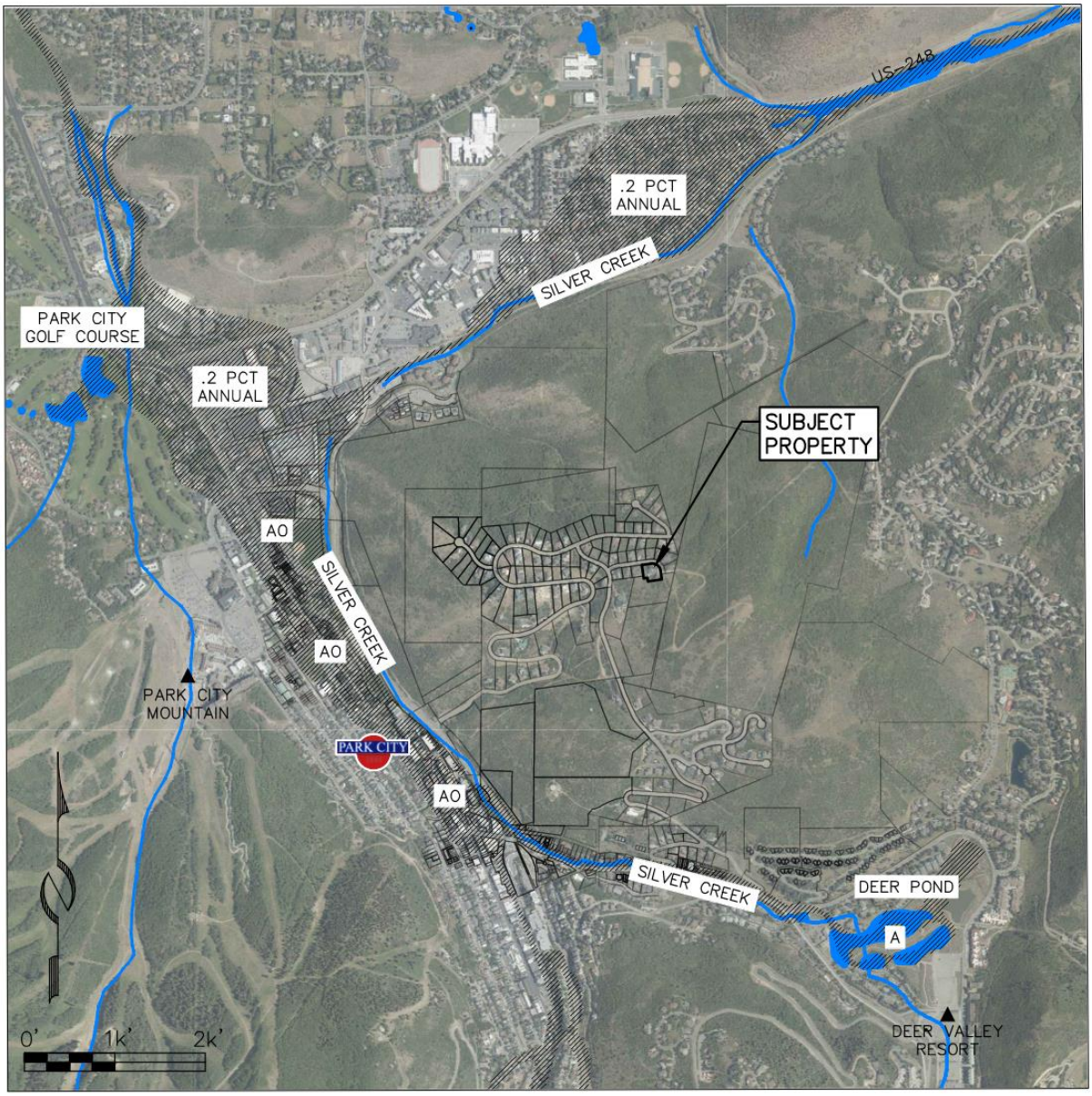


See appendix A for field survey of existing vegetation affected by the proposed building addition. Designed landscaping and non-native deciduous trees appear to be affected by future building footprint. Subject property contains primarily gamble oak and scrub oak along with sage and grassland south of the proposed structure.

Designated Entry Corridors and Vantage Points:

This portion of the Sensitive Land Overlay study is not applicable as directed from city staff.

Wet Lands:



Subject property is not affected by any designated wet lands as determined by UGS data updated July 19, 2022 and approved from the National Wetland Inventory.

NOTE: This is not an official water delineation map and is specifically used as a visual aide to assess if the subject property is affected by any designated wetlands.

2700 Suite 50 & 60, Park City, Utah | P.O. Box 2664 | Office: 435-649-9647

Stream Corridors, Canals, and Irrigation Ditches:

See wetland and stream corridor map above. Subject property is not affected by any designated streams, canals or irrigation ditches as determined by UGS data updated July 19, 2022 and approved from the National Wetland Inventory.

NOTE: This is not an official water delineation map and is specifically used as a visual aide to assess if the subject property is affected by any designated wetlands.

Wildlife Habitat Areas:

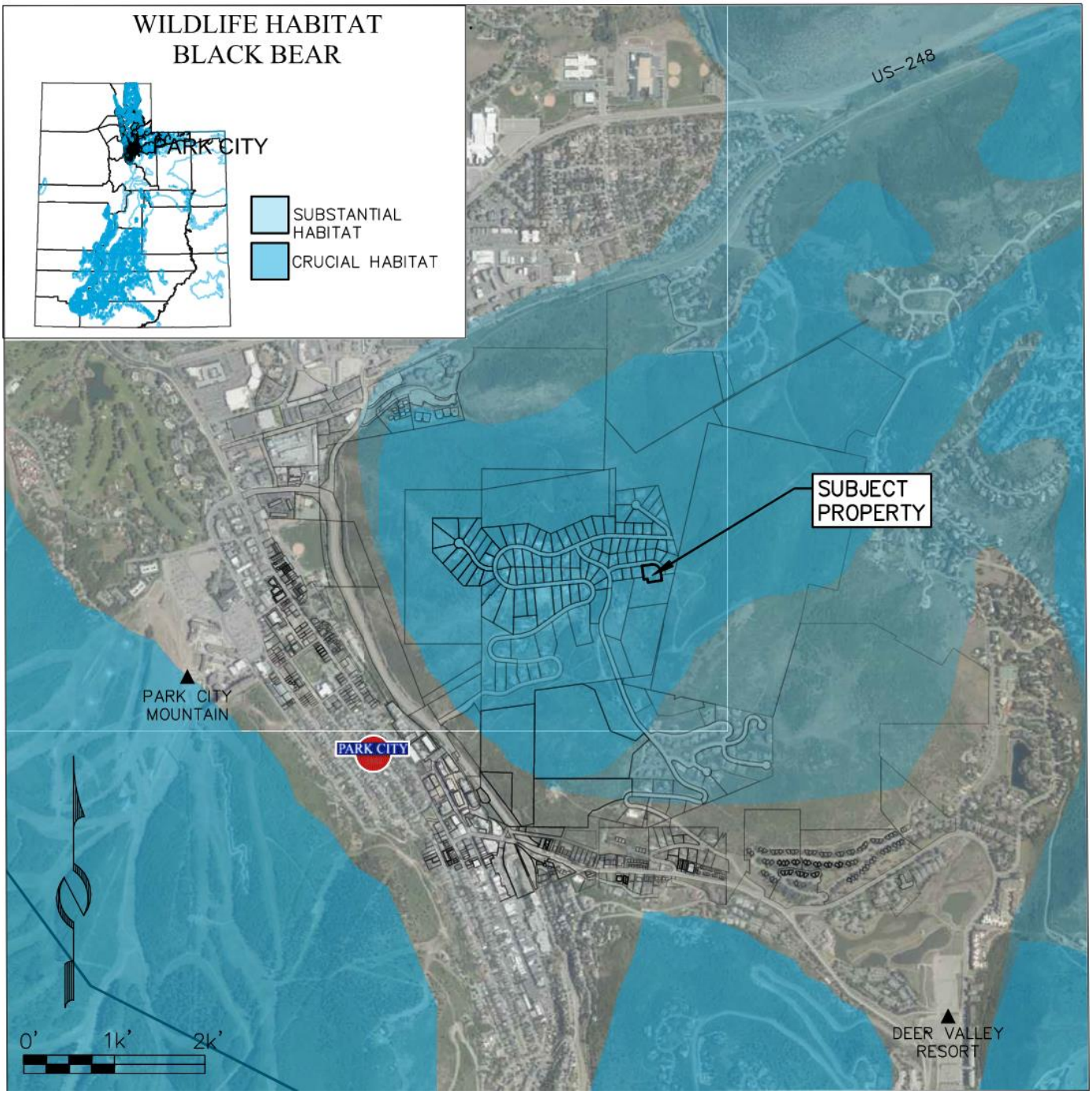


FIGURE 7.1: Shows a crucial, year-long habitat for the regional Black Bear.

2700 Suite 50 & 60, Park City, Utah | P.O. Box 2664 | Office: 435-649-9647

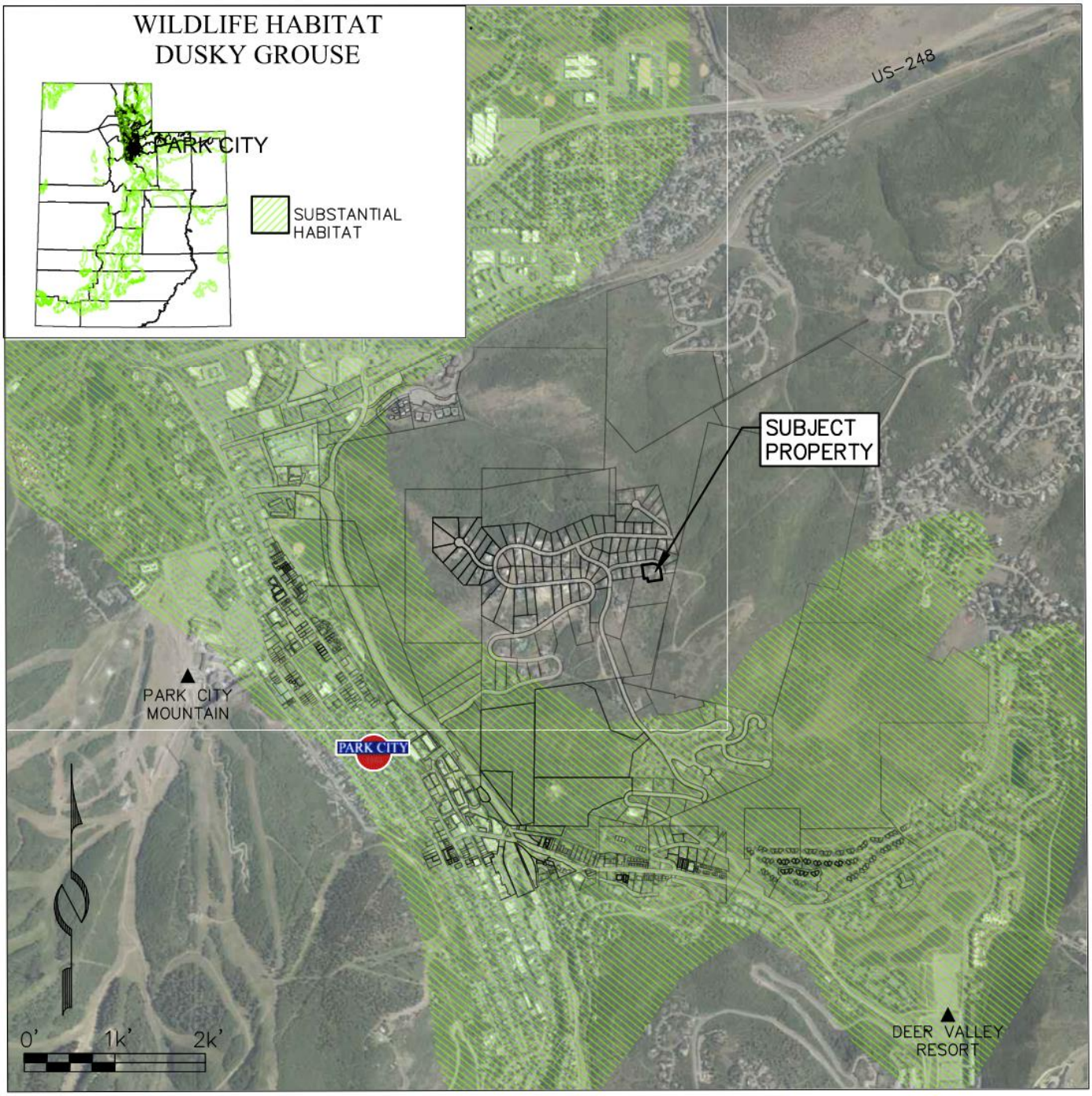


FIGURE 7.2: Shows a substantial, year-long habitat for the Dusky Grouse. Does not affect subject property.

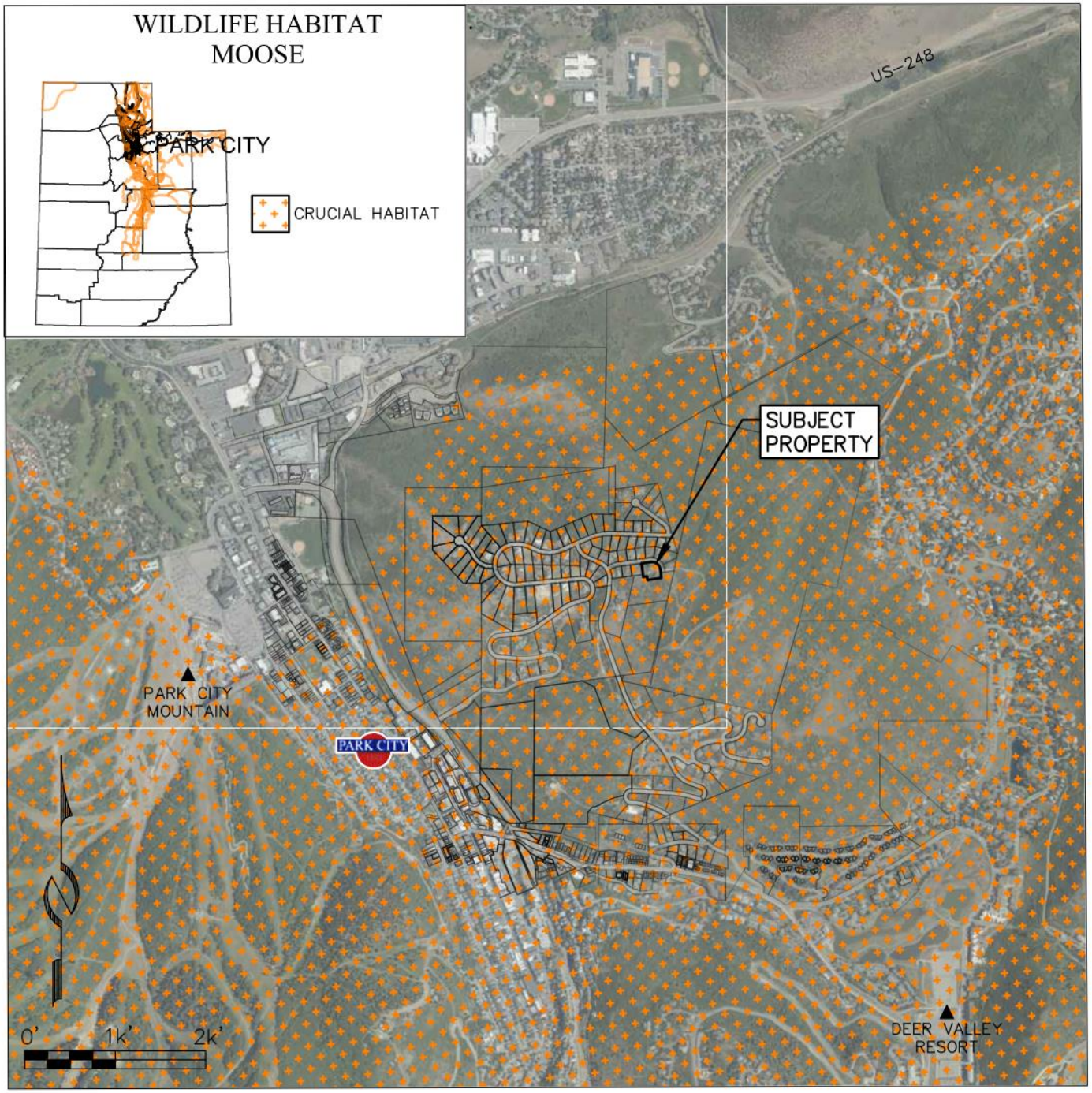


FIGURE 7.3: Shows a crucial, year-long calving habitat for the regional Moose.

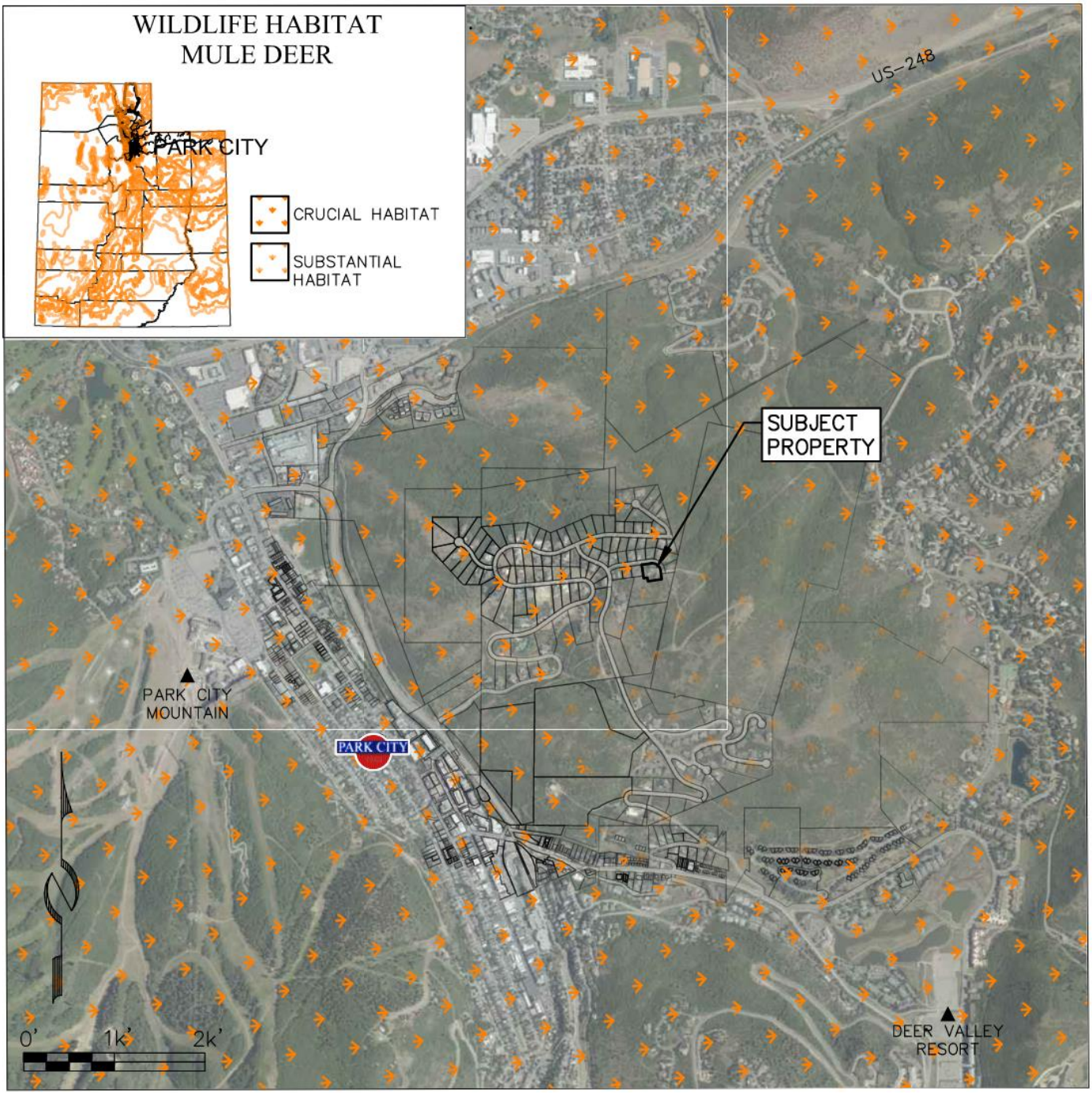


FIGURE 7.4: Shows a crucial, seasonal (Summer) habitat for the regional Mule Deer.

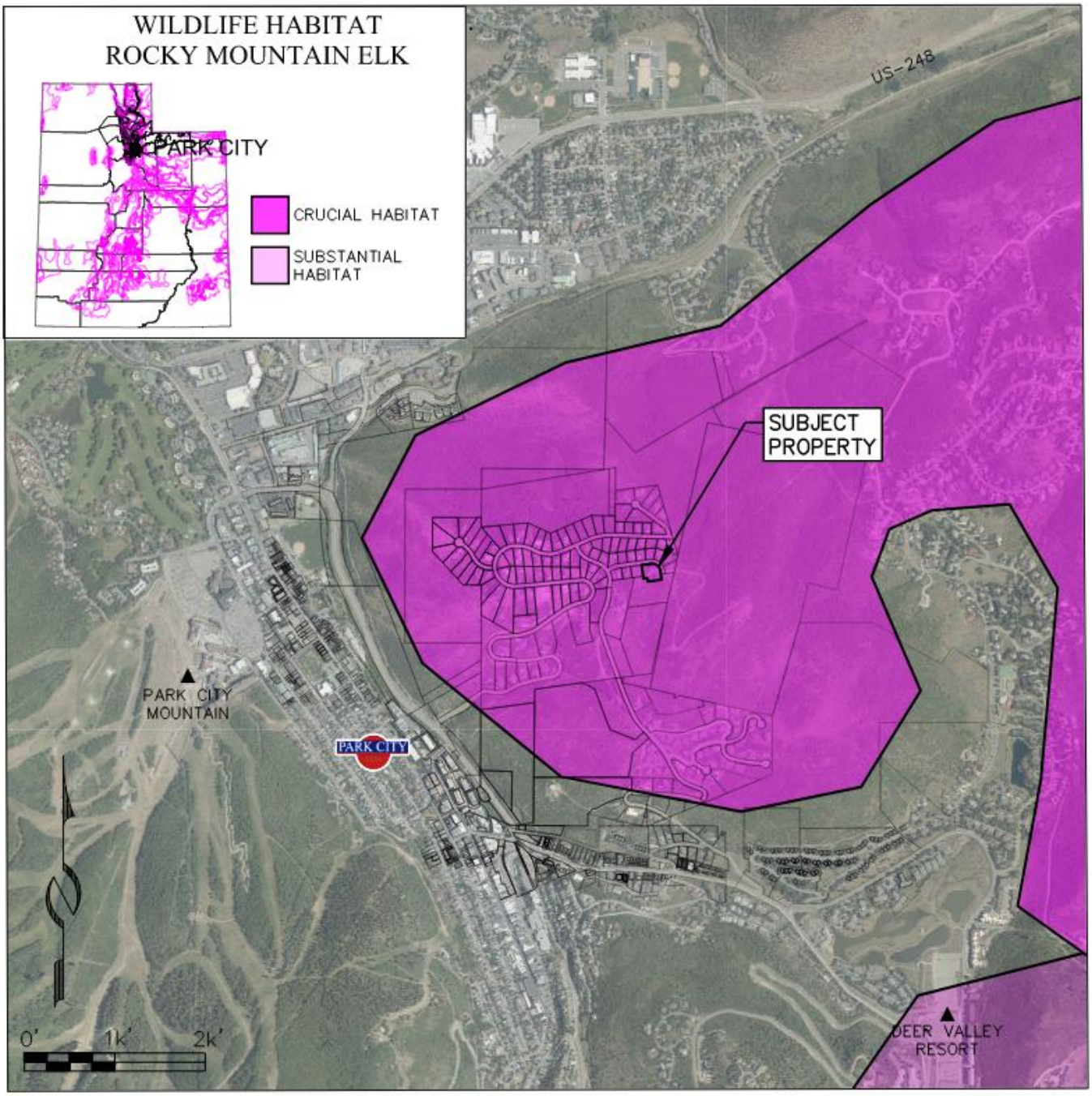


FIGURE 7.5: Shows a crucial, seasonal (Winter) habitat for the Rocky Mountain Elk.

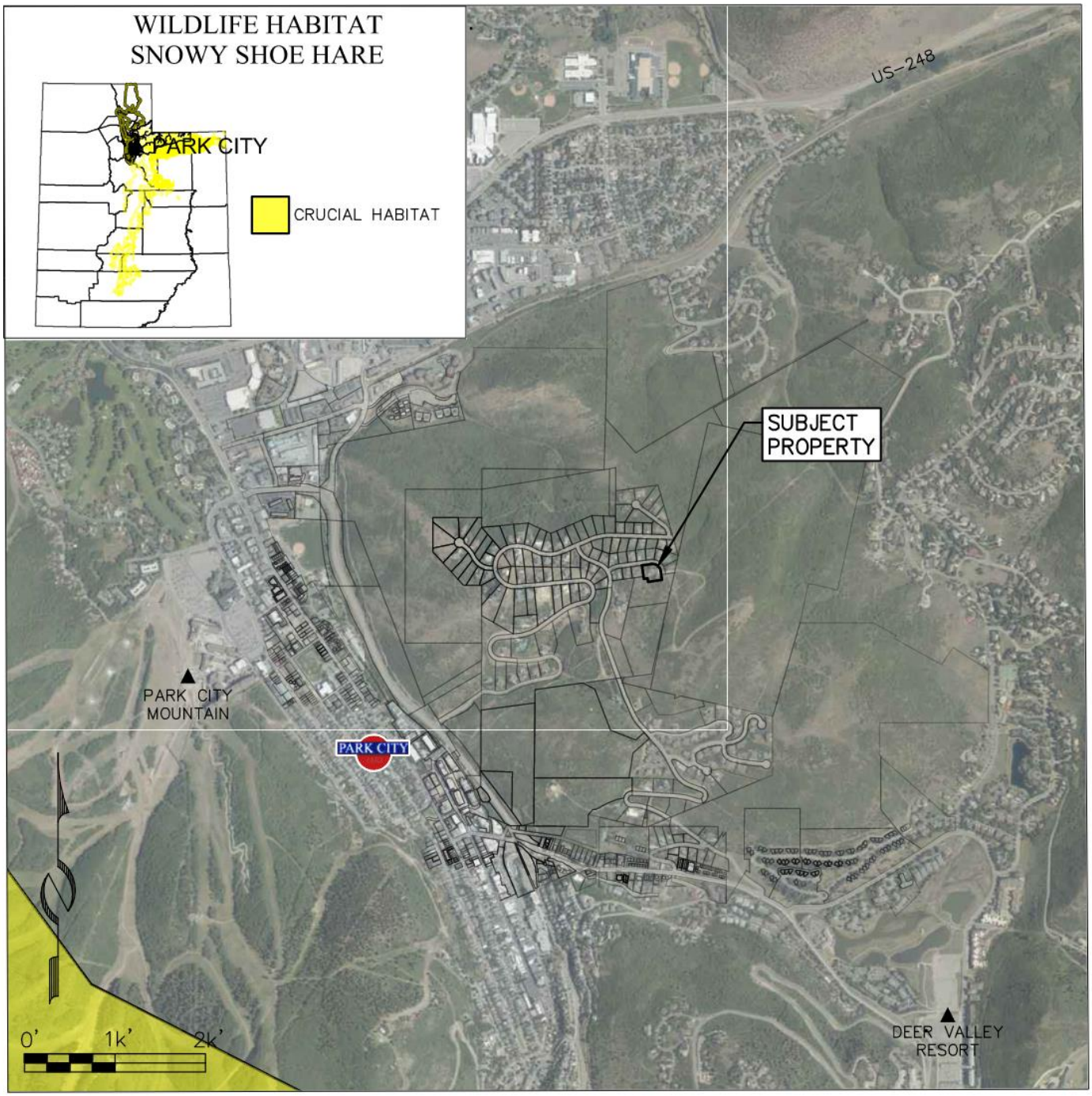


FIGURE 7.6: Shows a crucial, year-long habitat for the Snowy Shoe Hare. Does not affect subject property.

NOTES

1. Site Benchmark: Sanitary Sewer Manhole = 7443.1'.
2. Field work for this survey was completed on February 7, 2023.
3. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
4. Snow coverage at the time of the survey was approximately 5–6". Therefore, some conditions may exist which are not shown.
5. See First Amendment Lot B of Eagle Way Plat Amendment, Entry No. 828447 in the Summit County Recorder's Office.



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 7°39'29" W	30.00
L2	N 7°39'29" W	38.36
L3	S 82°20'31"W	40.60
L4	N 7°39'29" W	25.00

COLOR	SLOPE (%)
	0%–15%
	15%–30%
	30%–40%
	40%+

20' 0 20' 40'

APPENDIX A

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

STAFF:
MARSHALL KING
BRAYLON ROSE
TYLER LEPORE
THOMAS VAUGHN
MARK THOMAS

DATE: 4/11/2023

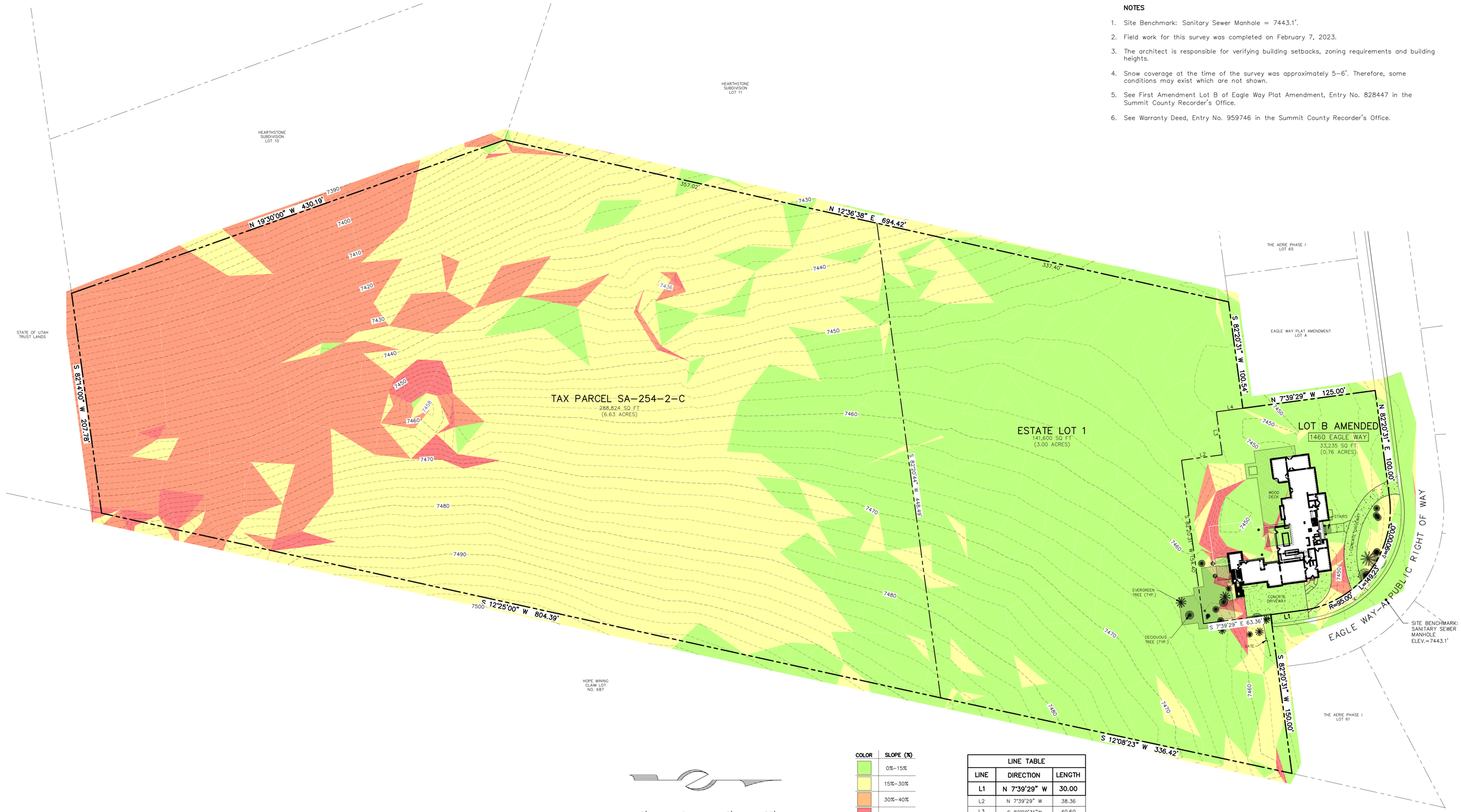
EXISTING CONDITIONS & TOPOGRAPHIC MAP
LOT B EAGLE WAY PLAT AMENDED
1460 EAGLE WAY

FOR: KAREN MARRIOTT
JOB NO.: 6-11-22
FILE: X:\Aerie\dwg\srv\topo22\061122.dwg

SHEET 1 **OF** 1

NOTES

1. Site Benchmark: Sanitary Sewer Manhole = 7443.1'.
2. Field work for this survey was completed on February 7, 2023.
3. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
4. Snow coverage at the time of the survey was approximately 5–6'. Therefore, some conditions may exist which are not shown.
5. See First Amendment Lot B of Eagle Way Plat Amendment, Entry No. 828447 in the Summit County Recorder's Office.
6. See Warranty Deed, Entry No. 959746 in the Summit County Recorder's Office.



40' 0 40' 80'

COLOR	SLOPE (%)
	0%–15%
	15%–30%
	30%–40%
	40%+

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 7°39'29" W	30.00
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L3	S 82°20'31"W	40.60
L4	N 7°39'29" W	25.00

APPENDIX B

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

STAFF:
MARSHALL KING
BRAYLON ROSE
TYLER LEPORE
THOMAS VAUGHN
MARK THOMAS

DATE: 4/20/23

EXISTING CONDITIONS & TOPOGRAPHIC MAP
FIRST AM LOT B OF EAGLE WAY PLAT AM
& TAX PARCEL SA-254-2-C

FOR: KAREN MARRIOTT
JOB NO.: 6-11-22
FILE: X:\Aerie\dwg\srv\topo22\061122.dwg

SHEET 2 **OF** 2



1460 Eagle Way – side looking westerly



1460 Eagle Way – front looking southeasterly



1460 Eagle Way – side and rear looking westerly



1460 Eagle Way – rear looking northwesterly



1460 Eagle Way – looking southerly from rear of house



1460 Eagle Way – rear looking northerly



1460 Eagle Way – looking southwesterly from rear of house



1460 Eagle Way – rear looking northeasterly



1460 Eagle Way – rear looking northeasterly

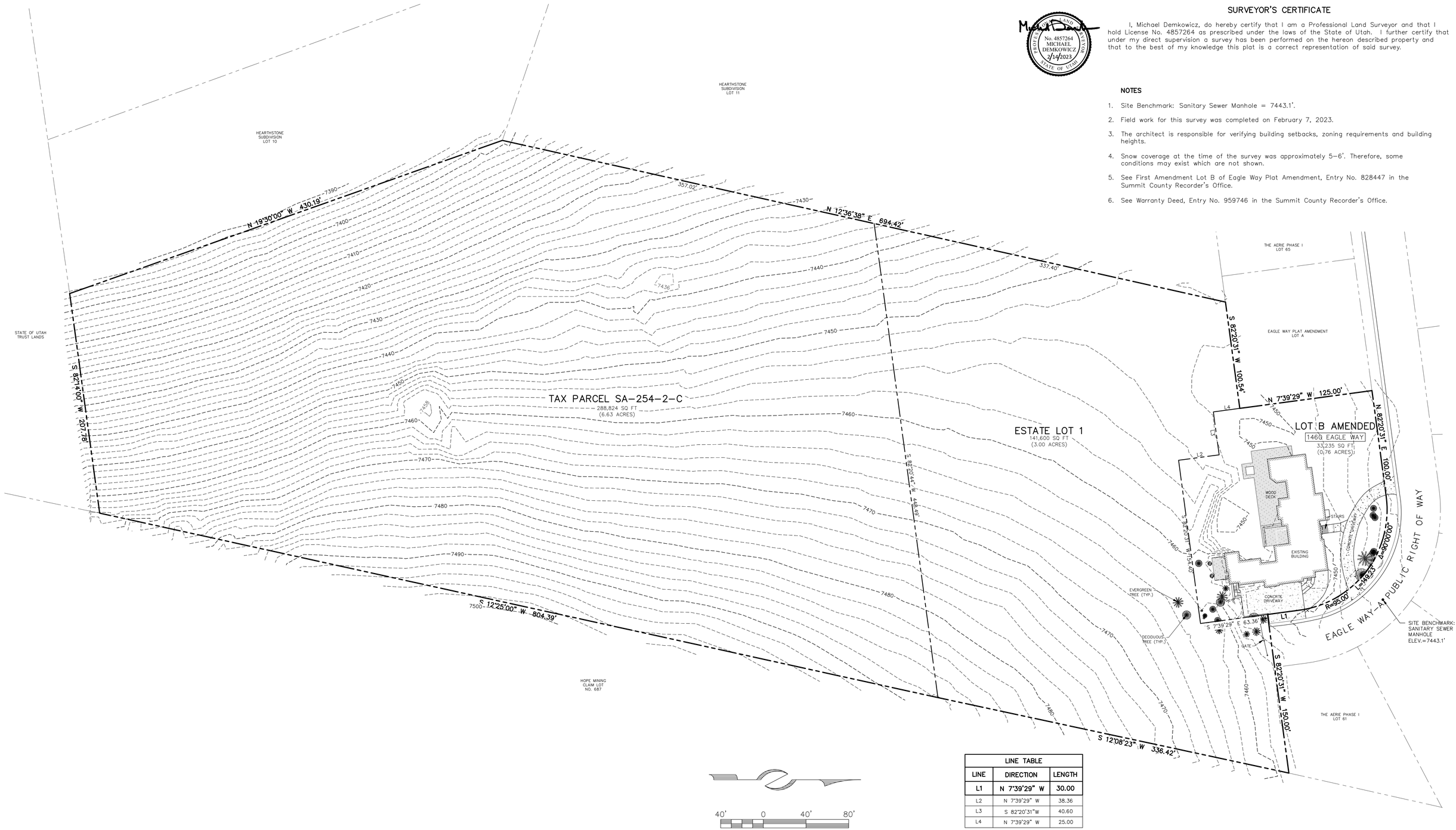
SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

No. 4857264
MICHAEL
DEMKOWICZ
2/14/2023
PROFESSIONAL LAND SURVEYOR
STATE OF UTAH

NOTES

1. Site Benchmark: Sanitary Sewer Manhole = 7443.1'.
2. Field work for this survey was completed on February 7, 2023.
3. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
4. Snow coverage at the time of the survey was approximately 5–6'. Therefore, some conditions may exist which are not shown.
5. See First Amendment Lot B of Eagle Way Plat Amendment, Entry No. 828447 in the Summit County Recorder's Office.
6. See Warranty Deed, Entry No. 959746 in the Summit County Recorder's Office.



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 7°39'29" W	30.00
L2	N 7°39'29" W	38.36
L3	S 82°20'31"W	40.60
L4	N 7°39'29" W	25.00

40' 0 40' 80'

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

STAFF:
MARSHALL KING
BRAYLON ROSE
TYLER LEPORE
THOMAS VAUGHN
MARK THOMAS

DATE: 2/14/23

EXISTING CONDITIONS & TOPOGRAPHIC MAP
FIRST AM LOT B OF EAGLE WAY PLAT AM
& TAX PARCEL SA-254-2-C

FOR: KAREN MARRIOTT
JOB NO.: 6-11-22
FILE: X:\Aerie\dwg\srv\topo22\061122.dwg

SHEET 1 **OF** 2

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Planning
Item Type: Staff Report
Agenda Section: NEW BUSINESS

Subject:
Consideration to Approve Ordinance No. 2023-30, An Ordinance Amending Land Management Code Section 15-15-1 *Definitions* to Comply with Changes to State Code
(A) Public Hearing; (B) Action

Suggested Action:

Attachments:
Land Management Code Amendment Staff Report
Exhibit A: Draft Ordinance No. 2023-30

City Council
Staff Report

Subject: **Senate Bill 174 and House Bill 408**
Application: **PL-23-05632**
Authors: **Jack Niedermeyer**
Rebecca Ward
Date: **June 15, 2023**
Type of Item: **Legislative – Land Management Code Amendments**

Recommendation

(I) Review the proposed amendments to update Land Management Code definitions of Internal Accessory Dwelling Units and Food Trucks to reflect changes to state code; (II) conduct a public hearing; and (III) consider approving Ordinance No. 2023-30 (Exhibit A).

Description

Applicant:	Planning Department
Location:	Citywide
Land Management Code Section Amended:	15-15-1 *Definitions*
Reason for Review:	The Planning Commission forwards a recommendation to the City Council and the City Council takes Final Action on Land Management Code Amendments[1]

LMC Land Management Code

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

Background

On May 10, 2023, the Planning Commission reviewed the proposed amendments to update the definitions of Internal Accessory Dwelling Units and Food Trucks to align with changes to state code and unanimously forwarded a positive recommendation for City Council's consideration (Staff Report; Audio).

Analysis

(I) Update the definition of Internal Accessory Dwelling Units to reflect changes to state code.

In 2021, the Utah Legislature enacted H.B. 82 *Single-Family Housing Modifications*, preempting municipal regulation of what the state calls an Internal Accessory Dwelling

[1] LMC Section 15-1-7

Unit (IADU). Utah Code § 10-9a-511.5 defines an IADU as:

- an accessory dwelling unit created
  - within a primary dwelling (a detached single-family dwelling that is owner occupied);
  - within the footprint of the primary dwelling
  - for the purpose of offering a long-term rental of 30 consecutive days or longer

On September 23, 2021, the City Council adopted Ordinance No. 2021-38, amending the LMC to comply with changes to state code, including adoption of the state's IADU definition.

On March 2, 2023, the Utah Legislature passed S.B. 174 *Local Land Use Development Revisions* modifying IADU regulations to include an IADU constructed in a garage that is connected to the primary dwelling by a common wall. Staff anticipates the state will continue to amend the IADU definition and as a result, recommends amending LMC § 15-15-1 *Definitions* as follows:

> **INTERNAL ACCESSORY DWELLING UNIT**. ~~An accessory dwelling unit created within the Building Footprint of a Single-Family Dwelling that is occupied as the primary residence of the owner of record and for the purpose of offering a long-term rental of 30 consecutive days or longer.~~ As defined in Utah Code Section 10-9a-511.5, as amended.

(II) Update the definition of Food Trucks to reflect changes to state code.

In 2017, the Utah Legislature adopted S.B. 250 *Food Truck Licensing and Regulation*. S.B. 250 required municipalities to grant reciprocal business licenses and permits for Food Trucks and allowed for municipal regulation of Food Trucks through land use. On October 23, 2018, the City Council adopted Ordinance No. 2018-55 establishing Food Truck land use regulations, allowing Food Truck locations through an Administrative Letter in the Historic Recreation Commercial, Historic Commercial Business, Recreation and Open Space, Residential Development, Residential Development Medium, Recreation Commercial, Recreation Commercial Overlay, General Commercial, Light Industrial, Public Use Transition, and Community Transition Zoning Districts on approved Food Truck Locations.

Food Truck Locations must meet the criteria outlined in the Business Licensing Code, Municipal Code of Park City § 4-5-6, including setback requirements from building entrances, doorways, and emergency egress, caps on the number of Food Trucks allowed to operate on lots of a certain size, and prohibition of Food Trucks operating in areas designated for parking.

While most Food Truck regulations are in the Business Licensing Code, the *Food Truck* definition is in LMC § 15-15-1. In 2022, the Utah legislature enacted H.B. 146, *Local Licensing Amendments*, modifying food truck business licenses and expanding the

definition of *Food Truck* to include food carts and ice cream trucks. On May 26, 2022, the City Council adopted Ordinance No. 2022-16 to update the LMC to comply with changes to state code, including the new definition of Food Trucks.

Once again, the Utah Legislature changed the definition of Food Trucks this year through H.B. 408 *Mobile Business Licensing Amendments*. H.B. 408 extends reciprocal licensing requirements beyond Food Trucks to mobile barbers, beauty and cosmetics, cycling, cell phones, computer, footwear, media archive and transfer, pet grooming, sewing and tailoring, small engine, and tool businesses. H.B. 408 also updates the Food Truck definition to "not include an enclosed mobile business" and to exclude food carts and ice cream trucks. As a result, staff recommends amending LMC § 15-15-1 *Definitions* as follows:

FOOD TRUCK. As defined in Utah Code Section 11-56-102, as amended.

~~"Food Truck" means:~~

~~A. a fully encased food service establishment:~~
~~1. on a motor vehicle or on a trailer that a motor vehicle pulls to transport; and~~
~~2. from which a food truck vendor, standing within the frame of the vehicle, prepares, cooks, sells, or serves food or beverages for immediate human consumption; and~~
~~3. does not include the sale of any products other than food and beverages for human consumption.~~
~~B. a food cart; or~~
~~C. an ice cream truck.~~
~~D. "Food cart" means a cart:~~
~~1. that is not motorized; and~~
~~2. that a vendor, standing outside the frame of the cart, uses to prepare, sell, or serve food or beverages for immediate human consumption.~~
~~E. "Ice cream truck" means a fully encased food service establishment:~~
~~1. on a motor vehicle or on a trailer that a motor vehicle pulls to transport;~~
~~2. from which a vendor, from within the frame of the vehicle, serves ice cream;~~
~~3. that attracts patrons by traveling through a residential area and signaling the truck's presence in the area, including by playing music; and~~
~~4. that may stop to serve ice cream at the signal of a patron.~~

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website on April 20, 2023. The *Park Record* published notice on April 22, 2023.[2]

[2] LMC § 15-1-21

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

Alternatives
- The City Council may adopt Ordinance No. 2023-30 as recommended by the Planning Commission or as modified by the Council;
- The City Council may deny Ordinance No. 2023-30; or
- The City Council may request additional information and continue the discussion to a date uncertain.

Exhibits
Exhibit A: Draft Ordinance No. 2023-30

Ordinance No. 2023-30

AN ORDINANCE AMENDING LAND MANAGEMENT CODE SECTION 15-15-1 *DEFINITIONS* TO COMPLY WITH CHANGES TO STATE CODE

WHEREAS, the Utah Legislature passed Senate Bill 174 *Local Land Use Development Revisions* modifying the Internal Accessory Dwelling Unit definition;

WHEREAS, the Utah Legislature passed House Bill 408 *Mobile Business Licensing Amendments* modifying the Food Truck definition;

WHEREAS, on May 10, 2023, the Planning Commission conducted a duly noticed public hearing and unanimously forwarded a positive recommendation on the proposed Land Management Code amendments to the City Council;

WHEREAS, on June 15, 2023, the City Council conducted a duly noticed public hearing on the proposed Land Management Code amendments.

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

SECTION 1. AMEND MUNICIPAL CODE OF PARK CITY TITLE 15 LAND MANAGEMENT CODE. The recitals are incorporated herein as Findings of Fact. Municipal Code of Park City Title 15 Land Management Code Section 15-15-1 *Definitions* is hereby amended as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 15th day of June 2023.

PARK CITY MUNICIPAL CORPORATION

_____

Nann Worel, Mayor

Attest:

_____

City Recorder

Approved as to form:

_____

City Attorney’s Office

Attachment 1

15-15-1 *Definitions*

. . . . .

FOOD TRUCK. As defined in Utah Code Section 11-56-102, as amended.

~~"Food Truck" means:~~

~~A. a fully encased food service establishment:~~

~~1. on a motor vehicle or on a trailer that a motor vehicle pulls to transport; and~~

~~2. from which a food truck vendor, standing within the frame of the vehicle, prepares, cooks, sells, or serves food or beverages for immediate human consumption; and~~

~~3. does not include the sale of any products other than food and beverages for human consumption.~~

~~B. a food cart; or~~

~~C. an ice cream truck.~~

~~D. "Food cart" means a cart:~~

~~1. that is not motorized; and~~

~~2. that a vendor, standing outside the frame of the cart, uses to prepare, sell, or serve food or beverages for immediate human consumption.~~

~~E. "Ice cream truck" means a fully encased food service establishment:~~

~~1. on a motor vehicle or on a trailer that a motor vehicle pulls to transport;~~

~~2. from which a vendor, from within the frame of the vehicle, serves ice cream;~~

~~3. that attracts patrons by traveling through a residential area and signaling the truck's presence in the area, including by playing music; and~~

~~4. that may stop to serve ice cream at the signal of a patron.~~

. . . .

INTERNAL ACCESSORY DWELLING UNIT. ~~An accessory dwelling unit created within the Building Footprint of a Single-Family Dwelling that is occupied as the primary residence of the owner of record and for the purpose of offering a long-term rental of 30 consecutive days or longer.~~ As defined in Utah Code Section 10-9a-511.5, as amended.

. . . .

Council Agenda Item Report

Meeting Date: June 15, 2023
Submitted by: Michelle Kellogg
Submitting Department: Transit
Item Type: Staff Report
Agenda Section: NEW BUSINESS

Subject:
Request to Authorize a Contract with Gillig in a Form Approved by the City Attorney, Not to Exceed $16,500,000, for Fifteen 2023 Gillig Electric Buses, Four 150 kW ABB Depot Chargers, Twelve ABB Power Dispensers, and One 300 kW Overhead Charger
(A) Public Input (B) Action

Suggested Action:

Attachments:
Gillig Electric Bus Contract Staff Report
Exhibit A: Calculation of Modified Purchase Price
Exhibit A1: Park City Contract - Gillig Signed
Exhibit B: ABB Charger Specifications
Exhibit C: Bus Specifications and Warranties-Park City
Exhibit D: Bus Specifications and Warranties-High Valley Transit

City Council
Staff Report

Subject: Park City Transit Operations Electric Gillig Bus Contract
Author: Kim Fjeldsted, Transit Manager
Department: Transit
Date: June 15, 2023
Type of Item: Consent

Recommendation

Consider authorizing a contract, in a form approved by the city attorney, with Gillig not to exceed $16,500,000 to purchase fifteen (15) 2023 Gillig Electric buses, four (4) 150 kW ABB depot chargers, twelve (12) ABB power dispensers (3 per charger unit), and one (1) 300 kW overhead chargers.

Thirteen of the fifteen buses were delivered: 8 for High Valley Transit and 5 of 7 for Park City. We will soon receive the following equipment: four (4) 150 kW ABB bus chargers, twelve (12) ABB power dispensers (3 per charger unit), and one (1) 300 kW overhead ABB charger. This equipment was acquired in conjunction with purchasing fifteen (15) Gillig electric transit buses under federal grants shared by Park City Transit and High Valley Transit.

Background & Analysis

On May 14, 2020, Council executed the "Interlocal Cooperative Agreement Between Utah Transit Authority (UTA) and Park City Municipal Corporation Regarding Electric Bus and Charging Equipment Program" (the 2020 Agreement). The purpose was to obtain 14 new electric buses for Park City Transit (PCT). After the 2020 Agreement was finalized, High Valley Transit (HVT) was formed, and Park City and Summit County entered the Interlocal Cooperation Agreement for Transit Services (Separation Agreement). The Separation Agreement detailed how assets were to be divided, with 8 new electric buses going to HVT and the remaining 6 to Park City.

On January 13, 2022, Council authorized the purchase of one additional bus for PCT, increasing the bus order from 14 to 15, increasing the total to 7 for PCT. On February 16th of this year, the Council received an update on the overall purchase.

Funding

Federal grants and the VW Settlement (see here) cover the majority of the expense. The local match required is 15.37% of the total purchase cost or $2.9 million. $18 million is budgeted in the FY23 Transportation Fund CIP. The additional $1 million will be funded through the Transit Facility Capital Renewal Account until a budget amendment can be made in the FY24 Rolling Stock CIP budget line item.

Exhibits

Exhibit A1: Park City Contract- Gillig signed
Exhibit A- Calculation of Modified Purchase Price
Exhibit B- ABB Charger Specifications
Exhibit C- Bus Specifications and Warranties Park City
Exhibit D- Bus Specifications and Warranties High Valley Transit

CALCULATION OF AGREEMENT AMOUNT

Quantity	Description	Price Per Unit	Total Price
7	(7) 35' Battery Electric Low Floor Transit Buses - Base Price Per 05-11-2022 Quote	$912,466.00	$6,387,262.00
7	Stipulated Increase to Base Price Per Agreement with UTA	$52,680.00	$368,760.00
7	Changes Ordered to Convert UTA Specifications to PCT	$77,775.00	$544,425.00
7	Delivery	$4,640.00	$32,480.00
1	Training	$45,600.00	$45,600.00
1	Special Tools	$7,275.71	$7,275.71
7	Keys – Quantity Two (2)/Bus	$0.00	$0.00
	TOTAL		$7,385,802.71

Quantity	Description	Price Per Unit	Total Price
4	(4) 40' Battery Electric Low Floor Commuter Buses - Base Price Per 06-30-2022 Quote	$951,022.00	$3,804,088.00
4	Stipulated Increase to Base Price Per Agreement with UTA	$52,680.00	$210,720.00
4	Changes Ordered to Convert UTA Specifications to HVT	$46,517.20	$186,068.80
4	Delivery	$4,640.00	$18,560.00
1	Training	$45,600.00	$45,600.00
1	Special Tools	$7,275.71	$7,275.71
4	Keys – Quantity Two (2)/Bus	$0.00	$0.00
	TOTAL		$4,272,312.51

TOTAL PURCHASES - BUSES $15,807,995.81

Quantity	Description	Price Per Unit	Total Price
4	(4) 40' Battery Electric Low Floor Transit Buses - Base Price Per 05-11-2022 Quote	$916,655.22	$3,666,620.88
4	Stipulated Increase to Base Price Per Agreement with UTA	$52,680.00	$210,720.00
4	Changes Ordered to Convert UTA Specifications to HVT	$50,276.00	$201,104.00
4	Delivery	$4,640.00	$18,560.00
1	Training	$45,600.00	$45,600.00
1	Special Tools	$7,275.71	$7,275.71
4	Keys – Quantity Two (2)/Bus	$0.00	$0.00
	TOTAL		$4,149,880.59

Quantity	Description	Price Per Unit	Total Price
2	ABB 150kW (HVC-150) Plug-In Charger - w/Commissioning at One Site	$140,625.00	$281,250.00
1	ABB 300kW (HVC-450PD) On-Route Charger Includes Mast and Pantograph - w/Commissioning at One Site	$352,000.00	$352,000.00
2	ABB - 2 year Standard Warrantyfor Plug-In Chargers	Included	$0.00
1	ABB - 2 year Standard Warrantyfor Pantograph Chargers	Included	$0.00
2	ABB Charger Connect and Operator Pro Software - 2 years	Included	$0.00
1	On-Site Training - 8 Hours	$14,000.00	$14,000.00
6	Cable Management for Remote Plug-In Dispenser	$2,657.00	$15,942.00
1	Freight Charge	$12,570.00	$12,570.00
	TOTAL		$675,762.00

TOTAL PURCHASES - CHARGERS $675,762.00

OVERALL TOTAL **$16,483,757.81**

PARK CITY MUNICIPAL CORPORATION
SERVICE PROVIDER/PROFESSIONAL SERVICES AGREEMENT

This Service Provider Agreement (the "Agreement") is made and entered into as of this ____ day of _____, 20__, by and between **PARK CITY MUNICIPAL CORPORATION**, a Utah municipal corporation, ("City"), and **GILLIG LLC**, a California limited liability company, with its primary place of business at 451 Discovery Drive, Livermore, CA 94551 ("Service Provider"), collectively, the City and the Service Provider are referred to as (the "Parties)."

WITNESSETH:

WHEREAS, the City has obtained bus and related equipment acquisition funding from (1) the Federal Transit Administration ("FTA") in the form of grants from the Grants for Buses and Bus Facilities program (49 U.S.C. Chapter 53, Section 5339) and the Rural Area Formula Grant program (49 U.S.C. Chapter 53, Section 5311), partnering with the Utah Department of Transportation ("UDOT"); and (2) the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries, as administered by the Utah Division of Environmental Quality ("UDEQ"); and

WHEREAS, on July 20, 2020, UTA issued a Request for Proposals (RFP No. 20-03267 and hereinafter the "RFP") for the purchase of Electric Buses and Various Charging Equipment, including configuration options, and all associated hardware, software, transportation, tools, training, and documentation (together with the Vehicles and Charging Equipment collectively the "Goods and Services"); and

WHEREAS, through an Interlocal Agreement dated October 2, 2020 (the "ILA"), the City joined with the Utah Transit Authority's ("UTA") procurement efforts to select a suitable bus manufacturer of zero-emissions electric buses in order for the City to procure up to fourteen total electric buses; and

WHEREAS, on January 22, 2021, UTA issued to Service Provider an award notification for the Goods and Services; and

WHEREAS, on April 29, 2021, UTA and the Service Provider entered into an Electric Buses and Charging Equipment Contract ("UTA Contract") which grants to UTA options to purchase up to ninety-five electric buses in any combination of configuations and option packages during the term of the agreement;

WHEREAS, on January 21, 2022, UTA assigned 2 of its electric bus purchase options under the UTA Contract to the City, to bring the City's total order to fifteen buses, after accounting for the thirteen buses allocated to the City by UTA under the

terms of the ILA.NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, the Parties hereto agree as follows:

1. **SCOPE OF WORK**.

The City retains Service Provider to furnish the Goods and Services and Service Provider will to the best of its ability and in a professional manner, provide the labor, equipment and materials necessary to furnish, deliver, and test the Goods and Services, subject to the terms and conditions of this Agreement.

The Service Provider shall perform such services and accomplish such tasks, including the furnishing of all materials and equipment necessary for full performance thereof, as are identified and designated as Service Provider responsibilities throughout this Agreement and all exhibits incorporated herein.

This Agreement includes an order quantity of fifteen (15) electric buses, one (1) overhead charger, and two (2) depot chargers. To facilitate the City's full order with Service Provider, UTA transferred to the City fifteen (15) electric bus purchase options, 1 overhead charger and 2 depot charger options granted to UTA in the UTA Contract.

Service Provider agrees to furnish the Goods and Servicesincluding all forwarding and duty charges, F.O.B. to: Park City Municipal Corporation, Public Works, 1053 Iron Horse Drive, Park City, Utah, by the following schedule:

(1) All buses and chargers enumerated in this paragraph shall be delivered no later than June 30, 2023 or a later date mutually agreed upon by the parties in writing.

(2) Service Provider is to configure each vehicle and charger per the final specifications agreed upon with City officials as specifically described in **Exhibits A through D** and are incorporated herein by reference.

(3) Service Provider shall perform all service and training as specifically describedin **Exhibits A, C and D** as well as necessary commissioning, support and training related to charging units during a two (2) week commissioning period.

This Agreement incorporates by reference the following documents:

Exhibit A - Calculation of Modified Purchase Price
Exhibit B - ABB Charger Specifications
Exhibit C - Bus Specifications and Warranties – Park City
Exhibit D - Bus Specifications and Warranties – High Valley Transit

The City has designated Kim Fjeldsted, or her designee, as City's Representative, who shall have authority to act on the City's behalf with respect to this Agreement consistent with the budget contract policy.

2. **TERM**.

No work shall occur prior to the issuance of a Notice to Proceed which cannot occur until execution of this Agreement, which execution date shall be commencement of the term and the shall terminate on a date 2 years after the execution date, or earlier, unless extended by mutual written agreement of the Parties. For purposes of this Agreement, the completed execution of the Agreement by all parties shall act as a Notice to Proceed with the provision of the Goods and Services.

3. **COMPENSATION AND METHOD OF PAYMENT**.

A. The City agrees to pay Service Provider a sum not to exceed **$16,483,757.81**, as detailed in **Exhibit "A"** ("Calculation of Modified Purchase Price"). Payment shall be invoiced on a per item basis and shall be made within 30 days of the City's acceptance of each bus, each charger and accompanying equipment. This payment includes all hardware, software, equipment, materials, labor, shipping costs, and other items necessary to supply the Goods and Services in a satisfactory manner in compliance with this Agreement. The Agreement not to exceed amount shall also include payment for all work and materials expended to provide the Goods and Services, which shall include the cost of all bonding, insurance, and all charges, fees, permits, expenses or assessments of whatever kind or character that are or may be necessary.

B. The Calculation of Modified Purchase Price in Exhibit A does not include taxes of any kind. The City is exempt from Federal Excise Tax under Chapter 32 of the Internal Revenue Code under Registration Number 87-6000260. The City is exempt from Utah State sales and use taxes pursuant to the provisions of Sections 11-20-55 and 59-15-06, Utah Code Annotated.

C. The Service Provider's commissioning, pre-delivery tests and inspections of all buses shall be performed at or near the Service Provider's plant/facility, and they shall be witnessed by City's inspector(s). If City inspects and accepts a bus at or near Service Provider's plant/facility, and such bus has not materially changed when it has been delivered and received by the City as compared to when such bus was inspected and accepted at or near Service Provider's plant/facility, then City may not then reject such delivered and received bus. No post-delivery test/inspection shall apply criteria that are different from the criteria applied in any pre-delivery test/inspection.

D. No payment shall be made for any goods or services rendered by the Service Provider except for Goods and Services as identified and set forth in this Agreement.

E. For all "extra" work the City requires not specifically described in the scope of work, the City shall pay the Service Provider as subsequently agreed to by both Parties in writing.

4. RECORDS AND INSPECTIONS

A. The Service Provider shall maintain books, records, documents, statements, reports, data, information, and other material with respect to matters covered, directly or indirectly, by this Agreement, including (but not limited to) that which is necessary to sufficiently and properly reflect all direct and indirect costs related to the performance of this Agreement, and shall maintain such accounting procedures and practices as may be necessary to assure proper accounting of all funds paid pursuant to this Agreement.

B. The Service Provider shall retain all such books, records, documents, statements, reports, data, information, and other material with respect to matters covered, directly or indirectly, by this Agreement for six (6) years after expiration of the Agreement.

C. The City is subject to the requirements of the Government Records Access and Management Act, Chapter 2, Title 63G, Utah Code,1953, as amended and Park City Municipal Code Title 5 ("GRAMA"). All materials submitted by Service Provider pursuant to this Agreement are subject to disclosure unless such materials are exempt from disclosure pursuant to GRAMA. The burden of claiming an exemption from disclosure rests solely with Service Provider. Any materials for which Service Provider claims a privilege from disclosure based on business confidentiality shall be submitted marked as "confidential - business confidentiality" and accompanied by a concise statement from Service Provider of reasons supporting its claim of business confidentiality. Generally, GRAMA only protects against the disclosure of trade secrets or commercial information that could reasonably be expected to result in unfair competitive injury. The City will make reasonable efforts to notify Service Provider of any requests made for disclosure of documents submitted under a claim of confidentiality. Service Provider specifically waives any claims against the City related to any disclosure of materials pursuant to GRAMA.

5. INDEPENDENT CONTRACTOR RELATIONSHIP.

A. The Parties intend that an independent Service Provider/City relationship will be created by this Agreement. No agent, employee, or representative of the Service Provider shall be deemed to be an employee, agent, or representative of the City for any purpose, and the employees of the Service

Provider are not entitled to any of the benefits the City provides for its employees. The Service Provider will be solely and entirely responsible for its acts and for the acts of its agents, employees, subcontractors or representatives during the performance of this Agreement.

B. In the performance of the services herein contemplated, the Service Provider is an independent contractor with the authority to control and direct the performance of the details of the work, however, the results of the work contemplated herein must meet the approval of the City and shall be subject to the City's general rights of inspection and review to secure the satisfactory completion thereof.

6. **SERVICE PROVIDER EMPLOYEE/AGENTS**.

The City may at its sole discretion require the Service Provider to remove an employee(s), agent(s), or representative(s) from employment on this Agreement. The Service Provider may, however, employ that (those) individuals(s) on other non-City related projects.

7. **INDEMNIFICATION**.

A. The Service Provider shall indemnify the City and its agents, employees, and officers, from and shall process and defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against the City arising out of, in connection with, or incident to the execution of this Agreement and/or the Service Provider's negligent performance or failure to perform any aspect of this Agreement; provided, however, that if such claims are caused by or result from the concurrent negligence of the City, its agents, employees, and officers, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Service Provider; and provided further, that nothing herein shall require the Service Provider to defend the City, its agents, employees and/or officers from any claims arising from the sole negligence of the City, its agents, employees, and/or officers. The Service Provider expressly agrees that the indemnification provided herein constitutes the Service Provider's limited waiver of immunity as an employer under Utah Code Section 34A-2-105; provided, however, this waiver shall apply only to the extent an employee of Service Provider claims or recovers compensation from the City for a loss or injury that Service Provider would be obligated to indemnify the City for under this Agreement. This limited waiver has been mutually negotiated by the Parties, and is expressly made effective only for the purposes of this Agreement. The provisions of this section shall survive the expiration or termination of this Agreement.

B. No liability shall attach to the City by reason of entering into this Agreement except as expressly provided herein.

8. **INSURANCE**.

The Service Provider shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Service Provider, their agents, representatives, employees, or subcontractors. The Service Provider shall provide a Certificate of Insurance evidencing:

A. General Liability insurance written on an occurrence basis with limits no less than Two Million Dollars ($2,000,000) per occurrence and Four Million Dollars ($4,000,000) aggregate for personal injury, bodily injury and property damage.

The Service Provider shall increase the limits of such insurance to at least the amount of the Limitation of Judgments described in Section 63G-7-604 of the Governmental Immunity Act of Utah, as calculated by the state risk manager every two years and stated in Utah Admin. Code R37-4-3.

B. Automobile Liability insurance with a combined single limit of not less than Two Million Dollars ($2,000,000) each accident for bodily injury, death of any person, and property damage arising out of the ownership, maintenance, and use of owned, hired, and non-owned motor vehicles. This policy must not contain any exclusion or limitation with respect to loading or unloading of a covered vehicle.

C. Professional Liability (Errors and Omissions) insurance (if applicable) with annual limits no less than One Million Dollars ($1,000,000) per occurrence. Service Provider agrees to continue to procure and maintain professional liability insurance coverage meeting these requirements for the applicable period of statutory limitation of claims (or statute of repose, if applicable) after the project completion or termination of this Agreement.

If written on a claims-made basis, the Service Provider warrants that the retroactive date applicable to coverage precedes the effective date of this agreement; and that continuous coverage will be maintained for an extended reporting period endorsement (tail coverage) will be purchased for a period of at least three (3) years beginning from the time that work under this agreement is complete.

D. Workers Compensation insurance and Employers Liability coverage with Workers Compensation limits complying with statutory requirements, and Employer's Liability Insurance limits of at least One Million Dollars ($1,000,000) each accident, One Million Dollars ($1,000,000) for bodily injury by accident, and One Million Dollars ($1,000,000) each employee for injury by disease. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of Park City Municipal Corporation for all work performed by the Service Provider, its employees, agents and subcontractors.

E. Park City Municipal Corporation, its officers, officials, employees, and volunteers are to be covered as additional insureds on general liability and auto liability insurance policies, with respect to work performed by or on behalf of the Service Provider including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by or on behalf of the Service Provider and a copy of the endorsement naming the City as an additional insured shall be attached to the Certificate of Insurance.

F. Should any of the above-described policies be cancelled before the expiration date thereof, Service Provider shall deliver notice to the City within thirty (30) days of cancellation. The City reserves the right to request certified copies of any required policies.

G. The Service Provider's insurance shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

H. For any claims related to this Agreement, the Service Provider's insurance coverage shall be primary insurance coverage with respect to Park City Municipal Corporation, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Park City Municipal Corporation, its officers, officials, employees, or volunteers shall be excess of the Service Provider's insurance and shall not contribute with it.

9. TREATMENT OF ASSETS.

Title to all property furnished by the City shall remain in the name of the City and the City shall become the owner of the work product and other documents, if any, prepared by the Service Provider pursuant to this Agreement (contingent on City's performance hereunder).

10. **COMPLIANCE WITH LAWS AND WARRANTIES**.

A. The Service Provider, in the performance of this Agreement, shall comply with all applicable federal regulations, state, and local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, and any other standards or criteria as described in this Agreement to assure quality of services.

B. The Service Provider specifically agrees to pay any applicable fees or charges which may be due on account of this Agreement.

C. Service Provider acknowledges that the City has entered into an agreement with High-Valley Transit, a transit district serving Summit County, Utah, to transfer title to eight (8) of the electric bus vehicles and associated services to be acquired under this Agreement subsequent to delivery of the vehicles to the City by the Service Provider. Service Provider agrees that this title transfer shall not invalidate or to any degree impair as to High-Valley Transit the effectiveness of the warranties and extended warranties referenced in this Agreement. .

D. Service Provider agrees to maintain products and parts as per service guidelines and warranty. Service Provider also agrees to warranty replacement products and parts as necessary. Each of the warranties and extended warranties identified in **Exhibits C and D** commences upon acceptance of each individual bus and each of the chargers. The warranty agreement will remain valid through the entirety of duration as detailed for each manufacturer's warranty. This warranty agreement will terminate only upon the expiration of the final warranty date specified in this Agreement.

E. If this Agreement is entered into for the physical performance of services within Utah, the Service Provider shall register and participate in E-Verify, or equivalent program. The Service Provider agrees to verify employment eligibility through E-Verify, or equivalent program, for each new employee that is employed within Utah, unless exempted by Utah Code Ann. § 63G-12-302.

F. Service Provider shall be solely responsible to the City for the quality of all services performed by its employees or sub-Service Providers under this Agreement. Service Provider hereby warrants that the services performed by its employees or sub-Service Providers will be performed substantially in conformance with the standard of care observed by similarly situated companies providing services under similar conditions.

11. NONDISCRIMINATION.

Any Service Provider that enters into an agreement for goods or services with City or any of its boards, agencies, or departments shall:

A. Implement an employment nondiscrimination policy prohibiting discrimination in hiring, discharging, promoting or demoting, matters of compensation, or any other employment- related decision or benefit against a person otherwise qualified, because of actual or perceived race; color; sex; pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; gender identity; genetic information; or military status.

B. In the performance of this Agreement, Service Provider shall not discriminate on account of actual or perceived race; color; sex; pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; gender identity; genetic information; or military status.

C. Incorporate the foregoing provisions in all subcontracts or assignments hereunder and take such actions as may be required to ensure full compliance with the provisions of this policy.

12. ASSIGNMENTS/SUBCONTRACTING.

A. The Service Provider shall not assign its performance under this Agreement or any portion of this Agreement without the written consent of the City, and it is further agreed that said consent must be sought in writing by the Service Provider not less than thirty (30) days prior to the date of any proposed assignment. The City reserves the right to reject without cause any such assignment. Any assignment made without the prior express written consent of the City, as required by this paragraph, shall be deemed null and void.

B. Any work or services assigned hereunder shall be subject to each provision of this Agreement and proper bidding procedures where applicable as set forth in local, state or federal statutes, ordinance and guidelines.

C. Any technical/professional service subcontract not listed in this Agreement, must have express advance approval by the City.

D. Each subcontractor that physically performs services within Utah shall submit an affidavit to the Service Provider stating that the subcontractor has used E-Verify, or an equivalent program, to verify the employment status of each new employee, unless exempted by Utah Code § 63G-12-302.

13. **CHANGES**.

Either Party may request changes to the scope of work and performance to be provided hereunder, however, no change or addition to this Agreement shall be valid or binding upon either party unless such change or addition be in writing and signed by both Parties. Such amendments shall be attached to and made part of this Agreement.

14. **PROHIBITED INTEREST, NO THIRD PARTY RIGHTS AND NO GRATUITY TO CITY EMPLOYEES**.

A. No member, officer, or employee of the City shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

B. Nothing herein is intended to confer rights of any kind in any third party.

C. No City employee who has procurement decision making authority and is engaged in the procurement process, or the process of administering a contract, may knowingly receive anything of value including but not limited to gifts, meals, lodging or travel from anyone that is seeking or has a contract with the City.

15. **MODIFICATIONS TO TASKS AND MISCELLANEOUS PROVISIONS**.

A. All work proposed by the Service Provider is based on current government ordinances and fees in effect as of the date of this Agreement.

B. Any changes to current government ordinances and fees which affect the scope of workor cost of the services proposed may be billed as an "extra" pursuant to Paragraph 3(C), or deleted from the scope of work, at the option of the City.

C. The City shall make provision for access to the property and/or project and adjacent properties, if necessary, for performing the services herein.

16. **TERMINATION**.

A. Either Party may terminate this Agreement, in whole or in part, at any time, by at least thirty (30) days' written notice to the other party. The Service Provider shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Service Provider shall promptly submit a termination claim to the City. If the Service Provider has any property in its possession belonging to the City, the Service Provider will account for the same, and dispose of it in a manner directed by the City.

B. If the Service Provider fails to perform in the manner called for in this Agreement, or if the Service Provider fails to comply with any other provisions of the Agreement and fails to correct such noncompliance within three (3) days' written notice thereof, the City may immediately terminate this Agreement for cause. Termination shall be effected by serving a notice of termination on the Service Provider setting forth the manner in which the Service Provider is in default. The Service Provider will only be paid for services performed in accordance with the manner of performance set forth in this Agreement.

17. **NOTICE**.

Notice provided for in this Agreement shall be sent by certified mail to the addresses designated for the Parties below. Notice is effective upon the date it was sent, except that a notice of termination pursuant to Paragraph 16 is effective upon receipt. All reference to "days" in this Agreement shall mean calendar days.

18.

19. JURISDICTION AND VENUE.

A. This Agreement has been and shall be construed as having been made and delivered within the State of Utah and it is agreed by each Party hereto that this Agreement shall be governed by the laws of the State of Utah, both as to interpretation and performance.

B. Any action of law, suit in equity, or judicial proceeding for the enforcement of this Agreement, or any provisions thereof, shall be instituted and maintained only in any of the courts of competent jurisdiction in Summit County, Utah.

20. SEVERABILITY AND NON-WAIVER.

A. If, for any reason, any part, term, or provision of this Agreement is held by a court of the United States to be illegal, void or unenforceable, the validity of the remaining provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular provision held to be invalid.

B. If it should appear that any provision hereof is in conflict with any statutory provision of the State of Utah, said provision which may conflict therewith shall be deemed inoperative and null and void insofar as it may be in conflict therewith, and shall be deemed modified to conform in such statutory provisions.

C. It is agreed by the Parties that the forgiveness of the non-performance of any provision of this Agreement does not constitute a subsequent waiver of the provisions of this Agreement. No waiver shall be effective unless it is in writing and signed by an authorized representative of the waiving party.

21. ENTIRE AGREEMENT.

The Parties agree that this Agreement is the complete expression of the terms hereto and any oral representations or understandings not incorporated herein are excluded. Further, any modification of this Agreement shall be in writing and signed by both Parties. Failure to comply with any of the provisions stated herein shall constitute material breach of contract and cause for termination.

IN WITNESS WHEREOF the Parties hereto have caused this Agreement to be executed the day and year first hereinabove written.

PARK CITY MUNICIPAL CORPORATION, a
Utah municipal corporation
445 Marsac Avenue
Post Office Box 1480
Park City, UT 84060-1480

_____
Matt Dias, City Manager

Attest:

_____
City Recorder's Office

Approved as to form:

_____
City Attorney's Office

PARK CITY MUNICIPAL CORPORATION
SERVICE PROVIDER/PROFESSIONAL SERVICES AGREEMENT

GILLIG, LLC, a California limited liability company
451 Discover Drive
Livermore, CA 94551

Tax ID#: 26-3085364

Signature

WILLIAM F. FAY, JR.
Printed name

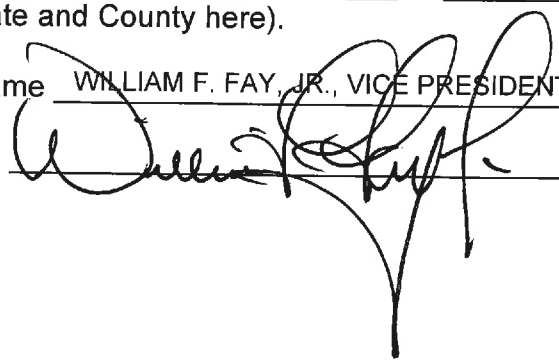
VICE PRESIDENT, SALES
Title

THE CITY REQUIRES THE SERVICE PROVIDER TO COMPLETE EITHER THE NOTARY BLOCK OR THE UNSWORN DECLARATION, WHICH ARE BELOW.

PARK CITY MUNICIPAL CORPORATION
SERVICE PROVIDER/PROFESSIONAL SERVICES AGREEMENT

I declare under criminal penalty under the law of Utah that the foregoing is true and correct.
Signed on the 5 day of APRIL, 20 23, at LIVERMORE, CALIFORNIA
(insert State and County here).

Printed name WILLIAM F. FAY, JR., VICE PRESIDENT, SALES

Signature: 

www.**GILLIG**.com

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CHARGER CATALOG



451 Discovery Drive
Livermore, CA 94551

GILLIG

Plug-In Chargers

ABB 4
Terra 54HV 4
HVC-100 and HVC-150 5
ChargePoint 6
Power Block 6
CPE250 7
Heliox 8
Mobile 25 kW 8
Mobile 50 kW 8
Flex 180 kW 9
Siemens 10
UC200 10

Overhead Chargers

ABB 11
HVC-150PD, HVC-300PD, HVC-450PD 11
Heliox 12
Ultra Fast 450 kW 12
Siemens 13
UC600 13

Inductive Chargers

Momentum Dynamics 14
75 kW Wireless Charging System 14
150 kW Wireless Charging System 14
300 kW Wireless Charging System 14
WAVE 15
250 kW Wireless Charging System 15

Plug-In Chargers



MODEL	HVC 100C	HVC 150C
Type	Plug-In Charger	Plug-In Charger
Max Output Power	100 kW	150 kW
Max Output Current	166 A	200 A
Output Voltage Range	150 to 850 VDC	150 to 850 VDC
Input Voltage	3-phase, 480 VAC, 60 Hz	3-phase, 480 VAC, 60 Hz
Input Current	132 A	198 A
Cabinet Dimensions (LxWxH)	46" x 30" x 80"	46" x 30" x 80"
Cabinet Weight	2,954 lbs	2,954 lbs
Operating Environment	Indoor and Outdoor	Indoor and Outdoor
Operating Temp	-31 °F to 131 °F	-31 °F to 131 °F
Enclosure Rating	IP54, IK10, NEMA 3R compliant	IP54, IK10, NEMA 3R compliant
Max Quantity of Dispensers	Up to 3	Up to 3
Dispenser Type(s)	Pedestal, Overhead, Wall Mount	Pedestal, Overhead, Wall Mount
Connection Standard(s)	SAE J1772, OCPP 1.6	SAE J1772, OCPP 1.6
Dispenser Connection Type	CCS Type 1 (plug-in)	CCS Type 1 (plug-in)
Dispenser Dimensions	24" x 8" x 32"	24" x 8" x 32"
Max Cord Length	23'	23'
Remote Monitoring Service	Yes	Yes
Sequential Charging	Option	Option
Buy-America Compliant	Yes	Yes
UL Compliant	Yes	Yes

Product specifications and appearance may vary. GILLIG does not guarantee the availability or performance of the products displayed.

Overhead Chargers



SPECIFCATION	MODEL #1	MODEL #2	MODEL #3
Make	ABB	ABB	ABB
Model	HVC-150PD	HVC-300PD	HVC-450PD
Type	Overhead, Inverted Pantograph Charger	Overhead, Inverted Pantograph Charger	Overhead, Inverted Pantograph Charger
Max Output Power	150 kW	300 kW	450 kW
Max Output Current	250 A	500 A	600 A
Output Voltage Range	150 to 850 VDC	150 to 850 VDC	150 to 850 VDC
Input Voltage	3-phase, 480 VAC, 60 Hz	3-phase, 480 VAC, 60 Hz	3-phase, 480 VAC, 60 Hz
Input Current	1 x 198 A	2 x 198 A	3 x 198 A
Cabinet Dimensions (LxWxH)	46″ x 30″ x 80″	92″ x 30″ x 80″	138″ x 30″ x 80″
Cabinet Weight	2,954 lbs	5,608 lbs	8,863 lbs
Operating Environment	Indoor and Outdoor	Indoor and Outdoor	Indoor and Outdoor
Operating Temp	-31 °F to 131 °F	-31 °F to 131 °F	-31 °F to 131 °F
Enclosure Rating	IP54, IK10, NEMA 3R compliant	IP54, IK10, NEMA 3R compliant	IP54, IK10, NEMA 3R compliant
Max Quantity of Dispensers	1	1	1
Dispenser Type(s)	Mast Mounted Pantograph Pantograph-Only Kit (option)	Mast Mounted Pantograph Pantograph-Only Kit (option)	Mast Mounted Pantograph Pantograph-Only Kit (option)
Connection Standard(s)	SAE J3105-1, OCPP 1.6	SAE J3105-1, OCPP 1.6	SAE J3105-1, OCPP 1.6
Dispenser Connection Type	Conductive Cross-Rail	Conductive Cross-Rail	Conductive Cross-Rail
Dispenser Dimensions (LxWxH)	Mast: 41″ x 12″ x 206″ Arm Length: 184″	Mast: 41″ x 12″ x 206″ Arm Length: 184″	Mast: 41″ x 12″ x 206″ Arm Length: 184″
Max Cord Length	Non-Applicable	Non-Applicable	Non-Applicable
Remote Monitoring Service	Yes	Yes	Yes
Sequential Charging	Non-Applicable	Non-Applicable	Non-Applicable
Buy-America Compliant	Yes	Yes	Yes
UL Compliant	Yes	Yes	Yes

Product specifications and appearance may vary. GILLIG does not guarantee the availability or performance of the products displayed.

GILLIG

Meeting Notes

Revision Date: 11/2/22 3:29 pm

0. COVER SHEET

	ESTIMATE NUMBER & LINE	**197260_1**
	CUSTOMER	**Park City**
	STATE OF REGISTRATION	**UT**
	ORDER QUANTITY	**7**
	ORDER BID MODE	**No**
	PCO MODE	**Yes**
	BOM GROUP MATERIAL OUTPUT ACTIVATION	**No**
	SERIAL NUMBER START	**197260**
	SERIAL NUMBER RANGE	**197260-197266**
	PROJECTED PRODUCTION SCHEDULE DATE	**11/30/2022**
	PUBLIC TRANSPORTATION PROVIDED BY, or ON BEHALF OF A STATE or LOCAL GOVERNMENT ?	**Yes**
	ADA COMPLIANCE	Required - DEFAULTED
	ADA SERVICE TYPE	Multi-Stop Or Fixed Route Service - DEFAULTED
	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED
	PROJECT SALES MANAGER	**Tim McCunney**
	ORDER TYPE	**New Order**
	REFERENCE CONTRACT & DATE	**SALT LAKE CITY All Electric RFP 20-03267PP**
	BATTERY ELECTRIC BUS (BEB)	**Yes**
	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	OPPORTUNITY CHARGING	**Schunk, Pantograph Down Roof Mounted Charge Rails**
	LENGTH	**35'**
	TRACTION MOTOR	**Cummins TM4**
AE12	BODY STYLE	**Low Floor Plus**
	LOW FLOOR PLUS FAIRING	Full Length Fairing - DEFAULTED
	ELECTRIC BUS ROOF CLOSEOUT	Side Fairings Only - DEFAULTED
	FRONT DOOR	40" Vapor Ameriview® Slide-Glide - DEFAULTED
	REAR DOOR	**56" Vapor Ameriview® Plug Door**
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
LTR	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	**Required**
	AVAIL TECHNOLOGIES INC. ITS SYSTEM	**Required**
	MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED
TS 46.5	MFD CONFIGURATION	**Per MFD-74015-039 Configuration Detail**

	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED
	INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**
	POST DELIVERY INFORMATION (PDI)	**No**
	MISCELLANEOUS COVER PAGE NOTES	

1. MOTOR

(Redisplay - From Cove Page)

	TRACTION MOTOR	**Cummins TM4**
	MOTOR SHUTDOWN OVERRIDE SWITCH	Toggle Switch With Guard @ Side Panel 5 - DEFAULTED
TS 15.2	COOLANT HOSE CLAMPS	**Breeze**
	COOLANT TYPE	PEAK® Final Charge® Global Extended Life OAT (Ethylene Glycol) 50/50 - DEFAULTED
	COOLANT FILTER	Fleetguard® WF2122 (Non Chemical) Extended Service - DEFAULTED
	ELECTRONIC COOLING PACKAGE	Modine® System - DEFAULTED
	ELECTRONIC COOLING PACKAGE FINISH/PROTECTION	WithOUT E-Coat - DEFAULTED
	MISCELLANEOUS MOTOR NOTES	**TS 15.1 -Split Plastic Conduit on all flexible air, oil, coolant hoses - Required** **TS 10.1 - Modine Radiator to have E-Coat** **TS 10.1.2 - Checkfluid KP18NV sample valve - required for Coolant sampling**

2. TRANSMISSION

SHIFT SELECTOR & TRANSMISSION SETTINGS

	TRANSMISSION SHIFT SELECTOR	Arens Controls 3 Button (Top R-N-D Bottom) @ Side Panel 4 - DEFAULTED
	TRANSMISSION SHIFT SCHEDULE	Continuously Variable - DEFAULTED
	REGEN DISABLE CONTROL SWITCH	Momentary Toggle Switch With Guard @ Side Panel 6 - Default
	REGEN DISABLE MOMENTARY CONTROL RESET FUNCTION	With Ignition Switch In Off Position - Default
	EXTERIOR BACK-UP ALARM AUDIO INDICATOR	Floyd Bell Mounted On Rear Corner Panel - DEFAULTED

3. DRIVELINE

TS 34	DRIVELINE	Spicer® 1710 - DEFAULTED
	DRIVELINE GUARD	Required - DEFAULTED

4. FRONT AXLE

	FRONT AXLE MANUFACTURER & MODEL	Meritor® FH-946™ - DEFAULTED
TS 37.4	FRONT BRAKES	EX+™ Disc - DEFAULTED
CRC	FRONT BRAKE CHAMBERS	MGM Type 24 - DEFAULTED
	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	FRONT AXLE SEALS	Chicago Rawhide® Oil Seals (Scotseal®) With Stemco® Hub Cap - DEFAULTED
	FRONT SUSPENSION	GILLIG - DEFAULTED

TS 31.3.2	FRONT SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	FRONT MUD FLAPS	Behind Each Wheel, Masticated Rubber - DEFAULTED
	MISCELLANEOUS FRONT AXLE NOTES	

5. REAR AXLE

	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
TS 37.4	REAR BRAKES	EX+™ Disc - DEFAULTED
	REAR BRAKE CHAMBERS	MGM MJB 2430ET - DEFAULTED

(Redisplay - From Section 4)

	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	REAR AXLE SEALS	Chicago Rawhide® Oil Seals (Scotseal®) - Default
	MAXIMUM SERVICE GRADE	Max 8% Grade - DEFAULTED
TS 34	REAR AXLE GEAR RATIO	6.14 - Default
	REAR AXLE GEAR OIL and FRONT/REAR AXLE SEAL OIL (If Applicable)	SAE 80W-90 Chevron® Multigear™ EP-5 - DEFAULTED
	REAR AXLE OIL DRAIN PLUG	Magnetic Internal Hex Head Plug - DEFAULTED
	REAR AXLE OIL FILL PLUG	Magnetic Internal Hex Head Plug - DEFAULTED
	HUB PILOTED BORE AXLE LUBE	**FreyLube® SUPRA Tire Lubricant & Rim Rust Retardant**
	REAR SUSPENSION	Hendrickson LUXAIR® - DEFAULTED
TS 31.3.2	REAR SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	REAR CENTER MUD FLAP	Full Width, Masticated Rubber - DEFAULTED
CRC	HUBODOMETER MANUFACTURER	NOT Required - DEFAULTED
	ELECTRONIC STABILITY CONTROL (ESC)	**Required**

WABCO SmartTrac™ ABS Brake System - DEFAULTED

TS 37.2	AUTOMATIC TRACTION CONTROL (ATC)	**Required**
TS 37.2	ATC MUD & SNOW CONTROL	**Toggle Switch With Guard @ Side Panel 6**
	MISCELLANEOUS REAR AXLE NOTES	

6. WHEELS & TIRES

WHEELS

LTR	WHEEL SIZE	22.5" x 9.0" Front And 22.5" x 8.25" Rear - DEFAULTED

(Redisplay - From Section 4)

	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	WHEEL MATERIAL	**Aluminum Wheels**
PCO F17	FRONT ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO**
PCO F17	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
PCO F17	REAR ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO & Dura-Flange®**

PCO F17	REAR WHEEL MANUFACTURER & FINISH	**Alcoa®, (4) Mirror Polish**
CRC	SPARE WHEEL	**One Front (Match Aluminum Wheels Specified On Bus)**
	INNER DUAL WHEEL VALVE STEM EXTENSIONS	NOT Required
PPMTG	WHEEL TRIM	NOT Required

TIRES

LTR	TIRE PROCUREMENT	GILLIG Provided - DEFAULTED
	TIRE BRANDING	NOT Required - Default
	FRONT & REAR TIRE SPECIFICATIONS (SPARE ONLY WHEN SPECIFIED) TO BE THE SAME	NOT Required
	TIRE MANUFACTURER FRONT & REAR (SPARE ONLY WHEN SPECIFIED) TO BE THE SAME	NOT Required
	FRONT TIRE MANUFACTURER	**Michelin®**
	FRONT TIRE SIZE/TREAD/PLY	**315/80R22.5, X® INCITY Energy™ Z (L) [RO] [L]**
	REAR TIRE MANUFACTURER	**Michelin®**
	REAR TIRE SIZE/TREAD/PLY	**305/85R22.5, X® INCITY Grip D SL (J) [RO] [L]**
TS 32.1	TIRE & WHEEL BALANCING	**Front And Rear Wheels**
	SPARE TIRE	**One Front**
	FRONT TIRE MANUFACTURER	**Michelin®**
	SPARE TIRE(S) SIZE/TREAD/PLY	**315/80R22.5, X® INCITY Energy™ Z (L) [RO] [L]**
TS 32.1	SPARE TIRE & WHEEL BALANCING	**Required**
	SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
CRC	TIRE CHAINS for DRIVE TIRES	NOT Required
AE 15	ROAD GOVERNED SPEED	65MPH Governor - DEFAULTED
TS 32.1	MISCELLANEOUS WHEELS & TIRES NOTES	**Valve Stems in all wheels - Dill Grommet seal Valve Stem** **Valve Stem caps in all wheels - Myers V2B Flow thru Caps**

7. STEERING

CRC	STEERING COLUMN	Douglas Autotech, Single Tilt - DEFAULTED
TS 33.3.2	STEERING WHEEL	20" Non-Padded 3 Spoke Wheel With GILLIG Logo Horn Button - DEFAULTED
	STEERING BOX	TRW® THP86 - DEFAULTED

8. HYDRAULICS

Hydraulic System Includes Low Fluid Level Sensor & Indicator Lamp On Dash

	HYDRAULIC PUMP TYPE	Concentric, Electric Driven, 24v, Calma Series, 11.3cc - DEFAULTED
	HYDRAULIC OIL	Castrol® TranSynd® TES 295® Synthetic - DEFAULTED
	HYDRAULIC RESERVOIR	5.1qt With Sight Tube - DEFAULTED
	HYDRAULIC RESERVOIR DRAIN PLUG	Magnetic Internal Hex Head - DEFAULTED
	FRONT CHASSIS SECTION POWER STEERING PIPING	Parker-Hannifin® 540N-8-SL Pressure And 53DM-10 Return Hose - DEFAULTED
	MISCELLANEOUS HYDRAULIC NOTES	**TS 15 - Provide service test port on the steering gear for hydraulic pressure and flow**

9. FUEL SYSTEM

	FUEL TANK SIZE Net Usable, SSTL 3CR12, SSTL Straps	**14.8 Gallons**
	FUEL FILL LOCATION	Curb Side - DEFAULTED
	CURB SIDE FUEL FILL DOOR	Black Southco® Thumb Trigger Latch - DEFAULTED
CRC	DIESEL FILL NECK STYLE & CONTROLS	Gravity Fill - Flip Cap - Default
	DIESEL FUEL PIPING JUMPER HOSES	Danfoss® FC350 Hose - Default
	DIESEL FUEL GAUGE	Displayed On MFD Secondary Screen - DEFAULTED
	DIESEL LOW FUEL LEVEL VISUAL INDICATOR	Displayed On MFD Primary Screen - DEFAULTED
	DIESEL LOW FUEL LEVEL INDICATOR ACTIVATION SETTING	3 Gallons - DEFAULTED

10. REAR RUN BOX & CONTROLS

	REAR RUN BOX BASIC CONTROLS	Ignition Run Position Select Toggle Switch (With Rubber Boot), EV System Start Button Switch, Diagnostic Connector - DEFAULTED
	ELECTRONIC COOLING PACKAGE FAN CONTROL(S)	Fan Reverse Flow Momentary Toggle Switch, With Rubber Boot & Amber LED Lamp - DEFAULTED
	REAR RUN BOX CONTROLS For POWERTRAIN	Green LED Lamp (EV System Energized) & Red LED Lamp (EV Maintenance) - DEFAULTED

REAR RUN BOX GAUGE(S)

	REAR RUN BOX AND/OR MOTOR COMPARTMENT GAUGES	**Electrical Gauge(s) Only**
	REAR RUN BOX PROGRAMMABLE ELECTRICAL GAUGE	**Ametek® C-Com 2G**
	REAR RUN BOX PROGRAMMABLE ELECTRICAL GAUGE SETTINGS	State Of Charge, Odometer, HVAC Hourmeter, 12v & 24v Equalizer, High Voltage Battery Coolant Temperature, Heater Circuit Coolant Level (Passenger Heater Loop), ECP Coolant Level, And BTMS Coolant Level - DEFAULTED
	MISCELLANEOUS REAR RUN BOX GAUGE NOTES	

REAR RUN BOX CONTROLS

	REAR RUN BOX SIZE	8"W Box - DEFAULTED

11. AIR SYSTEM

	AIR COMPRESSOR & DISCHARGE HOSE	Powerex®, Electric Driven, 13.3 CFM, With Danfoss® FC350 Hose - DEFAULTED
TS 39.5	AIR DRYER	Bendix® Single AD-IP® With Puraguard Cartridge, 24v - DEFAULTED

SUSPENSION KNEEL & RAISE DETAILS

	KNEEL & RAISE LOCATION	Front Only - DEFAULTED
CRC	KNEEL & RAISE CONTROL	(1) Toggle Switch With Guard @ Dash Panel 1 - DEFAULTED
TS 31.3.4	FRONT SUSPENSION OVER RAISE CONTROL	**(1) Maintained Toggle Switch @ Dash Panel 1**
	FRONT SUSPENSION OVER RAISE PROGRAMMING	Activated With Switch & Vehicle Speed Below 3 MPH - DEFAULTED
	EXTERIOR KNEELING/WHEELCHAIR RAMP AUDIO INDICATOR	Floyd Bell Mounted Curb Side Skirt Panel Aft Of Front Wheel - DEFAULTED

	KNEELING EXTERIOR DECAL INSTALLATION	"KNEELING", Orange Letters On Black Background, Installed - DEFAULTED

SHOP AIR & TOWING CONNECTIONS DETAILS

CRC	SHOP AIR CONNECTION	**ARO® 2608**
	SHOP AIR CONNECTION LOCATION(S)	Front Connection At Bumper Channel & Rear Connection At Curb Side Rear Outrigger - DEFAULTED
	FRONT AIR TOWING CONNECTION	Amflo® CP1 - DEFAULTED
	FRONT AIR TOWING CONNECTION LOCATION	Center Of Bumper Channel - DEFAULTED

AIR TANK DRAIN DETAILS

	AIR TANK DRAIN VALVES	Air Tank Drain Extension With 4 Manual Valves - DEFAULTED
	AIR TANK DRAIN VALVE DECAL	"DRAIN AIR TANKS DAILY", Black Letters On White Background, English - DEFAULTED

BRAKING SYSTEM DETAILS

	BRAKE VALVE	Bendix® E-8P - DEFAULTED
	PARKING BRAKE VALVE	PP-1® Valve With Yellow Bendix® 1.75"W Handle @ Top Surface Of Side Console Aft Of Door Control - Default
	BRAKE INTERLOCK OVERRIDE CONTROL	**(1) Toggle Switch With Guard & Decal Located @ Overhead Sawtooth Compartment**
	BRAKE INTERLOCK TEST PORT LOCATION	In Air Tank Compartment - DEFAULTED
	LOW AIR PRESSURE AUDIO WARNING ACTIVATION	With EV Ready - DEFAULTED
**	MISCELLANEOUS AIR SYSTEM NOTES	

12. FRAME

	FRAME MATERIAL	3CR12 Stainless Steel - DEFAULTED
TS 25	ELEVATED FRONT TOWING	Required - DEFAULTED
TS 6.6	REAR SKID PLATE	**Required 2" Wide x 2" Thick Skid Plates**
	EXTENDED REAR TOW EYE	Required - Default

CAUTION: SKID PLATE & EXTENDED TOW EYE WILL IMPACT DEPARTURE ANGLE

	JACKING POINT DECALS	**"JACKING POINT", Black Letters On Safety Yellow Background, 2.63" x 1.38"**
AE 18	JACKING POINTS PAINT	**Painted - Safety Yellow**
	SPLASH SHIELDS	**Electric Horn Cover @ Headlamp/Bumper Channel**
	MISCELLANEOUS FRAME NOTES	

INSULATION, UNDERCOATING & CORROSION PROTECTION

	INSULATION	Level 2 - DEFAULTED

DuPont™ Styrofoam™ Brand Square Edge Extruded Polystyrene (XPS) Foam Insulation (Blue/Gray Board)

TS 10.1	FRAME & BODY CORROSION 1 - OPTIONAL	**Eck® Corrosion Protection For Radiator/Charge Air Cooler (CAC)/Hydraulic Cooler Assembly**
TS 42.6	FRAME & BODY CORROSION 2 - OPTIONAL	**NOCO® Spray On All Exterior Ground Bolts Washers & Nuts Before & After Assembly**

TS 42.6, 10.1	MISCELLANEOUS INSULATION, UNDERCOATING & CORROSION PROTECTION NOTES	**TS 10.1 - Threads of all bolts/nuts used to mount the radiator shall be coated with anti-seize** **TS 42.6 - All positive and negative wire connections under bus, in HVAC compartment, in battery box compartment & Power Train compartment require: hard flat washers with zinc chromate covering under bolt head & lock nut for grounding (No star or lock washers permitted)**

13. ENERGY STORAGE/BATTERIES/SHORE POWER/VEHICLE VOLTAGE INVERTER

	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	ENERGY STORAGE SYSTEM NET USABLE ENERGY PERCENTAGE	80% - DEFAULTED
	JUNCTION BOX	Cummins High Voltage DC - DEFAULTED
	VOLTAGE CONVERTER	Cummins DC/DC (12 & 24 Volt) - DEFAULTED
TS 69.1 Discuss	BUS CHARGING	**(2) CCS Type1 Connectors - (1) Located At Rear Curb Side & (1) At Front Street Side [RO]**
(Redisplay - From Page 1)	OPPORTUNITY CHARGING	**Schunk, Pantograph Down Roof Mounted Charge Rails**

BATTERY DETAILS

	BATTERY DISCONNECT SWITCH	Dual 12/24V Kissling Electronics Battery Saver Smart Switch - DEFAULTED
TS 42.1.1	BATTERY TYPE	Group 31 - DEFAULTED
	BATTERY CONNECTIONS	**3/8" Stainless Steel Top Stud**
AE 24	BATTERY MANUFACTURER & MODEL	**(2) Odyssey® Extreme Series™ 1150 CCA (PC2150S), AGM Maintenance Free**
**	BATTERY HOLD DOWN	Stainless Steel Black Powder Coated - Default
	BATTERY BOX - POWDER COATED	Slide Out Tray, With Steel Slides - DEFAULTED
	BATTERY CABLES	**4/0 Cables With Crimped Ends - DEFAULTED [L]**
	BATTERY CUTOFF SWITCH LOCK For KNIFE SWITCH	Pad Lock WithOUT Independent Keying - DEFAULTED
AE 27	BATTERY VOLTAGE EQUALIZER	Vanner® Vann-Bus® 85-CAN Series @ 60 Amp - Default
	BATTERY VOLTAGE EQUALIZER CABLE	Crimped Ends - Default
**	BATTERY JUMP CHARGE	**Front Battery Jump Charge Connection**
	BATTERY JUMP CHARGE CABLE	Crimped Ends - Default
PPMTG	BATTERY JUMP CHARGE FRONT CONNECTOR	**Anderson Power Products® SB®350, Red, Mounted At Battery Compartment**
**	MISCELLANEOUS SUPER/ULTRA CAPACITOR, BATTERIES, SHORE POWER, & VEHICLE VOLTAGE INVERTER NOTES	**Provide Proximity switches on both charge port access doors to prevent bus from Activating (driveable) with either door open**

14. LOCKS & LATCHES, & DRIVERS BARRIER STORAGE BOX

EXTERIOR

	SKIRT PANEL LOCKS	5/16" Female Square Key Lock - DEFAULTED

INTERIOR

	DESTINATION SIGN DOOR LOCKS	(3) 5/16" Female Square Key Latches - DEFAULTED
	OVERHEAD SAWTOOTH COMPARTMENT DOOR LOCKS	**(2) Short Wing Twist Latches**

	FRONT DOOR OVERHEAD COMPARTMENT LOCKS	(2) 5/16" Female Square Key Latches - DEFAULTED
	HVAC AIR INTAKE RETURN GRILLE LOCKS	(2) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED
	BULKHEAD ELECTRICAL COMPARTMENT LOCKS	(3) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED
	FORWARD AIR TANK COMPARTMENT LOCKS	(3) 5/16" Female Square Key Latches - DEFAULTED
	AFT AIR TANK COMPARTMENT LOCKS	(3) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED

DRIVERS BARRIER STORAGE BOX

	DRIVERS BARRIER STORAGE BOX	14.5"H x 21"W x 8"D, With Tapered Bottom - DEFAULTED
	DRIVERS BARRIER STORAGE BOX LOCK	(1) Chrome Eberhard Thumb Trigger Latch - DEFAULTED

15. BODY SECTION

SKIRT PANEL SUPPORT And ACCESS DOOR LOCKS & LATCHES

	BATTERY COMPARTMENT ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	BATTERY CUTOFF SWITCH ACCESS DOOR	Required, With Black Southco® Thumb Trigger Latch - DEFAULTED
	AIR TANK DRAIN VALVE/CHARGE PORT ACCESS DOOR	Required, With Black Southco® Thumb Trigger Latch - DEFAULTED
	STREET SIDE RADIATOR ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	CURB SIDE POWERTRAIN COMPARTMENT ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	CURB SIDE REAR CHARGE PORT ACCESS DOOR	Black Southco® Thumb Trigger Latch - DEFAULTED
	REAR WHEELWELL SKIRT PANEL SUPPORT	Mechanical Slide - DEFAULTED

BUMPERS

	FRONT BUMPER	Black Energy Absorbing Unpainted - DEFAULTED
	REAR BUMPER	Black Energy Absorbing Unpainted - DEFAULTED

16. WHEELCHAIR RAMP

(Redisplay - From Cover Page)

TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP CYCLE COUNTER	Built-In Internal Counter - DEFAULTED
	WHEELCHAIR RAMP TRIM	With 4" Yellow Stripe Down Centerline & With Yellow Powder Coated Ramp Plate Side Rails - DEFAULTED
	WHEELCHAIR RAMP PROGRAMMING	**Ramp Activates WithOUT Bus Being Kneeled**
CRC	FRONT WHEELCHAIR RAMP CONTROLS	Power & Operate Toggle Switches And Indicator Lamps @ Dash Panel 7 - DEFAULTED
	EXTERIOR KNEELING/WHEELCHAIR RAMP AUDIO INDICATOR	Floyd Bell Mounted Curb Side Skirt Panel Aft Of Front Wheel - DEFAULTED

	WHEELCHAIR RAMP EXTERIOR DECAL MOUNTING	"RAMP", Orange Letters On Black Background, Installed - DEFAULTED
	FRONT THRESHOLD AISLE BUMPER	Black - DEFAULTED
TS 6.6	DETAILS for UNDEFINED WHEELCHAIR RAMP SKID PLATE(S)	**Streetside and Curbside A-Post Skid Plates - Required... Salt Lake CS reinforced design modified to change sloted hole to bolt size so the skid plate cannot slide back into ramp when it hits**
	WHEELCHAIR RAMP MANUAL RELEASE TOOL	(1) J-Hook Tool Shipped Loose Inside The Drivers Barrier Storage Box - DEFAULTED

Wheelchair Ramp Manual Deploy Brake Interlock - DEFAULTED
Stainless Steel Wheelchair Ramp Closeout - DEFAULTED

	MISCELLANEOUS WHEELCHAIR RAMP NOTES	**Provide 2 hooks on fwd side of driver's barrier to hang ramp tool along with foam attached by 2 sided tape to keep tool from making noise while bus is in motion. (REI 128702)**

17. HEATER ONLY / HVAC MAIN UNIT

	HEATER ONLY / HVAC UNIT MANUFACTURER	**Thermo-King**
AE 31	HEATER ONLY / HVAC UNIT MODEL	**TE18 All-Electric Unit**
CRC	HEATER ONLY / HVAC UNIT CONTROL(S) & LOCATION	**Rotary Switch @ Overhead Panel 12, IntelligAIRE™ Display Module @ HVAC Unit**
	HVAC ROTARY SWITCH FUNCTION	6 Position Switch, (Off/Cool/Vent High/Vent Low/Heat Low/Heat High) - DEFAULTED
	HEATER ONLY / HVAC EVAPORATOR/CONDENSER MOTOR MANUFACTURER & TYPE	**EBM Brushless**

HVAC A/C (AIR CONDITIONER) DETAILS

AE 32	HVAC A/C REFRIGERANT TYPE	**R407C**
TS 54.1	HVAC REFRIGERANT PRESSURE DISPLAY	**Required on Unit**

2 Refrigerant Sight Glasses - DEFAULTED

	HVAC AIR INTAKE RETURN GRILLE	Removable - DEFAULTED
PPMTG	DETAILS for UNDEFINED HVAC AIR RETURN FILTER	**Airfilope dual density Filter @ HVAC Unit**
	HVAC AIR INTAKE	Recycled Interior Air - DEFAULTED

DRIVERS VENTILATION DETAILS

	DRIVERS BOOSTER FAN DIFFUSER	Mounted @ Overhead Panel 9 - DEFAULTED
	DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	**(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label "Driver's Booster Fan" controls vent @ overhead panel 9, Label "Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver**
	DRIVERS AUXILIARY VENTILATION DIFFUSER LOCATION	**2 Diffusers Above Driver**
	MISCELLANEOUS HVAC NOTES	**TS 54.1 - A/C compressor Fluid Extractor port - Shrader Valve**

18. DRIVERS HEATER

	DRIVERS HEATER MANUFACTURER & STYLE	**Mobile Climate Control (MCC®), Brushless Motors, 62,000 BTU**
	DRIVERS HEATER FILTER	Reusable Metal Mesh - DEFAULTED
	DRIVERS HEATER CONTROLS	Electronic Controls (TEMP. SELECT, FLOW SELECT, HEATER/DEFROST FAN) @ Dash Panel 3 - DEFAULTED

	DRIVERS HEATER LEFT FOOT VENTILATION	Required - DEFAULTED

19. COOLANT HEATER

PCO F44	COOLANT HEATER MODEL	**Valeo, Dual Mode, Electric & Fuel-Fired, Thermo H (68,000 BTU Electric/78,000 BTU Diesel), 5,001-7,499 ft Altitude [RETROFIT]**

20. DOOR THRESHOLD/UNDERSEAT HEATERS

	FRONT DOOR HEATER VENT DIFFUSER	Required - DEFAULTED
TS 60	FRONT DOOR THRESHOLD HEATER	**Required**
	FRONT DOOR THRESHOLD HEATER TYPE	**Mobile Climate Control (MCC®) Single Speed Brushless Motors, 24v, 12,000 BTU - Preferred Option**
**	REAR DOOR THRESHOLD HEATER	NOT Required
TS 60	REAR CURB SIDE FLOOR HEATER	NOT Required - DEFAULTED
TS 61	REAR STREET SIDE FLOOR HEATER	**Mobile Climate Control (MCC®), Single Speed Brushless Motor, 28,000 BTU, Inset Mounted In Forward Face Of Theater Step, With 1/4 Turn Shut-Off Valve**
CRC	REAR DOOR THRESHOLD WARM WELCOME MAT	NOT Required - DEFAULTED

HEATER CONTROLS

	HEATERS CONTROLLED BY A SHARED SWITCH OR HVAC	**Required**

SHARED HEATER CONTROL SELECTION

	HEATER CONTROLS THAT ARE SHARED VIA ONE CONTROL	**Front Door Threshold Heater, And Rear Street Side Floor Heater Controlled By HVAC In Heat Mode**
	ADDITIONAL DETAILS for HEATER CONTROLS BEING SHARED	

21. DASH FANS

**	DASH FAN(S)	**Two Mobile Climate Control (MCC®) 24v Fans, With Dash Mounted Switch**
PPMTG	DASH FAN MOUNTING	**Left-Hand & Right-Hand Center Of Dash**
	DASH FAN CONTROL	**(2) Toggle Switches HI/OFF/LOW Fan Control @ Dash Panel 2**

22. FRONT DOOR

(Redisplay - From Cover Page)

	FRONT DOOR	40" Vapor Ameriview® Slide-Glide - DEFAULTED
TS 80.1.1	FRONT DOOR DETAILS	**Electric Open - Electric Closed, Upper & Lower Glazing**
	FRONT DOOR POSITION SWITCHES	Proximity - DEFAULTED
	FRONT DOOR MOTOR COMPARTMENT DUMP VALVE ACCESS	Breakout Glass - DEFAULTED
	FRONT DOOR HANDLES	**Yellow Powder Coated**
	FRONT DOOR AIR RELEASE VALVE	Lever Air Dump Valve @ Side Panel 6 - DEFAULTED
TS 38.1	FRONT DOOR INTERLOCK & OPERATION	NOT Required (Door Opens @ Any Speed)

23. REAR DOOR

(Redisplay - From Cover Page)

	REAR DOOR	**56" Vapor Ameriview® Plug Door**
	REAR DOOR DETAILS	**Electric Open - Electric Close**

	REAR DOOR GLAZING	Upper & Lower Glazing - DEFAULTED
TS 80.8.1	REAR DOOR SENSITIVE EDGE	**Pneumatic Sensitive Edge And Optical Pressure Switch**
	REAR DOOR SENSITIVE EDGE ALARM PROGRAMMING	Alarm Activation In Closed Door Position Only - DEFAULTED
	REAR DOOR POSITION SWITCHES	Proximity - DEFAULTED
	REAR DOOR ACTIVATION	Full Drivers Control - Default
	REAR DOOR PASSENGER OPERATION INDICATOR LAMP	NOT Required
	REAR DOOR CLOSING DELAY TIME (Via Sensitive Edge Door Activation &/Or Passenger Activated Door Control Activation)	Delay set to 2 Seconds - DEFAULTED
	REAR DOOR EMERGENCY RELEASE CABLE ACCESS	Breakout Glass - DEFAULTED
	REAR DOOR INTERLOCK & OPERATION	Required (Door Opens Only @ Stop or Below 3 MPH) - DEFAULTED

REAR DOOR DECALS

	REAR EXIT DOOR DECAL	"EXIT DOOR", White Letters On Red Background, Mounted Above Rear Door - Default
	REAR DOOR WARNING DECAL	"CAUTION - STAND BACK FROM DOOR", Black Letters On Yellow Background - DEFAULTED
	REAR DOOR PASSENGER SAFETY DECALS	"CAUTION: DO NOT STAND IN DESIGNATED AREA - DO NOT LEAN AGAINST DOOR", Red Letters On White Background - DEFAULTED

DRIVERS DOOR CONTROL DETAILS

CRC	DOOR CONTROL	5 Position Vapor Analog Controller @ Side Panel 28 - DEFAULTED
	DOOR CONTROL HANDLE FINISH	Nickel Plated - Default
	DOOR CONTROL HANDLE REMOVABLE POSITION	NOT Required - Default
	DOOR CONTROL HANDLE LENGTH	2.25" - Default
	DOOR CONTROL HANDLE SHANK HEIGHT	2.78" - Default
	MISCELLANEOUS REAR DOOR NOTES	**Optical Pressure switch to be High Altitude version from Vapor (PN: 5145063104)**

24. WHEELWELL MOUNTED STORAGE BOX(ES)

	STREET SIDE FRONT WHEELWELL STORAGE BOX	**Yes**

STREET SIDE FRONT WHEELWELL STORAGE BOX DETAILS

TS 90	STREET SIDE FRONT WHEELWELL STORAGE BOX SIZE	44"H x 22.5"W x 20"D Box, With Upper Stove Pipe And Ventilation Screen - Default
	STREET SIDE FRONT WHEELWELL STORAGE BOX DOOR	(1) Full Height - Default
	STREET SIDE FRONT WHEELWELL STORAGE BOX DOOR HINGE LOCATION	Forward Edge - Default
TS 69.3	STREET SIDE FRONT WHEELWELL STORAGE BOX LOCK/LATCH	**(1) Hudson Lock, With BH010 Key And (2) Southco® Compression Latch, With E3-26-819-15 (Barrel) Key**
PPMTG	STREET SIDE FRONT WHEELWELL STORAGE BOX COLOR	**Black (Semi-Gloss) Exterior, White Interior**

	STREET SIDE FRONT WHEELWELL STORAGE BOX SHELVES	(4) Sliding Plywood Shelves - Default
	STREET SIDE FRONT WHEELWELL STORAGE BOX COOLING FANS	**(2) Fans Via Ignition Control**
PCO F64	CURB SIDE FRONT WHEELWELL STORAGE BOX	**8.25"H x 22.5"W x 19.1"D Box, With Top Door**

CURB SIDE FRONT WHEELWELL STORAGE BOX DETAILS

	CURB SIDE FRONT WHEELWELL STORAGE BOX LOCKS	**(1) Black Southco® Thumb Trigger Latch**
CRC	CURB SIDE FRONT WHEELWELL STORAGE BOX COLOR	**Black (Semi-Gloss) Exterior, Black Interior**
	MISCELLANEOUS STORAGE BOX NOTES	**- Provide (4) Plug connector pigtails (51-75951-002_ shipped loose)**

25. POWERTRAIN COMPARTMENT DOOR

	REAR POWER TRAIN COMPARTMENT DOOR LICENSE PLATE FRAME & MOUNTING	Curb Side Lower Mounted, With GILLIG Logo - DEFAULTED
	REAR POWERTRAIN COMPARMENT DOOR LOCKS	(2) 5/16" Female Square Key Locks - DEFAULTED
	REAR POWER TRAIN COMPARTMENT DOOR GRAB HANDLE/HAND HOLD	Handle Required - DEFAULTED
	REAR POWER TRAIN COMPARTMENT DOOR GAS SPRING LOCK	NOT Required - DEFAULTED

26. AD FRAMES

	INTERIOR AD FRAME	NOT Required - DEFAULTED
	EXTERIOR AD FRAME	NOT Required - DEFAULTED

28. PASSENGER SEATS

PASSENGER SEAT DETAILS

	PASSENGER SEAT MANUFACTURER	**American Seating**
LTR	PASSENGER SEAT MODEL (Passenger & Settee Seats)	**InSight-Prime+®**
	WHEELCHAIR RESTRAINT POSITIONS QUANTITY & LOCATION	2 Positions (1 Street Side & 1 Curb Side) - DEFAULTED

FLOOR PLAN DETAILS

	1st STEP & 2nd STEP (If Required) PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	3rd STEP PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	3rd STEP CURB SIDE LONGITUDINAL SEAT QUANTY MOUNTED ON WHEELWELL	**3**
	3rd STEP STREET SIDE LONGITUDINAL SEAT QUANTY MOUNTED ON WHEELWELL	**3**
	2ND STEP RAISED PLATFORM	Street Side - Default
	3RD STEP RAISED PLATFORM	NOT Required

PASSENGER SEAT MOUNTING

	PASSENGER SEAT MOUNTING STYLE @ 1st STEP (Forward Facing Seats)	Cantilevered - Default
	PASSENGER SEAT MOUNTING STYLE @ 2nd STEP	T-Pedestal - DEFAULTED
	PASSENGER SEAT MOUNTING STYLE @ 3rd STEP	T-Pedestal - DEFAULTED
TS 78.4	PASSENGER SEAT SHELL COLOR	**989 Blue**

PASSENGER SEAT BOTTOM DETAILS

TS 78.4	PASSENGER SEAT BOTTOM CUSHION/INSERT MATERIAL	Permanently Secured Insert - Default
	PASSENGER SEAT BOTTOM INSERT COLOR	**533C Navy**
	PASSENGER SEAT BOTTOM DRAIN HOLES	**No**

PASSENGER SEAT BACK DETAILS

	PASSENGER SEAT BACK CUSHION/INSERT MATERIAL	Permanently Secured Insert - Default
	PASSENGER SEAT BACK INSERT COLOR	**533C Navy**
	PASSENGER SEAT ANTIMICROBIAL TREATMENT	**ClearRide**

WHEELCHAIR RESTRAINT(S)

TS 81.5	WHEELCHAIR RESTRAINT #1	**WF1 - Q'POD® Curb Side, With Integrated Wheelchair Barrier, 3 Passenger Flip-Up Seat, Remote Belt Release, Compact Ratchet Style Handle With Trigger Release, & Adjustable Shoulder Belt**
	WHEELCHAIR RESTRAINT #1 MANUFACTURER	**Q'Straint®**
TS 81.5	WHEELCHAIR RESTRAINT #2	**WF1 - Q'POD® Street Side, With Integrated Wheelchair Barrier, 3 Passenger Flip-Up Seat, Remote Belt Release, Compact Ratchet Style Handle With Trigger Release, & Adjustable Shoulder Belt**
	WHEELCHAIR RESTRAINT #2 MANUFACTURER	**Q'Straint®**
	WHEELCHAIR RESTRAINT #3	NOT Required
	WHEELCHAIR RESTRAINT #4	NOT Required
	Q'POD® WHEELCHAIR RESTRAINT BELT REMOTE RELEASE	Electric - Default

Webbing loops will be provided with the seat kit for any ADA location with restraint mounting distances greater than sixty inches.

ADA PASSENGER SEAT DETAILS

	ADA PASSENGER SEAT MODEL	**InSight-Prime+® Narrow**
	ADA PASSENGER SEAT SHELL COLOR	**989 Blue**

ADA PASSENGER SEATS BOTTOM DETAILS

	ADA PASSENGER SEAT BOTTOM CUSHION/INSERT MATERIAL	Permanently Secured Insert - Default
	ADA PASSENGER SEAT BOTTOM INSERT COLOR	**533C Navy**
	ADA PASSENGER SEAT BOTTOM DRAIN HOLES	**No**

ADA PASSENGER SEATS BACK DETAILS

	ADA PASSENGER SEAT BACK CUSHION/INSERT MATERIAL	Permanently Secured Insert - Default
	ADA PASSENGER SEAT BACK INSERT COLOR	**533C Navy**

Q'POD® BARRIER DETAILS

	Q'POD® BARRIER COLOR	**980 Gray**
	Q'POD® BARRIER INSERT MATERIAL	NOT Required - Default
	Q'POD® GRAB RAIL	**Energy Absorbing**
	Q'POD® GRAB RAIL COLOR	**980 Gray**

GRAB HANDLE & STANCHION DETAILS

FRONT WHEELWELL STANCHIONS

	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION LOWER MOUNTING	Mounted Direct To Wheelwell - Default
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION LOWER MOUNTING	Mounted To Package Rack - Default

PASSENGER SEAT STANCHIONS

	3rd STEP LONGITUDINAL SEAT STANCHION FINISH	Stainless Steel - Default
	3 PASSENGER LONGITUDINAL SEAT OPTIONAL STANCHION	Required - DEFAULTED
	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default

ADDITIONAL GILLIG SAFETY REQUIREMENTS

PASSENGER STOP REQUEST

	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED
	WHEELCHAIR RESTRAINT POSITION PASSENGER SIGNALS	Universal Symbol Touch Pad On Flip-Up Seats, Provided With Seat Kit - Default
**	PASSENGER SEAT MOUNTED USB MODULES	**Required**
	PASSENGER SEAT MOUNTED USB MODULES ON 3RD STEP	**Yes**
	PASSENGER SEAT MOUNTED USB MODULES QUANTITY & LOCATIONS	**Maximum Quantity per seat layout**
	PASSENGER SEAT LAYOUT # or REI #	**162318**

28a. DRIVERS SEAT

	DRIVERS SEAT MANUFACTURER	**Recaro**
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
TS 49.1.3	DRIVERS SEAT SLIDE & CONTROL	**11" Air Release**
TS 49.1.7	DRIVERS SEAT HEADREST	**Fabric - Match Seat Color**
	DRIVERS SEAT LUMBAR	3 Cell - Default

PPMTG	DRIVERS SEAT BELT & SEAT CONTROLS	2 Point Black Belt, With Street Side Retractor, Curb Side Controls - Default
TS 49.2	DRIVERS SEAT BELT EXTENSION	**Lap/Seat Belt Extension #30826207**
1/7/22 e-mail	DRIVERS SEAT FOAM	Polyurethane Foam - DEFAULTED
	DRIVERS SEAT BACK PROTECTOR	Plastic (ABS) Shell - Default
	DRIVERS SEAT MATERIAL & COLOR	**Black Crepe Fabric - Preferred Option**
	DRIVERS SEAT BOXING MATERIAL & COLOR	**Black Crepe Fabric #78207**
TS 49.3	DRIVERS SEAT ARM REST	**(1) Curb Side**
1/7/22 e-mail	DRIVERS HEATED SEAT	**Required**
CRC	DRIVERS SEAT CUSHION ALARM	NOT Required - DEFAULTED
CRC	DRIVERS SEAT BELT ALARM	NOT Required - DEFAULTED

29. PASSENGER SIGNALS

(Redisplay - From Section 28)		
	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED
(Redisplay - From Section 28)		
	WHEELCHAIR RESTRAINT POSITION PASSENGER SIGNALS	Universal Symbol Touch Pad On Flip-Up Seats, Provided With Seat Kit - Default
	PASSENGER STOP REQUEST SIGNAL STYLE @ SIDEWALL	Pull Cord - DEFAULTED
	PULL CORD COLOR & TYPE	**Yellow Cord**
	DROP CORD COLOR & TYPE @ LOWER SECTION @ MULLIONS	**Yellow Cord**
CRC	REAR DOOR PASSENGER SIGNAL	NOT Required - DEFAULTED
	STOP REQUEST SIGN VISUAL INDICATOR	**Via ITS**
	STOP REQUEST VISUAL INDICATOR @ DASH	Amber LED Indicator Lamp Built-In To MFD - DEFAULTED
	AUXILIARY STOP REQUEST VISUAL INDICATOR LAMP @ DASH	**Amber LED Simi-Domed Lamp With Dimmer Rotary Switch @ Dash Panel 3 [RO]**
	DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	**Audio indicator Single chime for std pullcord & double chime for ADA**
	STOP REQUEST AUDIO & VISUAL INDICATOR CONTROL	Momentary Toggle Switch @ Side Panel 5 - 2 Position "Single/Reset" - Default

30. DRIVERS BARRIER

PPMTG	DRIVERS BARRIER STYLE & COLOR	**Wraparound, Forward 7145 Black, Aft 7145 Black, With Schedule Holder Slots**
TS 94	DRIVERS BARRIER SCHEDULE HOLDER	**(3) 3.88"W x 5"H x 1.62"D, BP750CT - Preferred Option**
PPMTG	DRIVERS PROTECTION BARRIER	**1/2" AS4 Polycarbonate, Full Length Extended**
	DRIVERS BARRIER GRAB HANDLE	**22.5" Yellow Powder Coated**
(Redisplay - From Section 14)		
	DRIVERS BARRIER STORAGE BOX	14.5"H x 21"W x 8"D, With Tapered Bottom - DEFAULTED

	DRIVERS BARRIER STORAGE BOX LOCK	(1) Chrome Eberhard Thumb Trigger Latch - DEFAULTED
	MISCELLANEOUS DRIVERS BARRIER NOTES	**Driver's barrier schedule holders need to have sharp edges removed/sanded** **-Use Bolts instead of Rivets to secure the schedule holder slots to the Driver's Barrier**

31. FRONT WHEELWELLS & FRONT DOOR MODESTY PANEL

FRONT WHEELWELLS

TS 30.2	STREET SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	DETAILS for UNDEFINED STREET SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	**Stainless Steel 21" Tall Panel, also include Extended to Driver's Platform (size appropriately on extention portion)**
TS 30.2	CURB SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	CURB SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	**Stainless Steel 21" Tall Panel**

FRONT DOOR MODESTY PANEL

	FRONT DOOR MODESTY PANEL STANCHION	**Yellow Powder Coated**
	FRONT DOOR MODESTY PANEL	14% Graylite Polycarbonate 3/8" Panel - DEFAULTED

32. REAR DOOR AND/OR 3rd STEP MODESTY PANELS & STANCHIONS

FORWARD OF REAR DOOR

	LOWER MODESTY PANEL FORWARD OF REAR DOOR	NOT Required
	STANCHION FINISH FORWARD OF REAR DOOR WithOUT MODESTY PANEL	**Yellow Powder Coated**
	REAR DOOR THRESHOLD DUAL STREAM STANCHION	**Yellow Powder Coated**

CURB SIDE @ 3rd STEP

	MODESTY PANEL @ CURB SIDE 3rd STEP	Modesty Panel Required - DEFAULTED
	STANCHION FINISH @ CURB SIDE 3rd STEP With MODESTY PANEL	**Yellow Powder Coated**
CRC	LOWER MODESTY PANEL COLOR @ CURB SIDE 3rd STEP	**4630-60 Wilsonart® Matte Cloud Nebula - Preferred Option**
	UPPER MODESTY PANEL @ CURB SIDE 3rd STEP	NOT Required - DEFAULTED

STREET SIDE @ 3rd STEP

	MODESTY PANEL @ STREET SIDE 3rd STEP	Modesty Panel NOT Required - Only Stanchion Mounted to Seat (See Seat Layout) - DEFAULTED
	STANCHION FINISH @ STREET SIDE 3rd STEP/2nd STEP TRANSITION POSITION WithOUT MODESTY PANEL	**Yellow Powder Coated**

REAR DOOR THRESHOLD

	REAR DOOR THRESHOLD PASSENGER HANDRAIL FINISH AT FORE & AFT POSITION OF DOOR	**Yellow Powder Coated**

33. DRIVERS COAT HOOK		
TS 47.1	DETAILS for UNDEFINED DRIVERS COAT HOOK	**HD aluminmum with strap mounted on Driver's Barrier behind seat**
34. DISPLAY/SCHEDULE/REGISTRATION/CARD HOLDER(S)		
CRC	DISPLAY/SCHEDULE HOLDER #1	**Required**
	DISPLAY/SCHEDULE HOLDER #1 MANUFACTURER	**Innocom Transit®**
	DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #1 VENDOR MODEL or MATERIAL & SIZE	**19/31 8PW 2L, Black**
	DISPLAY/SCHEDULE HOLDER #1 QUANTITY	1 - DEFAULTED
	DISPLAY/SCHEDULE HOLDER #1 LOCATION	**Centered, Aft Side Of Street Side Front Wheelwell Storage Box**
	DISPLAY/SCHEDULE HOLDER #2	**Required**
	DISPLAY/SCHEDULE HOLDER #2 MANUFACTURER	**Innocom Transit®**
CRC	DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #2 VENDOR MODEL or MATERIAL & SIZE	**17"W x 10"H x 4"D Plastic Clipboard Holder (Mount With Bolts, Washers, And Nylock Nuts)(Ref#15-0902-67796A)**
	DISPLAY/SCHEDULE HOLDER #2 QUANTITY	1 - DEFAULTED
	DISPLAY/SCHEDULE HOLDER #2 LOCATION	**Forward Side Of Driver's Barrier Under Driver's Barrier Storage Box**
	DISPLAY/SCHEDULE HOLDER #3	NOT Required
(Redisplay - From Section 30)		
TS 94	DRIVERS BARRIER SCHEDULE HOLDER	**(3) 3.88"W x 5"H x 1.62"D, BP750CT - Preferred Option**
TS 94	REGISTRATION/PERMIT/CARD HOLDER	**Required**
TS 94	REGISTRATION/PERMIT/CARD HOLDER TYPE	**9.13"W x 6.13"H x .09"D, Aluminum, With Plastic Cover**
	REGISTRATION/PERMIT/CARD HOLDER QUANTITY	1 - DEFAULTED
	REGISTRATION/PERMIT/CARD HOLDER LOCATION	**Overhead Sawtooth Compartment Door**
35. INTERIOR PASSENGER ASSISTS		
	DASH MOUNTED GRAB RAIL	**Yellow Powder Coated**
(Redisplay - From Section 28)		
	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default
	OVERHEAD LUGGAGE LOFT	NOT Required
	OVERHEAD GRAB RAILS	Stainless Steel Throughout Bus Required (3rd Step 3" Drop) - Default
TS 79.5	OVERHEAD GRAB STRAP(S)	**Black Nylon Flexible Strap 11" (Fixed Mounted)**
TS 79.5	OVERHEAD GRAB STRAP(S) QUANTITY	**18**
	OVERHEAD GRAB STRAP(S) MOUNTING	Installed per Seat Layout Location - DEFAULTED

36. WINDSHIELD

TS 51.1	WINDSHIELD GLAZING STYLE	Laminated, 2-Piece Glazing - DEFAULTED
	WINDSHIELD TINT BAND	**Street Side & Curb Side Tint Band**
	WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED

37. PASSENGER & DRIVERS WINDOWS, & DOOR GLAZING

PASSENGER WINDOWS

CRC	WINDOW MANUFACTURER	**Ricon®**
	PASSENGER WINDOW EGRESS LOCATIONS	Passenger Windows Non-Egressable At 3rd Step And Minimum Egressable At 1st & 2nd Steps (Per DB-260.009) - DEFAULTED
	PASSENGER WINDOW FRAME COLOR	Black Powder Coated - DEFAULTED
TS 53.2	PASSENGER WINDOW GLAZING ATTACHMENT	**Bonded Serviceable**
TS 53.2	PASSENGER WINDOW FRAME STYLE	**Upper Transom, Lower Fixed**
	PASSENGER WINDOW GLAZING MATERIAL	**Tempered - Preferred Option**
TS 74	PASSENGER WINDOW GLAZING GUARDS	6 mil Film Guard On Glazing - DEFAULTED
TS 53.2	PASSENGER WINDOW GLAZING COLOR & TRANSMISSIVITY	**Gray With 8%-18%**
	PASSENGER WINDOW TRANSOM LOCKS	NOT Required - Default

Allen Head Set Screws Are Provided On All Functional Transom Window Latches To Allow The Ability To Disable The Latch Function.

	PASSENGER WINDOW GUARDS @ 3rd STEP	Flat Bar With Offset - DEFAULTED
	INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**
	PASSENGER WINDOW EGRESS I.D. DECALS	Polycarbonate - DEFAULTED
	PASSENGER WINDOW EGRESS OPERATIONAL INSTRUCTION DECALS	"EMERGENCY EXIT, PULL RED HANDLE DOWN, PUSH WINDOW OUT TO OPEN", Red Letters On Aluminum Plate - DEFAULTED

DRIVERS WINDOW

	DRIVERS WINDOW FRAME STYLE	Fore & Aft Sliders - DEFAULTED

The Passenger Window Glass Guard Requirement Is Not Permissible On The Drivers Window.

TS 52	DRIVERS WINDOW EXTERIOR HANDLE	Forward Edge Of Fore Slider Window Glazing - DEFAULTED
	DRIVERS WINDOW GLAZING MATERIAL	**Tempered (Preferred Tempered Glazing Option)**
	DRIVERS WINDOW GLAZING COLOR & TRANSMISSIVITY	**Green Auto Tint, With Tint Band With 70%-78%**
	DRIVERS SLIDER WINDOW INTERIOR HANDLE	Fore Glazing WithOUT Lock And Aft Glazing With Lock - DEFAULTED
	DRIVERS SLIDER WINDOW ROCKER HANDLE	With Allen Head Lock - DEFAULTED
	DRIVERS SLIDER WINDOW GLAZING STOPS	Fore And Aft Glazing Stops - DEFAULTED
TS 52	DRIVERS WINDOW EGRESS FEATURE	Non-Egressable - DEFAULTED

DOOR GLAZING

	FRONT DOOR GLAZING MATERIAL/COLOR,TINT & TRANSMISSIVITY	Laminated Green Tint With 73% - DEFAULTED
	REAR DOOR GLAZING MATERIAL/COLOR,TINT & TRANSMISSIVITY	Laminated Gray Tint With 23%-33% - DEFAULTED

38. FOG LAMP/DRIVING LAMPS/HEADLAMPS

	FOG/DRIVING LAMPS	NOT Required

HEADLAMPS

TS 73.4	HEADLAMPS	**I/O Controls DINEX™ STAR LED Cornering Low Beam Upper/Outer & Dialight LED High Beam Center/Middle (90mm)**
TS 73.4	HEADLAMP PROGRAMMING	**Activated Through Ignition Switch In Day Run Position With Parking Brake Off or With Wipers On**
	HEADLAMP HIGH/LOW BEAM CONTROL SWITCH	Maintained Button Toe Switch, Floor Bracket Mounted - DEFAULTED

39. EXTERIOR LAMPS

	REAR STOP/TAIL/TURN/BACKUP LAMP SYSTEM	4 Lamp System - Default
	STOP / TAIL / TURN LAMP MANUFACTURER and SIZE	4" Round Dialight LED - DEFAULTED
	TAIL LAMP DAYRUN FEATURE	**Yes**
	BACKUP LAMPS	4" Round Dialight Clear LED - DEFAULTED
	LAMP POSITIONS FROM TOP to BOTTOM	Amber, Red, Red, Clear (White) - Default

TURN SIGNALS

	FRONT TURN SIGNALS	Dialight Amber LED - DEFAULTED
	SIDE TURN SIGNAL MANUFACTURER & TYPE	Dialight LED, Series 18 - DEFAULTED
	SIDE TURN SIGNAL FRONT WHEEL FORWARD MOUNTING LOCATION	Required - DEFAULTED
	SIDE TURN SIGNAL REAR WHEEL FORWARD MOUNTING LOCATION	Required - DEFAULTED

TURN SIGNAL / HAZARD CONTROLS & AUDIO INDICATORS

	TURN SIGNAL SWITCH CONTROL	Momentary Button Toe Switches Floor Bracket Mounted - DEFAULTED
	TURN SIGNAL AUDIO INDICATOR ACTIVATION DEVICE	**Clicker**
CRC	HAZARD SYSTEM AUDIO INDICATOR ACTIVATION DEVICE	**Clicker**
	HAZARD AUDIO / TURN SIGNAL AUDIO FUNCTIONS	Hazard Audio Via Switch Control / With Turn Signal Audio Via Switch Control - Default
	HAZARD SWITCH CONTROL	Toggle Switch @ Side Panel 5 - DEFAULTED
	DETAILS for UNDEFINED HAZARD SWITCH EXTENSION	**Red Switch Extension with Adhesive to permanently attach to switch**
CRC	REAR WHEEL TURN CURB LAMP	NOT Required
	CURB LAMPS	**Dialight LED With White Housing At Front & Rear Doors**
	KNEELING & WHEELCHAIR RAMP LAMP	(1) 2" Dialight Amber LED Lamp Located Aft Of The Front Door - DEFAULTED

MARKER & CLEARANCE LAMPS		
	FRONT & REAR MARKER & CLEARANCE LAMPS	Dialight LED, Series 45 - DEFAULTED
	LOWER SIDE MARKER MOUNTED @ SKIRT PANEL	Dialight Amber LED, Series 45 - DEFAULTED
	MARKER LAMP DAYRUN FEATURE	**Yes**
REAR AUXILIARY LAMPS		
CRC	POWER TRAIN COMPARTMENT DOOR MOUNTED AUXILIARY LAMP(S)	NOT Required
CRC	REAR CAP GRILLE LOWER CENTER MOUNTED AUXILIARY "STOP" SIGN/STOP LAMP(S)	**(3) 18" Dialight Red LED Strip Lamps**
TS 73.3	UPPER REAR CAP GRILLE AUXILIARY LAMPS	**(4) (2) Stop 4" Dialight Red LED Lamps & (2) Turn Signal Dialight Amber LED Lamps (2 Each Side)**
	UPPER REAR CAP GRILLE AUXILIARY LAMP LOCATION	**Upper Lamp @ Corner Per DB-230**
	AUXILIARY LAMP POSITION	**Stop Lamps Located @ Lower Position**
	YIELD SIGN	**Required**
YIELD SIGN DETAILS		
TS 73.3	YIELD SIGN MANUFACTURER	KD Specialties Triangle Amber LED Sign - DEFAULTED
	YIELD SIGN MOUNTING LOCATION	Rear HVAC Door, Mid Street Side - DEFAULTED
	YIELD SIGN CONTROLS	**Activated By Left-Hand Turn Signal Switch**
TS 73.3	YIELD SIGN ACTIVATION PROGRAMMING	**Activated With Left-Hand Turn Signal Switch With No Restrictions**
	EXTERIOR LAMP TEST ACTIVATION	Via Programming Through The Left & Right Turn Signal Switches - Default
COMPARTMENT LAMPS		
	REAR POWERTRAIN COMPARTMENT LAMPS	(4) Peterson LED 12" Strip Lamps - DEFAULTED
	REAR POWER TRAIN COMPARTMENT LAMPS CONTROL	(1) Maintained Toggle Switch, With Rubber Boot, Located At Rear Run Box - Default
	MISCELLANEOUS EXTERIOR LAMPS NOTES	**- Parking Brake to activate Brake Lights**

40. INTERIOR LAMPS

MAIN INTERIOR LAMP KIT DETAILS		
	INTERIOR LAMP & AIR DUCT TYPE	Standard Lamp & Air Duct Kit - DEFAULTED
	INTERIOR LAMP ILLUMINATION TYPE	LED Lamps - Default
CRC	INTERIOR LAMP KIT MANUFACTURER	**Pretoria**
	INTERIOR LAMP COLOR TEMPERATURE	**6000-6500k - Preferred Option**
(Redisplay - From Section 35)		
	OVERHEAD LUGGAGE LOFT	NOT Required
	INTERIOR LAMP ACCESS DOOR LOCKS	Phillips Head - DEFAULTED
3/2/22 e-mail	INTERIOR LAMP LENS COLOR	All White (Opal) - Default
	INTERIOR EXTINGUISHABLE LAMP POSITIONS	**#1, #2 Street Side & All Curb Side**

	INTERIOR EXTINGUISHABLE LAMP ACTIVATION	With Front & Rear Doors Closed - Default
	INTERIOR LAMP DIMMING CONTROLS	**Maintained Toggle Switch Mounted @ Dash Panel 1**
	INTERIOR LAMP POWER CONTROL	Via Multiplexing With Ignition Switch In Any Position - Default
TS 75.10.1	INTERIOR LAMP SWITCH	All/Off/Normal Toggle Switch @ Side Panel 5 - DEFAULTED

OTHER INTERIOR LAMP DETAILS

	DRIVERS COURTESY/MAP LAMP	Peterson LED Lamp Mounted At Overhead Panel 10, With Base Mounted Switch (Ignition Power) - DEFAULTED
	FRONT THRESHOLD LAMPS	**Dialight LED With Black Housing**
	FORWARD AIR TANK COMPARTMENT LAMPS	(2) Maxxima® LED Lamps - Default
	INTERIOR REAR STEP LAMPS	LED Lamps With Yellow Powder Coated Housing - DEFAULTED
	MISCELLANEOUS INTERIOR LAMP NOTES	**Additional Access door on streetside Air duct aft of the standard access door over the Wheelwell storage box**

41. PLEASURE & VOICE RADIO (2-WAY)

PLEASURE RADIO

	PLEASURE RADIO	**Radio Engineering Industries (REI®), AM/FM, MP3, USB, SD Player, With Fixed Face**
	PLEASURE RADIO MOUNTING	**Above Drivers Barrier Storage Box - Preferred Option**
	DETAILS for UNDEFINED PLEASURE RADIO AUDIO OUTPUT SOURCES	**Driver & Passenger Speakers With "Mute" Toggle Switch On Side Panel 6**
	PLEASURE RADIO PA OVERRIDE CONTROL	Auto Override - DEFAULTED
	PLEASURE RADIO ANTENNA & CABLE	Metra Electronics® 44-US01R - Default
	PLEASURE RADIO ANTENNA MOUNTING	Cable & Antenna Installed - DEFAULTED
	PLEASURE RADIO DRIVERS SPEAKER	**1 Speaker**
	PLEASURE RADIO DRIVERS SPEAKER MOUNTING	**Mounted At Bottom Flat Surface Of Overhead Sawtooth**
	PLEASURE RADIO REMOTE DRIVERS SPEAKER VOLUME CONTROL (Separate From Pleasure Radio Volume Control)	**Rheostat Switch @ Side Panel 6**

VOICE RADIO (2-WAY)

	VOICE RADIO (2-WAY) PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Stand Alone Radio**
LTR	VOICE RADIO (2-WAY) MANUFACTURER/MODEL	**Motorola APX™ 6500**
	VOICE RADIO (2-WAY) MOUNTING LOCATION	**Street Side Front Wheelwell Storage Box**
	VOICE RADIO (2-WAY) HANDSET/HAND MICROPHONE MOUNTING LOCATION	**Dash Bracket**
	DETAILS For UNDEFINED VOICE RADIO (2-WAY) HANDSET/HAND MICROPHONE TYPE	**Motorola HMN1089A**
	VOICE RADIO (2-WAY) POWER SUPPLY WIRING	**12v-30A Battery Power & 12v-10A Ignition Power - Preferred Option**

	VOICE RADIO (2-WAY) POWER SUPPLY WIRING ROUTING TERMINATION	**Street Side Front Wheelwell Storage Box**
**	VOICE RADIO (2-WAY) ANTENNA PROCUREMENT & INSTALLATION	**GILLIG Provided & Installed**
	VOICE RADIO (2-WAY) ANTENNA CABLE ROUTING TERMINATION	**UNDEFINED Antenna & Cable**
	DETAILS for UNDEFINED VOICE RADIO (2-WAY) ANTENNA CABLE ROUTING TERMINATION	**Route antenna cables to electrical equipment box (30" service loop in equipment box)**
	VOICE RADIO (2-WAY) ANTENNA & CABLE	**Motorola HAF 4016 @ 762-870 MHz**
	VOICE RADIO (2-WAY) DRIVERS SPEAKER	NOT Required
CRC	AUXILIARY POWER SUPPLY	**USB Module Recessed @ Right-Hand Side Of Dash Enclosure Vertical Surface, Facing Driver**

42. PUBLIC ADDRESS (PA) &/OR VOICE ANNUNCIATOR (VA)

PUBLIC ADDRESS (PA) SYSTEM

TS 86.2	PUBLIC ADDRESS (PA) SYSTEM	**Via ITS**

VOICE ANNUNCIATOR

	VOICE ANNUNCIATOR	NOT Required - Default

PASSENGER SPEAKERS

	INSIDE SPEAKERS	**6 JC54WP-4A Speakers [RO]**
CRC	DETAILS for UNDEFINED OUTSIDE SPEAKER/LOCATION(s)	**2 Speaker mounted curbside aft of front wheel & fwd of rear door - Speakers to be on a removable brackets with built in shield like design. Accessible through an oversize access door with speaker grill with flip latch. (door to open from back to front)**
	INSIDE/OUTSIDE SPEAKER SELECT CONTROL	**Via ITS**

MICROPHONES

	HAND/LAPEL MICROPHONE CONNECTION LOCATION	(1) XLR Connector Mounted At Bottom Flat Surface Of Overhead Sawtooth - DEFAULTED
	HAND/LAPEL MICROPHONE	NOT Required
	HAND MICROPHONE CLIP LOCATION	NOT Required

43. DESTINATION/BACKLIT LOGO SIGNS

	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**

(Redisplay - From Section 69a)

	AVAIL TECHNOLOGIES INC. DESTINATION SIGN INTERFACE PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	FRONT SIGN COMPARTMENT BLOWER MOTOR & CONTROL	**With Drivers Heater/Defroster Fan Switch Activated - Preferred Option**
	FRONT SIGN GLAZING	**Laminated With Heat Element**
	FRONT SIGN HEATED GLAZING CONTROL	**With Drivers Heater/Defroster Fan Switch Activated - Preferred Option**
	SIGN STYLE	Surface Mount Technology (SMT) - DEFAULTED
	OPERATOR CONTROL UNIT (OCU)	**Independent Control**

PCO F38	OCU MOUNTING LOCATION	**Right-Hand Side Of Dash Enclosure On Bracket**
OCU/MCU Has RS232, J1708		
CRC	FRONT SIGN	Amber, 16 Row X 160 Column, Horizon Gen 4 - Default
LTR	CURB SIDE SIGN	**Amber, 14 Row X 112 Column, Exterior Viewable, Horizon**
	CURB SIDE SIGN LOCATION	Number 13 Window Position - DEFAULTED
	STREET SIDE SIGN	**Required**
	STREET SIDE SIGN LOCATION	**Number 3 Window Position**
	STREET SIDE SIGN	**Amber, 8 Row X 96 Column, Exterior Viewable, Horizon**
	SIDE SIGN GLAZING MASKING	Required, Applied To All Side Signs - DEFAULTED
TS 83	REAR SIGN	**Amber, 16 Row X 48 Column, Horizon - Preferred Option**

44. FAREBOX, FAREBOX PEDESTAL &/OR DRIVERS STEP

CRC	FAREBOX PROCUREMENT & INSTALLATION	**GILLIG Provided & Installed**
	FAREBOX MANUFACTURER & MODEL	**Diamond Model SV, With 2 Vaults Provided**
	FAREBOX SPARE VAULT DELIVERY	(Shipped Loose) - Default
	SHIP FAREBOX KEYS TO	**Barry Potter**
FAREBOX ELECTRICAL		
	FAREBOX INTERNAL LAMP ACTIVATION	Automatic With Front Door Open & Night or Park Ignition - DEFAULTED
TS 75.19.1	FAREBOX EXTERNAL LAMP MANUFACTURER	**Peterson LED, M370 - Preferred Option**
	FAREBOX EXTERNAL LAMP ACTIVATION	**ON/OFF/DOOR Toggle Switch @ Side Panel 6 (With Door Controlled By Programming In Night or Park Ignition)**
FAREBOX MOUNTING & GUARD		
	FAREBOX STANCHION MOUNTING FINISH	Stainless Steel - Default
	FAREBOX PEDESTAL HEIGHT & WIDTH	14.42" Wide,5.86 High - Default
	FAREBOX PEDESTAL COVER AND TRIM EDGING	**Altro Black Flooring With Stainless Steel With Yellow Grip Tape Nosing**
	FAREBOX GUARD	**Provide & Install**
	FAREBOX GUARD FINISH	Stainless Steel - Default
Addendum 1	MISCELLANEOUS FAREBOX NOTES	

45. TRANSFER CUTTER

	TRANSFER CUTTER PROCUREMENT & INSTALLATION	NOT Required - DEFAULTED

46. MANUAL PASSENGER COUNTER

	MANUAL PASSENGER COUNTER	NOT Required - DEFAULTED

47. DASH BRACKET

	DASH BRACKET	**Provide & Install**
	DASH BRACKET TELESCOPIC ARM	NOT Required - Default
	DASH BRACKET TYPE	Base Only - Default
	TOTAL NUMBER OF PREVIOUSLY SELECTED ITEMS FOR GILLIG TO MOUNT ON DASH BRACKET	**1**

48. SUBFLOOR PANELS

TS 28.5	SUBFLOOR PANEL MATERIAL	Full Composite (Milwaukee Composites Inc. (MCI)) - DEFAULTED
(Redisplay - From Section 28)	WHEELCHAIR RESTRAINT POSITIONS QUANTITY & LOCATION	2 Positions (1 Street Side & 1 Curb Side) - DEFAULTED
	1st STEP & 2nd STEP (If Required) PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	3rd STEP PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	2ND STEP RAISED PLATFORM	Street Side - Default
	3RD STEP RAISED PLATFORM	NOT Required
	TRANSMISSION ACCESS PANEL	NOT Required

49. FLOOR COVERING & TRIM

	FLOOR COVERING MANUFACTURER	**Altro**
	FLOOR COVERING COLOR TONE	Single Color Tone Throughout Bus - DEFAULTED
	STANDEE LINE COLOR	Yellow - Default
	STANDEE LINE LOCATION	Standard - DEFAULTED
	DOOR NOSING COLOR	Yellow (Screaming Yellow) With Aluminum Backing Plate - Default
	FLOOR TYPE	**Figura™ Fireworks**
Park City	AISLE COLOR	**TFFG2706F Crackle 2.7mm**
	UNDERSEAT & WHEELCHAIR RESTRAINT POSITION COLOR	**TFFG2706F Crackle 2.7mm**
	DRIVERS PLATFORM AREA TRIM EDGING	Yellow Altro At Foot Area And Black Vinyl At Seat Platform Area - DEFAULTED
	DRIVERS PLATFORM FOOT AREA COVER COLOR	TFM27892 Black 2.7mm - DEFAULTED
	DRIVERS HEEL PLATE @ THROTTLE & BRAKE PEDAL	8.8" x 5.5" Diamond Tread Aluminum Plate - DEFAULTED
	2nd STEP (Theater Step) TRIM EDGING	Yellow Vinyl - DEFAULTED
	3rd STEP TRANSITION PANEL TRIM EDGING	Black Vinyl - DEFAULTED
	LOW FLOOR TO REAR DOOR TRANSITION TRIM EDGING	Black Vinyl - Default
	REAR WHEELWELL TRIM EDGING	**Stainless Steel**
	SETTEE KICK PANEL COVERING	Match Floor Covering Material - DEFAULTED
	MISCELLANEOUS FLOOR COVERING & TRIM NOTES	**1" reflective tape on rear door step nosing exterior edge**

50. INTERIOR PANELS

PPMTG	UPPER SIDEWALL PANEL COLOR @ WINDOW MULLION	**4630-60 Wilsonart® Matte Cloud Nebula - Preferred Option**
	LOWER SIDEWALL PANEL MATERIAL TYPE	Melamine - DEFAULTED

	LOWER SIDEWALL PANEL COLOR @ BOTTOM OF WINDOW LINE TO SEAT RAIL	**4630-60 Wilsonart® Matte Cloud Nebula - Preferred Option**
	DRIVERS CEILING MELAMINE PANEL COLOR	**1595-60 Wilsonart® Matte Black - Preferred Option**
	PASSENGER CEILING PANEL COLOR (All Alike AFT of Drivers Panel)	**4168-60 Wilsonart® Matte Gray Pampas**
	CEILING PANEL RETAINER STRIP	Required - DEFAULTED
	INTERIOR BULKHEAD TRIM TYPE	**Carpet**
	INTERIOR BULKHEAD CARPET COLOR	**Royal Blue - Shaw #00017**

51. ROOF HATCH(S)

TS 58	ROOF HATCH LOCATION	Rear - Default
	REAR ROOF HATCH TYPE	SMI Transpec®, Manual Open/Close Opaque Hatch - Default

52. FRONT WHEELWELL HANDRAILS, PACKAGE RACKS & OTHER TRIM ITEMS

STREET SIDE

(Redisplay - From Section 31)

TS 30.2	STREET SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	STREET SIDE FRONT WHEELWELL HORIZONTAL AISLE GRAB RAIL	36" Stainless Steel - Default

(Redisplay - From Section 28)

	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default

CURB SIDE

(Redisplay - From Section 31)

TS 30.2	CURB SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	CURB SIDE FRONT WHEELWELL PACKAGE RACK	**8.75"H x 43"W x 22"D, Stainless Steel**

(Redisplay - From Section 28)

	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default

53. STREET SIDE EXTERIOR MIRROR(S)

	STREET SIDE MIRROR MANUFACTURER	**Safe Fleet**
**	STREET SIDE MIRROR MOUNTING LOCATION	**High Mounted**
CRC	STREET SIDE MIRROR MOUNTING TYPE	**Class A (Streamline)**
	STREET SIDE MIRROR GLAZING SIZE	**9" x 13" 2-Piece Flat-Faced & Convex**
	STREET SIDE MIRROR ARM COLOR and MATERIAL	**14.8" Black Powder Coated Cast Aluminum**
	STREET SIDE MIRROR ARM DETENT	15° - DEFAULTED
	STREET SIDE GLAZING ADJUSTMENT	**Remote Flat-Face & Remote Convex**
	STREET SIDE GLAZING HEATING ELEMENT	**Heated Flat-Face & Heated Convex**
TS 73.3	STREET SIDE MIRROR INDICATOR LAMP	**Turn Signal On Housing**

	STREET SIDE ELECTRICAL CONNECTION	Molded 9 Pin Connector - DEFAULTED

FOR ANY MIRROR PAINT REQUIREMENT SEE SECTION 71

	MISCELLANEOUS STREET SIDE EXTERIOR MIRROR NOTES	

54. CURB SIDE EXTERIOR MIRROR(S)

	CURB SIDE MIRROR MANUFACTURER	**Safe Fleet**
	CURB SIDE MIRROR MOUNTING TYPE	**Class A (Streamline)**
TS 49.8.1	CURB SIDE MIRROR GLAZING SIZE	**9" x 13" 2-Piece Flat-Faced & Convex**
	CURB SIDE MIRROR ARM COLOR AND MATERIAL	**14.8" Black Powder Coated Cast Aluminum**
	CURB SIDE GLAZING ADJUSTMENT	**Remote Flat-Face & Remote Convex**
	CURB SIDE GLAZING HEATING ELEMENT	**Heated Flat-Face & Heated Convex**
	CURB SIDE MIRROR ARM DETENT	15° - DEFAULTED
	CURB SIDE MIRROR INDICATOR LAMP	**Turn Signal On Housing**
	CURB SIDE ELECTRICAL CONNECTION	Molded 9 Pin Connector - DEFAULTED

FOR ANY MIRROR PAINT REQUIREMENT SEE SECTION 71

	HEATED GLAZING ACTIVATION	**Independent Toggle Switch, With 20 Minute Shutdown Timer**
PCO F20	DETAILS for UNDEFINED HEATED GLAZING SWITCH	**Built into American Technologies Remote Controller on Side Panel 6**
PCO F52	DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	**American Technologies Remote Controller @ Side Panel #6**

55. INTERIOR MIRRORS

PPMTG	INTERIOR REAR VIEW MIRROR CENTER MOUNTED BELOW FRONT SIGN	Safe Fleet, 8.25" x 16" Flat-Face - DEFAULTED
	ADDITIONAL INTERIOR MIRRORS	Safe Fleet, 6" Flat-Face Mirror At Bottom Of Front Destination Sign Compartment And Rosco®, 12" Convex Mirror At Rear Door Stanchion - DEFAULTED

56. STANCHION DETAILS (RE-DISPLAYED FROM PREVIOUS SECTIONS)

	3rd STEP LONGITUDINAL SEAT STANCHION FINISH	Stainless Steel - Default
	3 PASSENGER LONGITUDINAL SEAT OPTIONAL STANCHION	Required - DEFAULTED
	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default
	STREET SIDE FRONT WHEELWELL HORIZONTAL AISLE GRAB RAIL	36" Stainless Steel - Default
	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	CURB SIDE FRONT WHEELWELL PACKAGE RACK	**8.75"H x 43"W x 22"D, Stainless Steel**
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	FRONT DOOR HANDLES	**Yellow Powder Coated**

	FAREBOX GUARD FINISH	Stainless Steel - Default
	DRIVERS BARRIER GRAB HANDLE	**22.5" Yellow Powder Coated**
	FRONT DOOR MODESTY PANEL STANCHION	**Yellow Powder Coated**
	STANCHION FINISH FORWARD OF REAR DOOR WithOUT MODESTY PANEL	**Yellow Powder Coated**
	REAR DOOR THRESHOLD PASSENGER HANDRAIL FINISH AT FORE & AFT POSITION OF DOOR	**Yellow Powder Coated**
	STANCHION FINISH @ CURB SIDE 3rd STEP With MODESTY PANEL	**Yellow Powder Coated**
	STANCHION FINISH @ STREET SIDE 3rd STEP/2nd STEP TRANSITION POSITION WithOUT MODESTY PANEL	**Yellow Powder Coated**
	DASH MOUNTED GRAB RAIL	**Yellow Powder Coated**
	OVERHEAD GRAB RAILS	Stainless Steel Throughout Bus Required (3rd Step 3" Drop) - Default

57. MULTIPLEXING CONTROL SYSTEM & MISC. ELECTRICAL

	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED
	MULTIPLEXING SYSTEM SHUTDOWN TIME SETTING	35 Minutes - DEFAULTED
	MISCELLANEOUS MULTIPLEXING CONTROLS NOTES	**- Driver's Lamp, Farebox , Defroster Fan Motors, & Communication Radio Automatic Shutdown With Rotary Run Switch Off** **- Reduce MFD shutdown/screen off time to 10 seconds When Ignition Is turned off** **- All Lights On The Dash Including Auxiliary Indicators Need To Light Up With Ignition Start Up.**

58. SUNSHADE

TS 46.3	STREET SIDE WINDSHIELD SUNSHADE	**Auto-Motion Shade®, Flexi-Visor FLX-620, All Solid (43.85"W x 23.75"H)**
**	DRIVERS SIDE WINDOW SUNSHADE	Auto-Motion Shade®, Cord Release, 17.5" Mesh & 23.5" Solid, Vertical Split (43.2"W x 16"H) - Default

59. FIRE ALARM, DETECTION, & SUPPRESSION SYSTEM

	FRONT FIRE SUPPRESSION SYSTEM	NOT Required
	FIRE SUPPRESSION SYSTEM	NOT Required - DEFAULTED
	FIRE ALARM AUDIO INDICATOR	Bell Mounted At Bottom Flat Surface Of Overhead Sawtooth – DEFAULTED
	FIRE ALARM & DETECTION SYSTEM	Powertrain & HVAC Compartment Linear Fire Wire & Spot Sensor @ Battery Box Compartment - DEFAULTED

60. TRAFFIC LIGHT PREEMPTION SYSTEM

	TRAFFIC LIGHT PREEMPTION SYSTEM SOURCE	**GILLIG Provided & Installed**
	TRAFFIC LIGHT PREEMPTION SYSTEM MANUFACTURER	**Opticom™**
	TRAFFIC LIGHT PREEMPTION MODEL	**2101 GPS Vehicle Kit**

TRAFFIC LIGHT PREEMPTION MOUNTING LOCATION	Street Side Front Wheelwell Storage Box - Default
TRAFFIC LIGHT PREEMPTION SYSTEM GPS ANTENNA LOCATION	**Roof Mounted**
MISCELLANEOUS TRAFFIC LIGHT PREEMPTION SYSTEM NOTES	**System to de-activate with 4-way flashers on**

61. VIDEO SURVEILLANCE SYSTEM

VIDEO SURVEILLANCE SYSTEM MANUFACTURER	**Luminator Technology Group**
LUMINATOR VIDEO SURVEILLANCE SYSTEM PACKAGE	**Complete Camera Installation**

Microphone & Infrared Features Will Be Integrated Into Cameras Where Possible
Unless A Special Requirement Is Noted In A Misc Text Box/Area Or A Undefined.

LUMINATOR CAMERA @ 7a POSITION	**115° FOV, RR-4KCF1115, 4K/UHD, With D/N, IP**

Camera 7a Is Interior Mounted, Under Front Destination Sign Compartment. Camera Views Through Front Windshield.

LUMINATOR CAMERA @ 8 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 8 POSITION	NOT Available - DEFAULTED

Camera 8 Is Exterior Mounted, Curb Side Roof Rail, Above Front Door. Camera Views Rearward.

LUMINATOR CAMERA @ 9 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 9 POSITION	NOT Available - DEFAULTED

Camera 9 Is Exterior Mounted, Street Side Roof Rail, Above Drivers Window. Camera Views Rearward.

LUMINATOR CAMERA @ 10 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 10 POSITION	NOT Available - DEFAULTED

Camera 10 Is Exterior Mounted, Curb Side Roof Rail, Above Aft Edge Of Rear Window. Camera Views Forward.

LUMINATOR CAMERA @ 11 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 11 POSITION	NOT Available - DEFAULTED

Camera 11 Is Exterior Mounted, Street Side Roof Rail, Above Aft Edge Of Rear Window. Camera Views Forward.

LUMINATOR CAMERA @ 12 POSITION	**132°x72° FOV, RR-HDCTD130, Tapered Dome, Color, IP, With Extended Cover, With DVR Recording And Back-Up Viewing [L]**
INFRARED @ 12 POSITION	NOT Available - DEFAULTED
MFD DISPLAY of LUMINATOR CAMERA @ 12 POSITION	**Required**
LUMINATOR BACK-UP CAMERA DISPLAY ACTIVATION	With Transmission In Reverse - Default
LUMINATOR BACK-UP CAMERA DISPLAY	**Displayed On MFD**

Camera 12 Is Exterior Mounted, Upper HVAC Door, Centerline. Camera Views Down And Rear Of Bus.

LUMINATOR CAMERA @ 13 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 13 POSITION	**Required - Built-In Camera**

Camera 13 Is Interior Mounted, Under Air Tank Closeout, Centerline Of Bus. Camera Views 360°

LUMINATOR CAMERA @ 14 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 14 POSITION	**Required - Built-In Camera**

Camera 14 Is Interior Mounted, On Ceiling Panel, At Rear Door, Centerline Of Bus. Camera Views 360°

LUMINATOR CAMERA @ 15 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 15 POSITION	**Required - Built-In Camera**

Camera 15 Is Interior Mounted, On Ceiling Panel Forward Of Rear Bulkhead, Centerline Of Bus. Camera Views 360°

	NUMBER OF RECORDABLE CAMERA'S THAT ARE ANALOG	**0**
	NUMBER OF RECORDABLE CAMERA'S THAT ARE IP	**9**
Standard Camera Viewing Angles Per Camera Layout 19-58148R000		
	ALL CAMERA'S POSITIONS PER 19-58148R000	Required - DEFAULTED
	TOTAL NUMBER OF RECORDABLE LUMINATOR CAMERAS SELECTED PER INSTALLATION 19-58148R000	**9**

VIDEO SURVEILLANCE SYSTEM COMPONENT DETAILS

PCO F32	LUMINATOR DVR	**RoadRunner™ HDR4K12, (12) Channel DVR, With 4TB HDD**
	LUMINATOR DVR POWER SUPPLY	Battery Power (With Knife Switch) - DEFAULTED
	LUMINATOR DVR MOUNTING LOCATION	On Top Tray/Shelf Of Street Side Front Wheelwell Storage Box - Default
	LUMINATOR EVENT TAGGING SWITCH and/or STATUS INDICATOR DISPLAY	NOT Required - DEFAULTED
	LUMINATOR IMPACT SENSOR	Built-In To DVR - Default
	LUMINATOR GPS ANTENNA	**Required**
	LUMINATOR GPS ANTENNA MOUNTING	GILLIG Installed Antenna & Cable - DEFAULTED
	LUMINATOR GPS ANTENNA LOCATION	Street Side Front Cap Inside Of Destination Sign Compartment - Default
	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL	"FOR YOUR SAFETY AND SECURITY THIS BUS MAY BE UNDER AUDIO/VIDEO SURVEILLANCE", White Letters On Red Background, 8.13"W x 3.62"H, English & Spanish - Default
	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL QUANTITY	1 - DEFAULTED
	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL MOUNTING	Installed at GILLIG - DEFAULTED
	VIDEO SURVEILLANCE SYSTEM DISCLAMER DECAL MOUNTING LOCATION	Aft Air Tank Closeout Curb Side - Default
	MISCELLANEOUS LUMINATOR TECHNOLOGY GROUP VIDEO SURVEILLANCE SYSTEM NOTES	**(2) Omni-Directional Microphones - Required @ the Driver's area (bottom air tank) and the Passenger area (Ceiling mount mid-bus)**

FOR ANY VIDEO SURVEILLANCE PAINT REQUIREMENT SEE SECTION 71

62. REAR VIEW BACK-UP CAMERA/MONITOR SYSTEM

TS 49.8.1	REAR VIEW BACK-UP CAMERA	NOT Required - DEFAULTED

63. PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM

LTR	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM	NOT Required - DEFAULTED

64. EXTERIOR TRIM

	WIPER MOTOR ACCESS COVER HARDWARE	Allen Head Fasteners - Default

	FRONT LICENSE PLATE FRAME & HARDWARE	Mounting Hardware With GILLIG Frame - DEFAULTED
TS 66	FRONT LICENSE PLATE FRAME & MOUNTING LOCATION	**Street Side Bracket Mounted To Bottom Of Bumper Channel & Vertical Face Of Energy Absorbing Bumper**
	REAR LICENSE PLATE FRAME & MOUNTING	Mounting Hardware With GILLIG Frame - DEFAULTED

65. BIKE RACK

	FRONT BUMPER MOUNTED BIKE RACK	**Required**

FRONT BUMPER MOUNTED BIKE RACK DETAILS

LTR	FRONT BIKE RACK MANUFACTURER & MODEL	**Byk-Rak™ 2-Position, Wide-Tire**
**	FRONT BIKE RACK BUMPER BRACKET PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Bumper Mounting Brackets**
**	FRONT BIKE RACK PIVOT PLATE PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Pivot Plate**
	FRONT BIKE RACK ASM PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Rack Assembly**
	FRONT BIKE RACK ASM COLOR/FINISH	**Brushed Stainless Steel**
	FRONT BIKE RACK MIRROR	NOT Required

66. SAFETY EQUIPMENT

	FIRE EXTINGUISHER	Amerex 5 lbs. (B402), ABC Rated, With Hose - DEFAULTED
3/2/22 e-mail	FIRE EXTINGUISHER LOCATION	**Mounted In Curb Side Front Wheelwell Storage Box**
	FIRE EXTINGUISHER LABELING	**"FIRE EXTINGUISHER HERE", White Letters On Red Background, 4.75"W x 4.5"H, English & Spanish**
	SAFETY TRIANGLE	Grote®, (3) Triangles With Box - DEFAULTED
TS 75.1.1	SAFETY TRIANGLE LOCATION	**Mounted In Curb Side Front Wheelwell Storage Box**
CRC	FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
	FIRST AID KIT LOCATION	**(Shipped Loose)**
CRC	BLOODBORNE PATHOGENS KIT	**Cintas® 25011**
	BLOODBORNE PATHOGENS KIT LOCATION	**(Shipped Loose)**
CRC	WEB CUTTER	**Sure-Lok #8705**
	WEB CUTTER LOCATION	**(Shipped Loose)**

67. DASH APPLICATIONS NOT PREVIOUSLY SELECTED

	DASH LAYOUT REI	**162319**
	FRONT MAIN DASH ENCLOSURE	**With Wiring Pass Through-Hole**
TS 46.8	TOE SWITCH BRACKET	**3 Switch Bracket With Left-Hand & Right-Hand Turn Signal Switches @ Outer Lower And High Beam Switch @ Center Upper - Preferred Option**

DASH LIGHTING

	DASH PANEL BACKLIGHTING	Incandescent On HVAC Rotary Switch And Dash Panel 3 And Side Panel 5 - DEFAULTED
	DASH PANEL LAMP CONTROL SWITCH	**Dimmer Control Rotary Rheostat @ Dash Panel 2**

	IGNITION SELECTOR SWITCH	4 Position Ignition Rotary Switch & Push Button System Start EV Switch @ Side Panel 5 - DEFAULTED

(Redisplay - From Section 36)

	WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED
	CRIME ALARM SWITCH - GILLIG SUPPLIED	NOT Required

68. DRIVERS AREA INSTRUMENTATION

(Redisplay - From Cover Page)

	MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED

Parking Brake, & Kneeling Visual Indicators Are Displayed On MFD Primary Screen.

TS 46.5	MFD CONFIGURATION	**Per MFD-74015-039 Configuration Detail**
	MFD DAY/NIGHT SCREEN MODE	Manual Via Ignition Switch in Day/Night Run Positions - Default
	DRIVER/MAINTENACE MODE SWITCH LOCATION	**Front Electrical Panel In Air Tank Enclosure**

INDEPENDENT GAUGE(S) Or GAUGE DISPLAYS

	AIR SYSTEM PRESSURE GAUGE	**Displayed On MFD Primary Screen**
	12volt VOLTMETER GAUGE	**Displayed On MFD Secondary Screen**
	24volt VOLTMETER GAUGE	**Displayed On MFD Secondary Screen**

(Redisplay - From Section 61)

	CAMERA 12 VIEWING ON MFD	**Required**
	SPEEDOMETER	**Displayed On MFD Primary Screen, With Analog & Digital Display Reading**
	MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	

OVERHEAD & SIDE CONSOLE/PANEL AUXILIARY MOUNTING DETAILS

	STORAGE CLOSEOUT @ OVERHEAD SAWTOOTH	**No**

69. OPTIONAL COMPONENTS MOUNTED AT DASH AREA

PCO F38	DETAILS for UNDEFINED CUP HOLDER	**Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface RIGHT Side Facing Driver - Required**
TS 47.4	DETAILS for UNDEFINED WASTE CONTAINER	**(2) Rubbermaid #2952, Beige, 2.25 Gallons (stacked for delivery in the one SSTL holding bracket)**
	WASTE CONTAINER MOUNTING	**Attached To Curb Side Package Rack On Standoff, With Removable Container Located Inside Of Forward Rack Area**

THROTTLE & BRAKE PEDAL DETAILS

CRC	ADJUSTABLE THROTTLE & BRAKE PEDAL	NOT Required
	FIXED THROTTLE PEDAL	41° Pedal - DEFAULTED
	FIXED BRAKE PEDAL	41° Pedal - DEFAULTED
	ADDITIONAL OVERHEAD PANEL 11 REQUIREMENTS	**Blank Panel WithOUT Any Component Mounting**

69a. APC/ITS

TS 95	TELEMATICS SYSTEM	Required - DEFAULTED
	TELEMATICS SYSTEM SUBSCRIPTION	**Two Years**

AUTOMATIC PASSENGER COUNTER (APC)

	APC	**Via ITS**

ITS MANUFACTURER(S)
(Redisplay - From Cover Page)

	AVAIL TECHNOLOGIES INC. ITS SYSTEM	**Required**

AVAIL TECHNOLOGIES INC. VEHICLE LOGIC UNIT (VLU) DETAILS

	AVAIL TECHNOLOGIES INC. VLU	Vehicle Computer 1400 - DEFAULTED
	AVAIL TECHNOLOGIES INC. VLU PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	AVAIL TECHNOLOGIES INC. VLU MOUNTING LOCATION	Street Side Front Wheelwell Storage Box - DEFAULTED
	AVAIL TECHNOLOGIES INC. CONTROL & COMMUNICATION MODULE	**WithOUT Voip, Mounted At Street Side Front Wheelwell Storage Box**
	AVAIL TECHNOLOGIES INC. CONTROL & COMMUNICATION MODULE PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED

AVAIL TECHNOLOGIES INC. MOBILE DATA TERMINAL (MDT) DETAILS

	AVAIL TECHNOLOGIES INC. MDT	**10" Operator Display**
	AVAIL TECHNOLOGIES INC. MDT PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	AVAIL TECHNOLOGIES INC. MDT MOUNTING LOCATION	Right-Hand Side Of Dash, Mounted Upper Center On Dash Bracket - DEFAULTED
	AVAIL TECHNOLOGIES INC. MDT MOUNTING BRACKET	**10" RAM® Mount Assembled Length (9.125" Arm)**

AVAIL TECHNOLOGIES INC. VOICE ANNUNCIATOR AUDIO ANNOUNCEMENT DETAILS
(Redisplay - From Section 42)

TS 86.2	PUBLIC ADDRESS (PA) SYSTEM	**Via ITS**
	VOICE ANNUNCIATOR	NOT Required - Default

AVAIL TECHNOLOGIES INC. VOICE ANNUNCIATOR DETAILS

	AVAIL TECHNOLOGIES INC. VOICE ANNUNCIATOR / PA	JMK PA Amp - DEFAULTED
	AVAIL TECHNOLOGIES INC. VOICE ANNUNCIATOR / PA PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	AVAIL TECHNOLOGIES INC. VOICE ANNUNCIATOR / PA MOUNTING LOCATION	**Street Side Front Wheelwell Storage Box**
	AVAIL TECHNOLOGIES INC. AUTOMATIC MESSAGE AUDIO ANNOUNCEMENT (Via Voice Annunciator)	Required - Default
	AVAIL TECHNOLOGIES INC. NEXT STOP AUDIO ANNOUNCEMENT (Via Voice Annunciator)	Required - Default
	AVAIL TECHNOLOGIES INC. STOP REQUEST AUDIO ANNOUNCEMENT (Via Voice Annunciator)	Required - Default
	AVAIL TECHNOLOGIES INC. SPEAKER SELECT & VOLUME CONTROL SWITCHES	**Required**

AVAIL TECHNOLOGIES INC. SPEAKER SELECT & VOLUME CONTROL SWITCHES PROCUREMENT & INSTALLATION	GILLIG Provided & Installed - DEFAULTED
AVAIL TECHNOLOGIES INC. SPEAKER SELECT & VOLUME CONTROL SWITCHES LOCATION	(1) Inside/Both/Outside Speaker Select Toggle Switch And (1) Up/Down Volume Control Toggle Switch @ Side Panel 6 - DEFAULTED

Handsfree Microphone Is Not An Available Feature From Avail Technologies Inc.

AVAIL TECHNOLOGIES INC. VISUAL DISPLAY DETAILS

(Redisplay - From Section 29)

STOP REQUEST SIGN VISUAL INDICATOR	**Via ITS**
AVAIL TECHNOLOGIES INC. PASSENGER INFORMATION SIGN	**Required**

AVAIL TECHNOLOGIES INC. PASSENGER INFORMATION SIGN DETAILS

3/1/22 e-mail	DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. PASSENGER INFORMATION SIGN MANUFACTURER & SIZE	**Message Point Monitor 37” 1920x540 hHD Intelligent Display - 700 NIT Brightness**
	AVAIL TECHNOLOGIES INC. PASSENGER INFORMATION SIGN PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. PASSENGER INFORMATION SIGN MOUNTING	**Ceiling Mounted, Centered & Aft Of Air Tank Enclosure**
	AVAIL TECHNOLOGIES INC. AUTOMATIC MESSAGE VISUAL ANNOUNCEMENT (Via Passenger Information Sign)	Required - Default
	AVAIL TECHNOLOGIES INC. NEXT STOP VISUAL ANNOUNCEMENT (Via Passenger Information Sign)	Required - Default
	AVAIL TECHNOLOGIES INC. STOP REQUEST VISUAL ANNOUNCEMENT (Via Passenger Information Sign)	Required - Default

AVAIL TECHNOLOGIES INC. DATA RADIO & ANTENNA DETAILS

AVAIL TECHNOLOGIES INC. DATA RADIO	**Required**
DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. DATA RADIO MANUFACTURER	**Cisco IR1833-K9 Router (GILLIG Provided, not Avail provided)**
AVAIL TECHNOLOGIES INC. DATA RADIO PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
AVAIL TECHNOLOGIES INC. DATA RADIO MOUNTING LOCATION	Street Side Front Wheelwell Storage Box - DEFAULTED
AVAIL TECHNOLOGIES INC. DATA RADIO ANTENNA PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. DATA RADIO ANTENNA	**4-in-1 Antenna (2 LTE Cellular MIMO and 2 MIMO Multiband 2.4/5 GHz WiFi)**

AVAIL TECHNOLOGIES INC. DATA RADIO ANTENNA CABLE ROUTING TERMINATION	Street Side Front Wheelwell Storage Box - DEFAULTED

(Redisplay - From Section 41)

VOICE RADIO (2-WAY) PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Stand Alone Radio**
AVAIL TECHNOLOGIES INC. GLOBAL POSITIONING SYSTEM (GPS)	**Required**

AVAIL TECHNOLOGIES INC. GLOBAL POSITIONING SYSTEM (GPS) DETAILS

AVAIL TECHNOLOGIES INC. GPS ANTENNA PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
AVAIL TECHNOLOGIES INC. GPS ANTENNA CABLE ROUTING TERMINATION	Street Side Front Wheelwell Storage Box - DEFAULTED
AVAIL TECHNOLOGIES INC. WLAN	**Required**

AVAIL TECHNOLOGIES INC. WIRELESS LOCAL AREA NETWORK (WLAN) DETAILS

AVAIL TECHNOLOGIES INC. WLAN MODULE	**Via Cell Modem**
AVAIL TECHNOLOGIES INC. WLAN MODULE PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
AVAIL TECHNOLOGIES INC. WLAN ANTENNA	**Via Cell Modem**

AVAIL TECHNOLOGIES INC. AMBIENT MICROPHONE DETAILS

AVAIL TECHNOLOGIES INC. INTERIOR AMBIENT MICROPHONE	**Required**
AVAIL TECHNOLOGIES INC. INTERIOR AMBIENT MICROPHONE PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
AVAIL TECHNOLOGIES INC. INTERIOR AMBIENT MICROPHONE MOUNTING LOCATION	Street Side Mid-Bus at Air Duct - DEFAULTED

AVAIL TECHNOLOGIES INC. AUTOMATIC PASSENGER COUNTER (APC) DETAILS

(Redisplay - From Section 69a)

APC	**Via ITS**
AVAIL TECHNOLOGIES INC. AUTOMATIC PASSENGER COUNTER (APC) (Part Of ITS)	**Required**

AVAIL TECHNOLOGIES INC. AUTOMATIC PASSENGER COUNTER (APC) DETAILS

3/1/22 e-mail	DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. APC SENSOR MANUFACTURER	**IRMA Matrix with Vertical Mounting**
	AVAIL TECHNOLOGIES INC. APC SENSOR PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED

(Redisplay - From Cover Page)

FRONT DOOR	40" Vapor Ameriview® Slide-Glide - DEFAULTED
REAR DOOR	**56" Vapor Ameriview® Plug Door**

	AVAIL TECHNOLOGIES INC. APC SENSOR LOCATION(S)	Front And Rear Door - Default
	AVAIL TECHNOLOGIES INC. APC ANALYZER PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	AVAIL TECHNOLOGIES INC. APC ANALYZER MOUNTING LOCATION	**Street Side Front Wheelwell Storage Box - Preferred Option**
PCO F21	AVAIL TECHNOLOGIES INC. CRIME ALARM	**Required**

AVAIL TECHNOLOGIES INC. CRIME ALARM DETAILS

PCO F21	AVAIL TECHNOLOGIES INC. CRIME ALARM SWITCH	**Independent Avail Technologies Inc. Covert Switch**
PCO F21	AVAIL TECHNOLOGIES INC. CRIME ALARM SWITCH PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
PCO F21	AVAIL TECHNOLOGIES INC. CRIME ALARM SWITCH MOUNTING LOCATION	**Guarded Button Switch @ Side Of Side Console - Preferred Option**
	AVAIL TECHNOLOGIES INC. DISCRETE SIGNAL FUNCTIONS	Standard - Default

Standard Discretes = Out-1, Front Door, Rear Door, Stop Request Chime, ADA Chime, Wheelchair Ramp Deployed, & Wheelchair Ramp Stow.
(Redisplay - From Section 60)

	TRAFFIC LIGHT PREEMPTION SYSTEM SOURCE	**GILLIG Provided & Installed**

AVAIL TECHNOLOGIES INC. OPTIONAL INTERFACE DETAILS

	AVAIL TECHNOLOGIES INC. DESTINATION SIGN INTERFACE	**Required**
	AVAIL TECHNOLOGIES INC. DESTINATION SIGN INTERFACE PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	AVAIL TECHNOLOGIES INC. ODOMETER INTERFACE (Via GPS)	**Required**
	AVAIL TECHNOLOGIES INC. ODOMETER INTERFACE PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	AVAIL TECHNOLOGIES INC. APC INTERFACE	**Required**
	AVAIL TECHNOLOGIES INC. APC INTERFACE PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED
	AVAIL TECHNOLOGIES INC. PLEASURE RADIO INTERFACE (With Routing Termination to Drivers Storage Box)	**Required**
	AVAIL TECHNOLOGIES INC. PLEASURE RADIO INTERFACE PROCUREMENT & INSTALLATION	ITS Vendor Provided & GILLIG Installed - DEFAULTED

PCO F51	OTHER AVAIL TECHNOLOGIES INC. SYSTEM FEATURE SPECIFICATIONS	**GILLIG Provided 7 in 1 Antenna from Cisco along with router (ANT-7-5G4WL2G1-O)** **GILLIG Provided Cisco Wireless Cellular Modem - 4G LTE Advanced (P-LTE-MNA)** **GILLIG Provided Cisco Expansion Module - 802.11 (Wi-FI 6) (QP-WIFI6-B)** **GILLIG Provided Dead Reckoning GNSS Module (IRM-GNSS-ADR)** **GILLIG provided Licenses: (no parts required, noted for Purchasing reference)** **- IOSXE-AUTO-MODE** **- SW-WPWIFI6-CW** **- NETWORK-PNP-LIC** **- PNP-CAP-IOTOC** **- SIR1800UK9-176** **- SL-1800-NE/PERF-K9** **- IOTOC-1800-C** **- IOTOC-CLOUD** **- PNP-CAP-IOTOC** **- SVS-IOTOC-BAS**

69b. PRE-TRIP INSPECTION SYSTEMS

PRE-TRIP INSPECTION SYSTEM	NOT Required - DEFAULTED

69c. ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS)

ADVANCED DRIVER ASSISTANCE SYSTEM	NOT Required - DEFAULTED

69d. TAP-CARD READER/WIRELESS PAYMENT SYSTEMS

TAP-CARD/WIRELESS PAYMENT SYSTEM MANUFACTURER	NOT Required - DEFAULTED

70. DECALS

EXTERIOR DECALS THAT HAVE BEEN PREVIOUSLY SELECTED

AIR TANK DRAIN VALVE DECAL	"DRAIN AIR TANKS DAILY", Black Letters On White Background, English - DEFAULTED
KNEELING EXTERIOR DECAL INSTALLATION	"KNEELING", Orange Letters On Black Background, Installed - DEFAULTED
WHEELCHAIR RAMP EXTERIOR DECAL MOUNTING	"RAMP", Orange Letters On Black Background, Installed - DEFAULTED
JACKING POINT DECALS	**"JACKING POINT", Black Letters On Safety Yellow Background, 2.63" x 1.38"**

EXTERIOR DECALS NOT PREVIOUSLY SELECTED

BATTERY DISCONNECT SWITCH EXTERIOR DECAL	"BATTERY DISCONNECT", Red Letters On White Background, Installed - DEFAULTED
WHEELCHAIR SYMBOL DECAL	(1) 4.70"H x 4.50"W, White Symbol On Blue Background, Mounted On Midrail Aft Of Front Door - Default
ADDITIONAL WHEELCHAIR SYMBOL DECAL	NOT Required

INTERIOR DECALS THAT HAVE BEEN PREVIOUSLY SELECTED

INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**

REAR EXIT DOOR DECAL	"EXIT DOOR", White Letters On Red Background, Mounted Above Rear Door - Default
REAR DOOR WARNING DECAL	"CAUTION - STAND BACK FROM DOOR", Black Letters On Yellow Background - DEFAULTED
REAR DOOR PASSENGER SAFETY DECALS	"CAUTION: DO NOT STAND IN DESIGNATED AREA - DO NOT LEAN AGAINST DOOR", Red Letters On White Background - DEFAULTED
Decals Selected In Section 37	
PASSENGER WINDOW EGRESS I.D. DECALS	Polycarbonate - DEFAULTED
PASSENGER WINDOW EGRESS OPERATIONAL INSTRUCTION DECALS	"EMERGENCY EXIT, PULL RED HANDLE DOWN, PUSH WINDOW OUT TO OPEN", Red Letters On Aluminum Plate - DEFAULTED
Decals Selected In Section 61	
LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL	"FOR YOUR SAFETY AND SECURITY THIS BUS MAY BE UNDER AUDIO/VIDEO SURVEILLANCE", White Letters On Red Background, 8.13"W x 3.62"H, English & Spanish - Default
LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL QUANTITY	1 - DEFAULTED
LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL MOUNTING	Installed at GILLIG - DEFAULTED
VIDEO SURVEILLANCE SYSTEM DISCLAMER DECAL MOUNTING LOCATION	Aft Air Tank Closeout Curb Side - Default
Decals Selected In Section 66	
FIRE EXTINGUISHER LABELING	**"FIRE EXTINGUISHER HERE", White Letters On Red Background, 4.75"W x 4.5"H, English & Spanish**

INTERIOR DECALS NOT PREVIOUSLY SELECTED

DRIVERS INSTRUCTIONS & WARNING DECAL	Black Letters On White Background, English - DEFAULTED
STANDEE LINE DECAL	"Passengers Are Not Permitted to Stand Forward of Yellow Line While Bus Is In Motion", White Letters On Black Background - Default
INTERIOR SYMBOL DECALS	(2) ISO Symbols, No Smoking/Eating/Drinking/Radio, Red & Blue Artwork on White Background - DEFAULTED
INTERIOR SYMBOL DECALS MOUNTING LOCATION	(1) @ Rear Bulkhead Electrical Panel Door & (1) @ Aft Air Tank Enclosure Below Stop Request/Information Sign - DEFAULTED
VEHICLE HEIGHT DECAL	"CAUTION - CLEARANCE HEIGHT 11ft. 11in.", Black Letters On Yellow Background, English - DEFAULTED
INTERIOR REAR STEP STANCHION DECALS	"WATCH YOUR STEP", White Letters On Red Background - DEFAULTED
INTERIOR REAR STEP FLOOR DECALS	"WATCH YOUR STEP", White Letters On Red Background - DEFAULTED
ADA PRIORITY SEATING DECALS	"PLEASE OFFER THESE SEATS TO THE ELDERLY AND PERSONS WITH DISABILITIES", Black Letters On Clear Background, English & Spanish - Default
WHEELCHAIR SECUREMENT DECALS	"WHEELCHAIR SEATING AREA SECUREMENTS ARE LOCATED BELOW THESE SEATS", Black Letters On Optically Clear Background - Default
PASSENGER STOP REQUEST DECALS	"PULL TO SIGNAL", White Letters On Blue Background - DEFAULTED
MISCELLANEOUS INTERIOR DECAL NOTES	

71. PAINT & GRAPHIC DETAILS

	ESTIMATE NUMBER & LINE	**197260_1**
	CUSTOMER	**Park City**
	STATE OF REGISTRATION	**UT**
	SERIAL NUMBER RANGE	**197260-197266**
	ORDER QUANTITY	**7**
	LENGTH	**35'**

Exterior Paint & Graphic Details Per Approved Paint Layout

PAINT DETAILS

	PAINT MANUFACTURER	Axalta - DEFAULTED
	CLEAR COATING	NOT Required - Default
Park City	BUS PAINT COLOR	735085-EX White - DEFAULTED
	BUS PAINT COLOR	**N0001-EX Gloss Black**
	PAINT PASSES	**3**
	METALLIC (With Clear Coat) PAINT ON ROOF or FAIRINGS	**No**
	LOW FLOOR PLUS FAIRING And ELECTRIC BUS ROOF CLOSEOUT PAINT COLOR	**735085-EX White**
	SPECIAL GRILLE PAINT COLOR	**No**
	AXLE HUB COLOR	Satin Black (Aervoe® #344) - DEFAULTED
	PAINT EXTERIOR SIDE CAMERA'S	NOT Required - DEFAULTED
	PAINT BACKUP CAMERA or CAMERA #12	NOT Required - DEFAULTED
	CURB SIDE EXTERIOR MIRROR PAINT	NOT Required - DEFAULTED
	STREET SIDE EXTERIOR MIRROR PAINT	NOT Required - DEFAULTED

(Redisplay - From Section 12)

AE 18	JACKING POINTS PAINT	**Painted - Safety Yellow**

EXTERIOR GRAPHIC DETAILS

LTR	EXTERIOR GRAPHICS	**Yes**

ROOF EXTERIOR BUS NUMBER DETAILS

	ROOF EXTERIOR BUS NUMBER	**No**

EXTERIOR BUS NUMBER DETAILS

	EXTERIOR BUS NUMBER	**Yes**
	EXTERIOR BUS NUMBER RANGE	**652-658**
	EXTERIOR BUS NUMBER QUANTITY	4 - DEFAULTED
	EXTERIOR BUS NUMBER SIZE	4" - Default
	EXTERIOR BUS NUMBER COLOR	**White Reflective (Helvetica)**
	EXTERIOR BUS NUMBER LOCATION	**Ref Layout**

INTERIOR BUS NUMBER DETAILS

	INTERIOR BUS NUMBER	**Yes**
	INTERIOR BUS NUMBER RANGE	**652-658**
	INTERIOR BUS NUMBERS QUANTITY, COLOR & LOCATION	(2) Helvetica Font - (1) White, Centered On Destination Sign Door & (1) Black, At Aft Air Tank Closeout Curb Side - DEFAULTED
	INTERIOR BUS NUMBER SIZE	**2"**

72. SHIP LOOSE ITEMS

WHEEL(S)/TIRE(S)

CRC	SPARE WHEEL	**One Front (Match Aluminum Wheels Specified On Bus)**
LTR	WHEEL SIZE	22.5" x 9.0" Front And 22.5" x 8.25" Rear - DEFAULTED
	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	WHEEL MATERIAL	**Aluminum Wheels**
PCO F17	FRONT ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO**
PCO F17	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
PCO F17	REAR ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO & Dura-Flange®**
PCO F17	REAR WHEEL MANUFACTURER & FINISH	**Alcoa®, (4) Mirror Polish**
	SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
PPMTG	WHEEL TRIM	NOT Required

If webbing loops are provided with a seat kit ship these will be shipped loose.

	FAREBOX SPARE VAULT DELIVERY	(Shipped Loose) - Default
CRC	FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
CRC	BLOODBORNE PATHOGENS KIT	**Cintas® 25011**
CRC	WEB CUTTER	**Sure-Lok #8705**
	STANDARD KEY SETS QUANTITY (PER BUS)	1 - DEFAULTED
	WHEELCHAIR RAMP MANUAL RELEASE TOOL	(1) J-Hook Tool Shipped Loose Inside The Drivers Barrier Storage Box - DEFAULTED
	EMERGENCY SHUTDOWN CARD	Laminated Card, Shipped Loose In Drivers Overhead Storage Box - DEFAULTED
	MISCELLANEOUS SHIP LOOSE NOTES	**Transfer cutter bracket**

72a. MISC REQUIREMENTS (TESTING, ADDITIONAL PRODUCTION NOTES, MISC QUALITY CONTROL/INSPECTION NOTES)

72c. DELIVERY DETAILS

	CUSTOMER	**Park City**
	STATE OF REGISTRATION	**UT**
	SERIAL NUMBER RANGE	**197260-197266**
	BATTERY STATE OF CHARGE (SOC) LEVEL	90% Charged - DEFAULTED
	BUS WASHED	Required - Default
	BUS INSPECTION RECORD	**Electronic Copy Required - Preferred Option**

RE-DISPLAYED FROM PREVIOUS SELECTIONS

REAR AXLE DETAILS

	REAR AXLE GEAR OIL	SAE 80W-90 Chevron® Multigear™ EP-5 - DEFAULTED

TIRE DETAILS

	FRONT TIRE MANUFACTURER	**Michelin®**
	FRONT TIRE SIZE/TREAD/PLY	**315/80R22.5, X® INCITY Energy™ Z (L) [RO] [L]**

	FRONT TIRE MAXIMUM RATED SPEED (MPH)	**68**
	REAR TIRE MANUFACTURER	**Michelin®**
	REAR TIRE SIZE/TREAD/PLY	**305/85R22.5, X® INCITY Grip D SL (J) [RO] [L]**
	REAR TIRE MAXIMUM RATED SPEED (MPH)	**68**

HYDRAULIC SYSTEM DETAILS

	HYDRAULIC OIL	Castrol® TranSynd® TES 295® Synthetic - DEFAULTED

SHIP LOOSE ITEMS

	SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
	FAREBOX SPARE VAULT DELIVERY	(Shipped Loose) - Default
CRC	FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
CRC	WEB CUTTER	**Sure-Lok #8705**
	STANDARD KEY SETS QUANTITY (PER BUS)	1 - DEFAULTED
	MISCELLANEOUS SHIP LOOSE NOTES	**Transfer cutter bracket**

72d. BUS ACCEPTANCE

72e. VENDOR CERTIFICATIONS

73. PUBLICATIONS

	NAME ON MANUAL COVER	**Utah Transit Authority**

BUS ORDER DETAILS

	ORDER QUANTITY	**7**
	LENGTH	**35'**
	SERIAL NUMBER START	**197260**
	SERIAL NUMBER RANGE	**197260-197266**
	EXTERIOR BUS NUMBER RANGE	**652-658**

GILLIG MANUALS

	ELECTRONIC GILLIG MANUALS	**PDF (Via FTP Link) & USB**
	ELECTRONIC GILLIG MANUALS USB QUANTITY	**2**
	DRIVERS MANUAL	**Printed Paper Copy**
	DETAILS for UNDEFINED DRIVERS MANUAL PRINTED PAPER QUANTITY	**7**
	SERVICE MANUAL	**Printed Paper Copy**
	DETAILS for UNDEFINED SERVICE MANUAL PRINTED PAPER QUANTITY	**7**
	ELECTRICAL MANUAL	**Printed Paper Copy**
	DETAILS for UNDEFINED ELECTRICAL MANUAL PRINTED PAPER QUANTITY	**7**
	PARTS MANUAL	**Printed Paper Copy**
	DETAILS for UNDEFINED PARTS MANUAL PRINTED PAPER QUANTITY	**7**

VENDOR MANUALS

	MOTOR	**Cummins TM4**
	DETAILS for UNDEFINED POWERTRAIN MANUAL QUANTITY	**(7) Paper Copies for Cummins**
REAR AXLE MANUALS		
	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
	REAR AXLE MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
BRAKES MANUALS		
WABCO SmartTrac™ ABS Brake System - DEFAULTED		
TS 37.4	FRONT AXLE BRAKES	EX+™ Disc - DEFAULTED
TS 37.4	REAR AXLE BRAKES	EX+™ Disc - DEFAULTED
	BRAKE MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
WHEELS MANUALS		
	WHEEL MATERIAL	**Aluminum Wheels**
PCO F17	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
	WHEEL MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
DESTINATION/BACKLIT LOGO SIGN MANUALS		
	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**
	DESTINATION/BACKLIT LOGO SIGN MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
WHEELCHAIR RAMP MANUALS		
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
HVAC MANUALS		
	HEATER ONLY / HVAC UNIT MANUFACTURER	**Thermo-King**
	HEATER ONLY / HVAC MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
DRIVERS HEATER MANUALS		
	DRIVERS HEATER MANUFACTURER & STYLE	**Mobile Climate Control (MCC®), Brushless Motors, 62,000 BTU**
	DRIVERS HEATER MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
DRIVERS SEAT MANUALS		
	DRIVERS SEAT MANUFACTURER	**Recaro**
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
	DRIVERS SEAT MANUAL QUANTITY	1 Electronic PDF - DEFAULTED

74. WARRANTY

BASIC BUS WARRANTY		
WR 1.1.2	BASIC BUS STANDARD WARRANTY	12 Months/50,000 Miles - DEFAULTED
BODY STRUCTURAL WARRANTY		
WR 1.1.3	BODY STRUCTURAL STANDARD WARRANTY	36 Months/150,000 Miles - DEFAULTED

STRUCTURAL INTEGRITY/CORROSION WARRANTY		
	STRUCTURAL INTEGRITY/CORROSION STANDARD WARRANTY	84 Months/350,000 Miles - DEFAULTED
WR 1.1.3	STRUCTURAL INTEGRITY/CORROSION EXTENDED WARRANTY	**60 Months/150,000 Miles**
WATER LEAKS WARRANTY		
	WATER LEAKS STANDARD WARRANTY	12 Months/50,000 Miles - DEFAULTED
POWERTRAIN WARRANTY		
	MOTOR	**Cummins TM4**
	POWERTRAIN STANDARD WARRANTY	36 Months/100,000 Miles - DEFAULTED
AE 39	POWERTRAIN EXTENDED WARRANTY	**24 Months/150,000 Miles**
ELECTRONIC COOLING PACKAGE WARRANTY		
	ELECTRONIC COOLING PACKAGE	Modine® System - DEFAULTED
	ELECTRONIC COOLING PACKAGE STANDARD WARRANTY	36 Months/Unlimited Miles - DEFAULTED
AIR COMPRESSOR WARRANTY		
	AIR COMPRESSOR & DISCHARGE HOSE	Powerex®, Electric Driven, 13.3 CFM, With Danfoss® FC350 Hose - DEFAULTED
	AIR COMPRESSOR STANDARD WARRANTY	12 Months/5,000 Hours - DEFAULTED
BATTERY PACKS WARRANTY		
	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	BATTERY PACKS STANDARD WARRANTY	72 Months/300,000 Miles (80% Of Original Usable Capacity) - DEFAULTED
WR 1.1.4	BATTERY PACKS EXTENDED WARRANTY	**72 Months/200,000 Miles (80% Of Original Usable Capacity/Pack Depth Charge 80%)**
AXLE WARRANTY		
	FRONT AXLE MANUFACTURER & MODEL	Meritor® FH-946™ - DEFAULTED
	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
	FRONT AXLE STANDARD WARRANTY	60 Months/300,000 Miles - Default
	REAR AXLE STANDARD WARRANTY	60 Months/300,000 Miles - Default
AXLE BRAKE WARRANTY		
	AXLE BRAKE STANDARD WARRANTY	24 Months/100,000 Miles - DEFAULTED
SHOCK ABSORBERS WARRANTY		
TS 31.3.2	FRONT SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	FRONT SHOCK ABSORBER STANDARD WARRANTY	36 Months/300,000 Miles - DEFAULTED
TS 31.3.2	REAR SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	REAR SHOCK ABSORBER STANDARD WARRANTY	36 Months/300,000 Miles - DEFAULTED
AIR DRYER WARRANTY		
TS 39.5	AIR DRYER	Bendix® Single AD-IP® With Puraguard Cartridge, 24v - DEFAULTED
	AIR DRYER STANDARD WARRANTY	12 Months/100,000 Miles - DEFAULTED

HYDRAULIC PUMP WARRANTY		
	HYDRAULIC PUMP TYPE	Concentric, Electric Driven, 24v, Calma Series, 11.3cc - DEFAULTED
	HYDRAULIC PUMP STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
WHEELCHAIR RAMP WARRANTY		
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
HVAC WARRANTY		
	HVAC UNIT MANUFACTURER	**Thermo-King**
AE 31	HEATER ONLY / HVAC UNIT MODEL	**TE18 All-Electric Unit**
	HVAC STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
AUXILIARY COOLANT HEATER WARRANTY		
PCO F44	COOLANT HEATER MODEL	**Valeo, Dual Mode, Electric & Fuel-Fired, Thermo H (68,000 BTU Electric/78,000 BTU Diesel), 5,001-7,499 ft Altitude [RETROFIT]**
	AUXILIARY COOLANT HEATER STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
PASSENGER DOOR SYSTEM WARRANTY		
	PASSENGER DOOR SYSTEM STANDARD WARRANTY	36 Months/150,000 Miles - DEFAULTED
PASSENGER SEATS WARRANTY		
LTR	PASSENGER SEAT MODEL (Passenger & Settee Seats)	**InSight-Prime+®**
	PASSENGER SEATS STANDARD WARRANTY	60 Months/Unlimited Miles - DEFAULTED
DRIVERS SEAT WARRANTY		
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
	DRIVERS SEAT STANDARD WARRANTY	12 Months/Unlimited Miles - DEFAULTED
WR 1.1.7	DETAILS for UNDEFINED DRIVERS SEAT EXTENDED WARRANTY	**12 Months/Unlimited Miles**
PASSENGER WINDOW WARRANTY		
CRC	WINDOW MANUFACTURER	**Ricon®**
	PASSENGER WINDOW STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
INTERIOR LIGHTING SYSTEM & AIR DUCT WARRANTY		
CRC	INTERIOR LAMP KIT MANUFACTURER	**Pretoria**
	INTERIOR LIGHTING SYSTEM & AIR DUCT STANDARD WARRANTY	144 Months/Unlimited Miles - DEFAULTED
DESTINATION SIGN WARRANTY		
	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**
CRC	FRONT SIGN	Amber, 16 Row X 160 Column, Horizon Gen 4 - Default
	FRONT SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED FRONT SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**

LTR	CURB SIDE SIGN	**Amber, 14 Row X 112 Column, Exterior Viewable, Horizon**
	CURB SIDE SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED CURB SIDE SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**
	STREET SIDE SIGN	**Amber, 8 Row X 96 Column, Exterior Viewable, Horizon**
	STREET SIDE SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
TS 83	REAR SIGN	**Amber, 16 Row X 48 Column, Horizon - Preferred Option**
	REAR SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED REAR SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**

SUBFLOOR WARRANTY

TS 28.5	SUBFLOOR PANEL MATERIAL	Full Composite (Milwaukee Composites Inc. (MCI)) - DEFAULTED
	SUBFLOOR STANDARD WARRANTY	144 Months/500,000 Miles - DEFAULTED

RUBBER FLOOR WARRANTY

	FLOOR COVERING MANUFACTURER	**Altro**
	RUBBER FLOOR STANDARD WARRANTY	180 Months/Unlimited Miles - DEFAULTED

EXTERIOR MIRROR WARRANTY

	STREET SIDE MIRROR MANUFACTURER	**Safe Fleet**
	CURB SIDE MIRROR MANUFACTURER	**Safe Fleet**
	EXTERIOR MIRROR STANDARD WARRANTY	12 Months/Unlimited Miles - DEFAULTED

MULTIPLEXING WARRANTY

	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED
	MULTIPLEXING STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED

PAINT WARRANTY

	PAINT MANUFACTURER	Axalta - DEFAULTED
	PAINT STANDARD WARRANTY	48 Months/Unlimited Miles (Months 25-48 Are Prorated) – DEFAULTED

MISCELLANEOUS WARRANTY DETAILS

	TOWING CONTRACT WARRANTY DETAILS	**GILLIG To Pay (Initial Basic Bus Warranty)**
WR 2.3.5	LABOR RATE CONTRACT WARRANTY	**$75 / Hour (Includes Fringe & Overhead**
	LABOR RATE ANNUAL ADJUSTMENT	NOT Required
	THIRD PARTY SERVICE PROVIDER	NOT Required - Default
	MISCELLANEOUS WARRANTY NOTES	**2.3.6 - 15% Parts Handling Costs** **1.1.7 - Exterior Paint - 24 Months / Unlimited miles**

75.TRAINING

	BASIC BUS TRAINING	Provided By GILLIG Field Service Representative At Post-Delivery Inspection (PDI) - DEFAULTED
	MAINTENANCE TRAINING (i.e. Air & Hydraulic System, Passenger Doors, Suspension, Body)	NOT Required
	ELECTRICAL SYSTEMS TRAINING	NOT Required

TS 5.6	MISCELLANEOUS TRAINING NOTES	**9 Classes budgeted (TBD on breakdown)**

76. MISCELLANEOUS TOOLS & SPARE PARTS

	BUS SPARES	**Yes**

I/O CONTROLS TOOLS

	MISCELLANEOUS I/O CONTROLS TOOLS NOTES	**TBD Special Tools budgeted**

MISCELLANEOUS TOOLS

MISCELLANEOUS SPARE PARTS

IP 1	MISCELLANEOUS SPARE PARTS NOTES	**Qty: 28 Alcoa Wheels (14 Front wheels and 14 rear wheels)**

Dash Details From Selections

DASH LAYOUT REI	*162319*
**** FRONT MAIN DASH ENCLOSURE PASS THRU HOLE REQUIREMENT ****	
FRONT MAIN DASH ENCLOSURE	*With Wiring Pass Through-Hole*
**** LIGHTING REQUIREMENTS ****	
DASH PANEL BACKLIGHTING	Incandescent On HVAC Rotary Switch And Dash Panel 3 And Side Panel 5 - DEFAULTED
**** DASH PANEL 1 ****	
KNEEL & RAISE CONTROL	(1) Toggle Switch With Guard @ Dash Panel 1 - DEFAULTED
FRONT SUSPENSION OVER RAISE CONTROL	*(1) Maintained Toggle Switch @ Dash Panel 1*
INTERIOR LAMP DIMMING CONTROLS	*Maintained Toggle Switch Mounted @ Dash Panel 1*
**** DASH PANEL 2 ****	
MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED
MFD INDICATORS	*Parking Brake, Low Brake Air, Low State Of Charge Visual Indicators Are Displayed On Primary Screen.*
DIESEL FUEL GAUGE	Displayed On MFD Secondary Screen - DEFAULTED
DASH FAN CONTROL	*(2) Toggle Switches HI/OFF/LOW Fan Control @ Dash Panel 2*
DASH PANEL LAMP CONTROL SWITCH	*Dimmer Control Rotary Rheostat @ Dash Panel 2*
AIR SYSTEM PRESSURE GAUGE	*Displayed On MFD Primary Screen*
12volt VOLTMETER GAUGE	*Displayed On MFD Secondary Screen*
24volt VOLTMETER GAUGE	*Displayed On MFD Secondary Screen*
CAMERA 12 VIEWING ON MFD	*Required*
SPEEDOMETER	*Displayed On MFD Primary Screen, With Analog & Digital Display Reading*
**** DASH PANEL 3 ****	
DRIVERS HEATER CONTROLS	Electronic Controls (TEMP. SELECT, FLOW SELECT, HEATER/DEFROST FAN) @ Dash Panel 3 - DEFAULTED
AUXILIARY STOP REQUEST VISUAL INDICATOR LAMP @ DASH	*Amber LED Simi-Domed Lamp With Dimmer Rotary Switch @ Dash Panel 3 [RO]*
WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED
**** SIDE PANEL 4 ****	
TRANSMISSION SHIFT SELECTOR	Arens Controls 3 Button (Top R-N-D Bottom) @ Side Panel 4 - DEFAULTED
**** SIDE PANEL 5 ****	

Dash Details From Selections

MOTOR SHUTDOWN OVERRIDE SWITCH	Toggle Switch With Guard @ Side Panel 5 - DEFAULTED
STOP REQUEST AUDIO & VISUAL INDICATOR CONTROL	Momentary Toggle Switch @ Side Panel 5 - 2 Position "Single/Reset" - Default
HAZARD SWITCH CONTROL	Toggle Switch @ Side Panel 5 - DEFAULTED
INTERIOR LAMP SWITCH	All/Off/Normal Toggle Switch @ Side Panel 5 - DEFAULTED
IGNITION SELECTOR SWITCH	4 Position Ignition Rotary Switch & Push Button System Start EV Switch @ Side Panel 5 - DEFAULTED
**** SIDE PANEL 6 ****	
REGEN DISABLE CONTROL SWITCH	Momentary Toggle Switch With Guard @ Side Panel 6 - Default
ATC MUD & SNOW CONTROL	***Toggle Switch With Guard @ Side Panel 6***
FRONT DOOR AIR RELEASE VALVE	Lever Air Dump Valve @ Side Panel 6 - DEFAULTED
PLEASURE RADIO REMOTE DRIVERS SPEAKER VOLUME CONTROL (Separate From Pleasure Radio Volume Control)	***Rheostat Switch @ Side Panel 6***
FAREBOX EXTERNAL LAMP ACTIVATION	***ON/OFF/DOOR Toggle Switch @ Side Panel 6 (With Door Controlled By Programming In Night or Park Ignition)***
AVAIL TECHNOLOGIES INC. SPEAKER SELECT & VOLUME CONTROL SWITCHES LOCATION	(1) Inside/Both/Outside Speaker Select Toggle Switch And (1) Up/Down Volume Control Toggle Switch @ Side Panel 6 - DEFAULTED
**** DASH PANEL 7 ****	
FRONT WHEELCHAIR RAMP CONTROLS	Power & Operate Toggle Switches And Indicator Lamps @ Dash Panel 7 - DEFAULTED
**** OVERHEAD PANEL 9 ****	
DRIVERS HVAC VENTILATION DIFFUSER LOCATION	@ Overhead Panel 9 - Default
**** OVERHEAD PANEL 10 ****	
DRIVERS COURTESY/MAP LAMP	Peterson LED Lamp Mounted At Overhead Panel 10, With Base Mounted Switch (Ignition Power) - DEFAULTED
LUMINATOR CAMERA @ 1d POSITION	***NONE***
**** OVERHEAD PANEL 11 ****	
ADDITIONAL OVERHEAD PANEL 11 REQUIREMENTS	***Blank Panel WithOUT Any Component Mounting***
**** OVERHEAD PANEL 12 ****	
HEATER ONLY / HVAC UNIT CONTROL(S) & LOCATION	***Rotary Switch @ Overhead Panel 12, IntelligAIRE™ Display Module @ HVAC Unit***
HVAC ROTARY SWITCH FUNCTION	6 Position Switch, (Off/Cool/Vent High/Vent Low/Heat Low/Heat High) - DEFAULTED
**** SIDE PANEL 28 ****	

Dash Details From Selections

DOOR CONTROL	5 Position Vapor Analog Controller @ Side Panel 28 - DEFAULTED
DOOR CONTROL HANDLE LENGTH	2.25" - Default
**** SIDE PANEL AREA NEXT TO PANEL 4 ****	
**** LAMP BAR # 51 ****	
**** FRONT MAIN DASH ENCLOSURE ****	
**** ITEMS on SIDE CONSOLE ASM other Than Panels ****	
PARKING BRAKE VALVE	PP-1® Valve With Yellow Bendix® 1.75"W Handle @ Top Surface Of Side Console Aft Of Door Control - Default
AVAIL TECHNOLOGIES INC. CRIME ALARM SWITCH MOUNTING LOCATION	***Guarded Button Switch @ Side Of Side Console - Preferred Option***
**** ITEMS on OVERHEAD CONSOLE ASM other Than Panels ****	
PLEASURE RADIO DRIVERS SPEAKER MOUNTING	***Mounted At Bottom Flat Surface Of Overhead Sawtooth***
HAND/LAPEL MICROPHONE CONNECTION LOCATION	(1) XLR Connector Mounted At Bottom Flat Surface Of Overhead Sawtooth - DEFAULTED
FIRE ALARM AUDIO INDICATOR LOCATION	Bottom Surface of Overhead Console - Default
**** STEERING COLUMN / TOE SWITCH BRACKET ****	
HEADLAMP HIGH/LOW BEAM CONTROL SWITCH	Maintained Button Toe Switch, Floor Bracket Mounted - DEFAULTED
TURN SIGNAL SWITCH CONTROL	Momentary Button Toe Switches Floor Bracket Mounted - DEFAULTED
TOE SWITCH BRACKET	***3 Switch Bracket With Left-Hand & Right-Hand Turn Signal Switches @ Outer Lower And High Beam Switch @ Center Upper - Preferred Option***
**** OTHER FLOOR AREA OPTIONS ****	
**** SUPPLEMENTAL REQUIREMENTS ****	
DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	***(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label Driver's Booster Fan" controls vent @ overhead panel 9, Label Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver***
HEATER CONTROLS THAT ARE SHARED VIA ONE CONTROL	***Front Door Threshold Heater, And Rear Street Side Floor Heater Controlled By HVAC In Heat Mode***
ADDITIONAL DETAILS for HEATER CONTROLS BEING SHARED	
DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	***Audio indicator Single chime for std pullcord & double chime for ADA***
DETAILS for UNDEFINED HAZARD SWITCH EXTENSION	***Red Switch Extension with Adhesive to permanently attach to switch***

Dash Details From Selections

DETAILS for UNDEFINED PLEASURE RADIO AUDIO OUTPUT SOURCES	***Driver & Passenger Speakers With Mute'Toggle Switch On Side Panel 6***
AUXILIARY POWER SUPPLY	***USB Module Recessed @ Right-Hand Side Of Dash Enclosure Vertical Surface, Facing Driver***
DETAILS for UNDEFINED HEATED GLAZING SWITCH	***Built into American Technologies Remote Controller on Side Panel 6***
DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	***American Technologies Remote Controller @ Side Panel #6***
MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	
STORAGE CLOSEOUT @ OVERHEAD SAWTOOTH	***No***
DETAILS for UNDEFINED CUP HOLDER	***Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface RIGHT Side Facing Driver - Required***

Text Data Entries

CoverSheet	
ESTIMATE NUMBER & LINE	197260_1
CUSTOMER	Park City
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	197260-197266
PROJECTED PRODUCTION SCHEDULE DATE	11/30/2022
REFERENCE CONTRACT & DATE	SALT LAKE CITY All Electric RFP 20-03267PP
MISCELLANEOUS COVER PAGE NOTES	

1-2. Motor/Transmission	
MISCELLANEOUS MOTOR NOTES	TS 15.1 -Split Plastic Conduit on all flexible air, oil, coolant hoses - Required TS 10.1 - Modine Radiator to have E-Coat TS 10.1.2 - Checkfluid KP18NV sample valve - required for Coolant sampling

3-5. Driveline & Axles	
MISCELLANEOUS FRONT AXLE NOTES	
MISCELLANEOUS REAR AXLE NOTES	

6. Wheels & Tires	
SPARE TIRE(S) SIZE/TREAD/PLY	315/80R22.5, X® INCITY Energy™ Z (L) [RO] [L]
MISCELLANEOUS WHEELS & TIRES NOTES	Valve Stems in all wheels - Dill Grommet seal Valve Stem Valve Stem caps in all wheels - Myers V2B Flow thru Caps

7-8. Steering & Hydraulic	
MISCELLANEOUS HYDRAULIC NOTES	TS 15 - Provide service test port on the steering gear for hydraulic pressure and flow

10. Rear Run Box Controls	
MISCELLANEOUS REAR RUN BOX GAUGE NOTES	

11. Air Systems	
MISCELLANEOUS AIR SYSTEM NOTES	

12-13. Frame & Batteries	
MISCELLANEOUS FRAME NOTES	
MISCELLANEOUS INSULATION, UNDERCOATING & CORROSION PROTECTION NOTES	TS 10.1 - Threads of all bolts/nuts used to mount the radiator shall be coated with anti-seize TS 42.6 - All positive and negative wire connections under bus, in HVAC compartment, in battery box compartment & Power Train compartment require: hard flat washers with zinc chromate covering under bolt head & lock nut for grounding (No star or lock washers permitted)
MISCELLANEOUS SUPER/ULTRA CAPACITOR, BATTERIES, SHORE POWER, & VEHICLE VOLTAGE INVERTER NOTES	Provide Proximity switches on both charge port access doors to prevent bus from Activating (driveable) with either door open

15-16. Body & WChair Ramp

Text Data Entries

DETAILS for UNDEFINED WHEELCHAIR RAMP SKID PLATE(S)	Streetside and Curbside A-Post Skid Plates - Required... Salt Lake CS reinforced design modified to change sloted hole to bolt size so the skid plate cannot slide back into ramp when it hits
MISCELLANEOUS WHEELCHAIR RAMP NOTES	Provide 2 hooks on fwd side of driver's barrier to hang ramp tool along with foam attached by 2 sided tape to keep tool from making noise while bus is in motion. (REI 128702)

17. Heater Only/HVAC Unit

DETAILS for UNDEFINED HVAC AIR RETURN FILTER	Airfilope dual density Filter @ HVAC Unit
DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label "Driver's Booster Fan" controls vent @ overhead panel 9, Label "Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver
MISCELLANEOUS HVAC NOTES	TS 54.1 - A/C compressor Fluid Extractor port - Shrader Valve

18-21. Heaters/Dash Fan

ADDITIONAL DETAILS for HEATER CONTROLS BEING SHARED	

22-23. Front & Rear Doors

MISCELLANEOUS REAR DOOR NOTES	Optical Pressure switch to be High Altitude version from Vapor (PN: 5145063104)

24-26. S Box/E Dor/Ad Frm

MISCELLANEOUS STORAGE BOX NOTES	- Provide (4) Plug connector pigtails (51-75951-002_ shipped loose)

28. Passenger Seats

PASSENGER SEAT MOUNTED USB MODULES QUANTITY & LOCATIONS	Maximum Quantity per seat layout
PASSENGER SEAT LAYOUT # or REI #	162318

29. Passenger Signals

DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	Audio indicator Single chime for std pullcord & double chime for ADA

30-32. D Barr/Int. Panels

MISCELLANEOUS DRIVERS BARRIER NOTES	Driver's barrier schedule holders need to have sharp edges removed/sanded -Use Bolts instead of Rivets to secure the schedule holder slots to the Driver's Barrier
DETAILS for UNDEFINED STREET SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	Stainless Steel 21" Tall Panel, also include Extended to Driver's Platform (size appropriately on extention portion)

33-35. Hook/Holdr/P-Assit

DETAILS for UNDEFINED DRIVERS COAT HOOK	HD aluminmum with strap mounted on Driver's Barrier behind seat
DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #1 VENDOR MODEL or MATERIAL & SIZE	19/31 8PW 2L, Black
DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #2 VENDOR MODEL or MATERIAL & SIZE	17"W x 10"H x 4"D Plastic Clipboard Holder (Mount With Bolts, Washers, And Nylock Nuts)(Ref#15-0902-67796A)

38-39. Exterior Lamps

Text Data Entries

DETAILS for UNDEFINED HAZARD SWITCH EXTENSION	Red Switch Extension with Adhesive to permanently attach to switch
MISCELLANEOUS EXTERIOR LAMPS NOTES	- Parking Brake to activate Brake Lights

40. Interior Lamps

MISCELLANEOUS INTERIOR LAMP NOTES	Additional Access door on streetside Air duct aft of the standard access door over the Wheelwell storage box

41. Pleasure & 2Way Radio

DETAILS for UNDEFINED PLEASURE RADIO AUDIO OUTPUT SOURCES	Driver & Passenger Speakers With "Mute" Toggle Switch On Side Panel 6
DETAILS For UNDEFINED VOICE RADIO (2-WAY) HANDSET/HAND MICROPHONE TYPE	Motorola HMN1089A
DETAILS for UNDEFINED VOICE RADIO (2-WAY) ANTENNA CABLE ROUTING TERMINATION	Route antenna cables to electrical equipment box (30" service loop in equipment box)

42. PA, VA, Speakr & Mics

DETAILS for UNDEFINED OUTSIDE SPEAKER/LOCATION(s)	2 Speaker mounted curbside aft of front wheel & fwd of rear door - Speakers to be on a removable brackets with built in shield like design. Accessible through an oversize access door with speaker grill with flip latch. (door to open from back to front)

44-45. Farebox/T-Cutter

SHIP FAREBOX KEYS TO	Barry Potter
MISCELLANEOUS FAREBOX NOTES	

48-49. Floor Panels/Cover

MISCELLANEOUS FLOOR COVERING & TRIM NOTES	1" reflective tape on rear door step nosing exterior edge

53-55. Ext & Int Mirrors

MISCELLANEOUS STREET SIDE EXTERIOR MIRROR NOTES	
DETAILS for UNDEFINED HEATED GLAZING SWITCH	Built into American Technologies Remote Controller on Side Panel 6
DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	American Technologies Remote Controller @ Side Panel #6

57. Multiplexing/Electric

MISCELLANEOUS MULTIPLEXING CONTROLS NOTES	- Driver's Lamp, Farebox , Defroster Fan Motors, & Communication Radio Automatic Shutdown With Rotary Run Switch Off - Reduce MFD shutdown/screen off time to 10 seconds When Ignition Is turned off - All Lights On The Dash Including Auxiliary Indicators Need To Light Up With Ignition Start Up.

58-60. Shade/Fire/Traff

MISCELLANEOUS TRAFFIC LIGHT PREEMPTION SYSTEM NOTES	System to de-activate with 4-way flashers on

61-63. Video/Camera Sys

Text Data Entries

MISCELLANEOUS LUMINATOR TECHNOLOGY GROUP VIDEO SURVEILLANCE SYSTEM NOTES	(2) Omni-Directional Microphones - Required @ the Driver's area (bottom air tank) and the Passenger area (Ceiling mount mid-bus)

67-69. Dash Details

DASH LAYOUT REI	162319
CAMERA 12 VIEWING ON MFD	Required
MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	
DETAILS for UNDEFINED CUP HOLDER	Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface RIGHT Side Facing Driver - Required
DETAILS for UNDEFINED WASTE CONTAINER	(2) Rubbermaid #2952, Beige, 2.25 Gallons (stacked for delivery in the one SSTL holding bracket)

69a. APC/ITS

DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. PASSENGER INFORMATION SIGN MANUFACTURER & SIZE	Message Point Monitor 37” 1920x540 hHD Intelligent Display - 700 NIT Brightness
DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. PASSENGER INFORMATION SIGN MOUNTING	Ceiling Mounted, Centered & Aft Of Air Tank Enclosure
DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. DATA RADIO MANUFACTURER	Cisco IR1833-K9 Router (GILLIG Provided, not Avail provided)
DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. DATA RADIO ANTENNA	4-in-1 Antenna (2 LTE Cellular MIMO and 2 MIMO Multiband 2.4/5 GHz WiFi)
DETAILS for UNDEFINED AVAIL TECHNOLOGIES INC. APC SENSOR MANUFACTURER	IRMA Matrix with Vertical Mounting
OTHER AVAIL TECHNOLOGIES INC. SYSTEM FEATURE SPECIFICATIONS	GILLIG Provided 7 in 1 Antenna from Cisco along with router (ANT-7-5G4WL2G1-O) GILLIG Provided Cisco Wireless Cellular Modem - 4G LTE Advanced (P-LTE-MNA) GILLIG Provided Cisco Expansion Module - 802.11 (Wi-FI 6) (QP-WIFI6-B) GILLIG Provided Dead Reckoning GNSS Module (IRM-GNSS-ADR) GILLIG provided Licenses: (no parts required, noted for Purchasing reference) - IOSXE-AUTO-MODE - SW-WPWIFI6-CW - NETWORK-PNP-LIC - PNP-CAP-IOTOC - SIR1800UK9-176 - SL-1800-NE/PERF-K9 - IOTOC-1800-C - IOTOC-CLOUD - PNP-CAP-IOTOC - SVS-IOTOC-BAS

70. Decals

MISCELLANEOUS INTERIOR DECAL NOTES	

71. Paint & Graphic

ESTIMATE NUMBER & LINE	197260_1

Text Data Entries

CUSTOMER	Park City
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	197260-197266
LOW FLOOR PLUS FAIRING And ELECTRIC BUS ROOF CLOSEOUT PAINT COLOR	735085-EX White
EXTERIOR BUS NUMBER RANGE	652-658
EXTERIOR BUS NUMBER LOCATION	Ref Layout
INTERIOR BUS NUMBER RANGE	652-658

72. Ship Loose Items

MISCELLANEOUS SHIP LOOSE NOTES	Transfer cutter bracket

72c. Delivery Details

CUSTOMER	Park City
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	197260-197266
FRONT TIRE MAXIMUM RATED SPEED (MPH)	68
REAR TIRE MAXIMUM RATED SPEED (MPH)	68
MISCELLANEOUS SHIP LOOSE NOTES	Transfer cutter bracket

73. Publications

NAME ON MANUAL COVER	Utah Transit Authority
SERIAL NUMBER RANGE	197260-197266
EXTERIOR BUS NUMBER RANGE	652-658
DETAILS for UNDEFINED DRIVERS MANUAL PRINTED PAPER QUANTITY	7
DETAILS for UNDEFINED SERVICE MANUAL PRINTED PAPER QUANTITY	7
DETAILS for UNDEFINED ELECTRICAL MANUAL PRINTED PAPER QUANTITY	7
DETAILS for UNDEFINED PARTS MANUAL PRINTED PAPER QUANTITY	7
DETAILS for UNDEFINED POWERTRAIN MANUAL QUANTITY	(7) Paper Copies for Cummins

74. Warranty

DETAILS for UNDEFINED DRIVERS SEAT EXTENDED WARRANTY	12 Months/Unlimited Miles
DETAILS for UNDEFINED FRONT SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
DETAILS for UNDEFINED CURB SIDE SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
DETAILS for UNDEFINED REAR SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
LABOR RATE CONTRACT WARRANTY	$75 / Hour (Includes Fringe & Overhead
MISCELLANEOUS WARRANTY NOTES	2.3.6 - 15% Parts Handling Costs 1.1.7 - Exterior Paint - 24 Months / Unlimited miles

Text Data Entries

75. Training

MISCELLANEOUS TRAINING NOTES	9 Classes budgeted (TBD on breakdown)

76. Spares

MISCELLANEOUS I/O CONTROLS	TBD Special Tools budgeted
TOOLS NOTES	
MISCELLANEOUS SPARE PARTS NOTES	Qty: 28 Alcoa Wheels (14 Front wheels and 14 rear wheels)

GILLIG

Meeting Notes

Revision Date: 8/22/22 6:43 am

0. COVER SHEET

	ESTIMATE NUMBER & LINE	**197269_1**
	CUSTOMER	**Summit County**
	STATE OF REGISTRATION	**UT**
	ORDER QUANTITY	**4**
	ORDER BID MODE	**No**
	PCO MODE	**Yes**
	BOM GROUP MATERIAL OUTPUT ACTIVATION	**No**
	SERIAL NUMBER START	**197269**
	SERIAL NUMBER RANGE	**197269-197272**
	PROJECTED PRODUCTION SCHEDULE DATE	**2/27/2023**
	PUBLIC TRANSPORTATION PROVIDED BY, or ON BEHALF OF A STATE or LOCAL GOVERNMENT ?	**Yes**
	ADA COMPLIANCE	Required - DEFAULTED
	ADA SERVICE TYPE	Multi-Stop Or Fixed Route Service - DEFAULTED
	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED
	PROJECT SALES MANAGER	**Tim McCunney**
	ORDER TYPE	**New Order**
	REFERENCE CONTRACT & DATE	**SALT LAKE CITY All Electric RFP 20-03267PP**
	BATTERY ELECTRIC BUS (BEB)	**Yes**
	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	OPPORTUNITY CHARGING	**Schunk, Pantograph Down Roof Mounted Charge Rails**
	LENGTH	**40'**
	TRACTION MOTOR	**Cummins TM4**
AE12	BODY STYLE	**Low Floor Plus**
	LOW FLOOR PLUS FAIRING	Full Length Fairing - DEFAULTED
	ELECTRIC BUS ROOF CLOSEOUT	Side Fairings Only - DEFAULTED
	FRONT DOOR	40" Vapor Ameriview® Slide-Glide - DEFAULTED
	REAR DOOR	NOT Required
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	NOT Required
	MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED
TS 46.5	MFD CONFIGURATION	**Per MFD-74015-039 Configuration Detail**
	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED

	INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**
	POST DELIVERY INFORMATION (PDI)	**No**
	MISCELLANEOUS COVER PAGE NOTES	

1. MOTOR

(Redisplay - From Cove Page)

	TRACTION MOTOR	**Cummins TM4**
	MOTOR SHUTDOWN OVERRIDE SWITCH	Toggle Switch With Guard @ Side Panel 5 - DEFAULTED
TS 15.2	COOLANT HOSE CLAMPS	**Breeze**
	COOLANT TYPE	PEAK® Final Charge® Global Extended Life OAT (Ethylene Glycol) 50/50 - DEFAULTED
	COOLANT FILTER	Fleetguard® WF2122 (Non Chemical) Extended Service - DEFAULTED
	ELECTRONIC COOLING PACKAGE	Modine® System - DEFAULTED
	ELECTRONIC COOLING PACKAGE FINISH/PROTECTION	**With E-Coat**
	MISCELLANEOUS MOTOR NOTES	**TS 10.1.2 - Checkfluid KP18NV sample valve - required for Coolant sampling**

2. TRANSMISSION

SHIFT SELECTOR & TRANSMISSION SETTINGS

	TRANSMISSION SHIFT SELECTOR	Arens Controls 3 Button (Top R-N-D Bottom) @ Side Panel 4 - DEFAULTED
	TRANSMISSION SHIFT SCHEDULE	Continuously Variable - DEFAULTED
	REGEN DISABLE CONTROL SWITCH	Momentary Toggle Switch With Guard @ Side Panel 6 - Default
	REGEN DISABLE MOMENTARY CONTROL RESET FUNCTION	With Ignition Switch In Off Position - Default
	EXTERIOR BACK-UP ALARM AUDIO INDICATOR	Floyd Bell Mounted On Rear Corner Panel - DEFAULTED

3. DRIVELINE

TS 34	DRIVELINE	Spicer® 1710 - DEFAULTED
	DRIVELINE GUARD	Required - DEFAULTED

4. FRONT AXLE

	FRONT AXLE MANUFACTURER & MODEL	Meritor® FH-946™ - DEFAULTED
TS 37.4	FRONT BRAKES	EX+™ Disc - DEFAULTED
TS 37.1	FRONT BRAKE CHAMBERS	**MGM Type 24 With e•Stroke®**
	e•STROKE® MODULE MOUNTING LOCATION	**Overhead Sawtooth Compartment**
	DETAILS for UNDEFINED e•STROKE® INDICATOR LAMP	**Amber LED Lamp mounted in drivers overhead auxiliary compartment**
	DASH AREA POSITON for UNDEFINED e•STROKE® INDICATOR LAMP	**Other Position Not Listed. Specify In Miscellaneous Notes Text Box At The End Of The Section.**
	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	FRONT AXLE SEALS	Chicago Rawhide® Oil Seals (Scotseal®) With Stemco® Hub Cap - DEFAULTED

	FRONT SUSPENSION	GILLIG - DEFAULTED
TS 31.3.2	FRONT SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	FRONT MUD FLAPS	Behind Each Wheel, Masticated Rubber - DEFAULTED
	MISCELLANEOUS FRONT AXLE NOTES	

5. REAR AXLE

	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
TS 37.4	REAR BRAKES	EX+™ Disc - DEFAULTED
	REAR BRAKE CHAMBERS	**MGM MJB 2430ET With e•Stroke®**

(Redisplay - From Section 4)

	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	REAR AXLE SEALS	Chicago Rawhide® Oil Seals (Scotseal®) - Default
	MAXIMUM SERVICE GRADE	Max 8% Grade - DEFAULTED
TS 34	REAR AXLE GEAR RATIO	6.14 - Default
	REAR AXLE GEAR OIL and FRONT/REAR AXLE SEAL OIL (If Applicable)	SAE 80W-90 Chevron® Multigear™ EP-5 - DEFAULTED
	REAR AXLE OIL DRAIN PLUG	Magnetic Internal Hex Head Plug - DEFAULTED
	REAR AXLE OIL FILL PLUG	Magnetic Internal Hex Head Plug - DEFAULTED
	HUB PILOTED BORE AXLE LUBE	**FreyLube® SUPRA Tire Lubricant & Rim Rust Retardant**
	REAR SUSPENSION	Hendrickson LUXAIR® - DEFAULTED
TS 31.3.2	REAR SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	REAR CENTER MUD FLAP	Full Width, Masticated Rubber - DEFAULTED
**	HUBODOMETER MANUFACTURER	**Stemco®, DataTrac® Pro 600-9999 (Programmable Version)**
	HUBODOMETER GUARD	**Silver Epoxy Guard With Through Bolt**
	HUBODOMETER MOUNTING LOCATION	Curb Side Mounting - DEFAULTED
	ELECTRONIC STABILITY CONTROL (ESC)	**Required**

WABCO SmartTrac™ ABS Brake System - DEFAULTED

TS 37.2	AUTOMATIC TRACTION CONTROL (ATC)	**Required**
TS 37.2	ATC MUD & SNOW CONTROL	**Toggle Switch With Guard @ Side Panel 6**
	MISCELLANEOUS REAR AXLE NOTES	

6. WHEELS & TIRES

WHEELS

	WHEEL SIZE	22.5" x 9.0" Front And 22.5" x 8.25" Rear - DEFAULTED

(Redisplay - From Section 4)

	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	WHEEL MATERIAL	**Aluminum Wheels**
PPMTG	FRONT ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO**

	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
PPMTG	REAR ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO & Dura-Flange®**
	REAR WHEEL MANUFACTURER & FINISH	**Alcoa®, (4) Mirror Polish**
	SPARE WHEEL	**One Front (Match Aluminum Wheels Specified On Bus)**
	INNER DUAL WHEEL VALVE STEM EXTENSIONS	NOT Required
**	WHEEL TRIM	NOT Required

TIRES

7/10/22 e-mail	TIRE PROCUREMENT	**Customer Supplied - OEM Lease**
	TIRE BRANDING	**Required**
	TIRE BRANDING DETAILS	**Branded Tires**
	FRONT & REAR TIRE SPECIFICATIONS (SPARE ONLY WHEN SPECIFIED) TO BE THE SAME	NOT Required
	TIRE MANUFACTURER FRONT & REAR (SPARE ONLY WHEN SPECIFIED) TO BE THE SAME	Required - DEFAULTED
	TIRE MANUFACTURER	**Goodyear®**
	FRONT TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
	REAR TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
TS 32.1	TIRE & WHEEL BALANCING	**Front And Rear Wheels**
	SPARE TIRE	**One Rear**
	SPARE TIRE(S) SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
TS 32.1	SPARE TIRE & WHEEL BALANCING	**Required**
	SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
**	TIRE CHAINS for DRIVE TIRES	**Onspot Automatic Tire Chain System**
	TIRE CHAIN CONTROLS	**Toggle Switch With Guard @ Dash Panel 1**
	TIRE CHAIN DEPLOYMENT	**Chains Will Not Deploy Above 25 MPH And Vehicle Will Not Exceed 25 MPH Once Chains Are Deployed - Preferred Option**
AE 15	ROAD GOVERNED SPEED	65MPH Governor - DEFAULTED
TS 32.1	MISCELLANEOUS WHEELS & TIRES NOTES	**Valve Stems in all wheels - Dill Grommet seal Valve Stem** **Valve Stem caps in all wheels - Myers V2B Flow thru Caps** **Tire Chain Amber LED Indicator @ Dash Panel 7**

7. STEERING

**	STEERING COLUMN	Douglas Autotech, Single Tilt - DEFAULTED
TS 33.3.2	STEERING WHEEL	20" Non-Padded 3 Spoke Wheel With GILLIG Logo Horn Button - DEFAULTED
	STEERING BOX	TRW® THP86 - DEFAULTED

8. HYDRAULICS

Hydraulic System Includes Low Fluid Level Sensor & Indicator Lamp On Dash

	HYDRAULIC PUMP TYPE	Concentric, Electric Driven, 24v, Calma Series, 11.3cc - DEFAULTED

	HYDRAULIC OIL	Castrol® TranSynd® TES 295® Synthetic - DEFAULTED
	HYDRAULIC RESERVOIR	5.1qt With Sight Tube - DEFAULTED
	HYDRAULIC RESERVOIR DRAIN PLUG	Magnetic Internal Hex Head - DEFAULTED
	FRONT CHASSIS SECTION POWER STEERING PIPING	Parker-Hannifin® 540N-8-SL Pressure And 53DM-10 Return Hose - DEFAULTED
	HYDRAULIC OIL EXTRACTION PORT FITTING	**Checkfluid® KP18NV Probalyzer At Top Port Of Reservoir**

9. FUEL SYSTEM

	FUEL TANK SIZE Net Usable, SSTL 3CR12, SSTL Straps	**14.8 Gallons**
	FUEL FILL LOCATION	Curb Side - DEFAULTED
	CURB SIDE FUEL FILL DOOR	Black Southco® Thumb Trigger Latch - DEFAULTED
**	DIESEL FILL NECK STYLE & CONTROLS	Gravity Fill - Flip Cap - Default
	DIESEL FUEL PIPING JUMPER HOSES	Danfoss® FC350 Hose - Default
	DIESEL FUEL GAUGE	Displayed On MFD Secondary Screen - DEFAULTED
	DIESEL LOW FUEL LEVEL VISUAL INDICATOR	Displayed On MFD Primary Screen - DEFAULTED
	DIESEL LOW FUEL LEVEL INDICATOR ACTIVATION SETTING	3 Gallons - DEFAULTED

10. REAR RUN BOX & CONTROLS

	REAR RUN BOX BASIC CONTROLS	Ignition Run Position Select Toggle Switch (With Rubber Boot), EV System Start Button Switch, Diagnostic Connector - DEFAULTED
	ELECTRONIC COOLING PACKAGE FAN CONTROL(S)	Fan Reverse Flow Momentary Toggle Switch, With Rubber Boot & Amber LED Lamp - DEFAULTED
	REAR RUN BOX CONTROLS For POWERTRAIN	Green LED Lamp (EV System Energized) & Red LED Lamp (EV Maintenance) - DEFAULTED

REAR RUN BOX GAUGE(S)

	REAR RUN BOX AND/OR MOTOR COMPARTMENT GAUGES	**Electrical Gauge(s) Only**
	REAR RUN BOX PROGRAMMABLE ELECTRICAL GAUGE	**Ametek® C-Com 2G**
	REAR RUN BOX PROGRAMMABLE ELECTRICAL GAUGE SETTINGS	State Of Charge, Odometer, HVAC Hourmeter, 12v & 24v Equalizer, High Voltage Battery Coolant Temperature, Heater Circuit Coolant Level (Passenger Heater Loop), ECP Coolant Level, And BTMS Coolant Level - DEFAULTED
	MISCELLANEOUS REAR RUN BOX GAUGE NOTES	

REAR RUN BOX CONTROLS

	REAR RUN BOX SIZE	8"W Box - DEFAULTED

11. AIR SYSTEM

	AIR COMPRESSOR & DISCHARGE HOSE	Powerex®, Electric Driven, 13.3 CFM, With Danfoss® FC350 Hose - DEFAULTED
TS 39.5	AIR DRYER	Bendix® Single AD-IP® With Puraguard Cartridge, 24v - DEFAULTED

SUSPENSION KNEEL & RAISE DETAILS

	KNEEL & RAISE LOCATION	Front Only - DEFAULTED
	KNEEL & RAISE CONTROL	**Kneel And Raise On Door Controller Command Switches @ Side Panel 28**
PPMTG	FRONT SUSPENSION OVER RAISE CONTROL	**(1) Maintained Toggle Switch @ Dash Panel 1**
	FRONT SUSPENSION OVER RAISE PROGRAMMING	Activated With Switch & Vehicle Speed Below 3 MPH - DEFAULTED
	EXTERIOR KNEELING/WHEELCHAIR RAMP AUDIO INDICATOR	Floyd Bell Mounted Curb Side Skirt Panel Aft Of Front Wheel - DEFAULTED
	KNEELING EXTERIOR DECAL INSTALLATION	"KNEELING", Orange Letters On Black Background, Installed - DEFAULTED

SHOP AIR & TOWING CONNECTIONS DETAILS

**	SHOP AIR CONNECTION	**ARO® 2608**
	SHOP AIR CONNECTION LOCATION(S)	Front Connection At Bumper Channel & Rear Connection At Curb Side Rear Outrigger - DEFAULTED
	FRONT AIR TOWING CONNECTION	Amflo® CP1 - DEFAULTED
	FRONT AIR TOWING CONNECTION LOCATION	Center Of Bumper Channel - DEFAULTED

AIR TANK DRAIN DETAILS

	AIR TANK DRAIN VALVES	Air Tank Drain Extension With 4 Manual Valves - DEFAULTED
	AIR TANK DRAIN VALVE DECAL	"DRAIN AIR TANKS DAILY", Black Letters On White Background, English - DEFAULTED

BRAKING SYSTEM DETAILS

	BRAKE VALVE	Bendix® E-8P - DEFAULTED
**	PARKING BRAKE VALVE	PP-1® Valve With Yellow Bendix® 1.75"W Handle @ Top Surface Of Side Console Aft Of Door Control - Default
	BRAKE INTERLOCK OVERRIDE CONTROL	**(1) Toggle Switch With Guard & Decal Located @ Overhead Sawtooth Compartment**
	BRAKE INTERLOCK TEST PORT LOCATION	In Air Tank Compartment - DEFAULTED
	LOW AIR PRESSURE AUDIO WARNING ACTIVATION	With EV Ready - DEFAULTED
**	MISCELLANEOUS AIR SYSTEM NOTES	

12. FRAME

	FRAME MATERIAL	3CR12 Stainless Steel - DEFAULTED
TS 25	ELEVATED FRONT TOWING	Required - DEFAULTED
TS 6.6	REAR SKID PLATE	**Required 2" Wide x 2" Thick Skid Plates**
	EXTENDED REAR TOW EYE	Required - Default

CAUTION: SKID PLATE & EXTENDED TOW EYE WILL IMPACT DEPARTURE ANGLE

	JACKING POINT DECALS	**"JACKING POINT", Black Letters On Safety Yellow Background, 2.63" x 1.38"**
AE 18	JACKING POINTS PAINT	**Painted - Safety Yellow**
	SPLASH SHIELDS	**Electric Horn Cover @ Headlamp/Bumper Channel**
	MISCELLANEOUS FRAME NOTES	

INSULATION, UNDERCOATING & CORROSION PROTECTION

	INSULATION	Level 2 - DEFAULTED

DuPont™ Styrofoam™ Brand Square Edge Extruded Polystyrene (XPS) Foam Insulation (Blue/Gray Board)

TS 10.1	FRAME & BODY CORROSION 1 - OPTIONAL	**Eck® Corrosion Protection For Radiator/Charge Air Cooler (CAC)/Hydraulic Cooler Assembly**
TS 42.6	FRAME & BODY CORROSION 2 - OPTIONAL	**NOCO® Spray On All Exterior Ground Bolts Washers & Nuts Before & After Assembly**
TS 42.6, 10.1	MISCELLANEOUS INSULATION, UNDERCOATING & CORROSION PROTECTION NOTES	**TS 10.1 - Threads of all bolts/nuts used to mount the radiator shall be coated with anti-seize** **TS 42.6 - All positive and negative wire connections under bus, in HVAC compartment, in battery box compartment & Power Train compartment require: hard flat washers with zinc chromate covering under bolt head & lock nut for grounding (No star or lock washers permitted)**

13. ENERGY STORAGE/BATTERIES/SHORE POWER/VEHICLE VOLTAGE INVERTER

	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	ENERGY STORAGE SYSTEM NET USABLE ENERGY PERCENTAGE	80% - DEFAULTED
	JUNCTION BOX	Cummins High Voltage DC - DEFAULTED
	VOLTAGE CONVERTER	Cummins DC/DC (12 & 24 Volt) - DEFAULTED
TS 69.1 Discuss	BUS CHARGING	**(2) CCS Type1 Connectors - (1) Located At Rear Curb Side & (1) At Front Street Side [RO]**
(Redisplay - From Page 1)		
	OPPORTUNITY CHARGING	**Schunk, Pantograph Down Roof Mounted Charge Rails**

BATTERY DETAILS

	BATTERY DISCONNECT SWITCH	Dual 12/24V Kissling Electronics Battery Saver Smart Switch - DEFAULTED
TS 42.1.1	BATTERY TYPE	Group 31 - DEFAULTED
	BATTERY CONNECTIONS	**3/8" Stainless Steel Top Stud**
AE 24	BATTERY MANUFACTURER & MODEL	**(2) Odyssey® Extreme Series™ 1150 CCA (PC2150S), AGM Maintenance Free**
**	BATTERY HOLD DOWN	Stainless Steel Black Powder Coated - Default
	BATTERY BOX - POWDER COATED	Slide Out Tray, With Steel Slides - DEFAULTED
	BATTERY CABLES	3/0 Cables With Crimped Ends - DEFAULTED
	BATTERY CUTOFF SWITCH LOCK For KNIFE SWITCH	Pad Lock WithOUT Independent Keying - DEFAULTED
AE 27	BATTERY VOLTAGE EQUALIZER	Vanner® Vann-Bus® 85-CAN Series @ 60 Amp - Default
	BATTERY VOLTAGE EQUALIZER CABLE	Crimped Ends - Default
**	BATTERY JUMP CHARGE	**Front Battery Jump Charge Connection**
	BATTERY JUMP CHARGE CABLE	Crimped Ends - Default
**	BATTERY JUMP CHARGE FRONT CONNECTOR	**Anderson Power Products® SB®350, Red, Mounted At Battery Compartment**
7/10/22 e-mail	POWER OUTLETS	**120 Volt AC @ Inverter & 120 Volt AC @ Passenger Locations & USB Charging Ports @ Passenger Locations**
	POWER OUTLET CONNECTION QUANTITY & LOCATIONS	**Locations accessible per Seat Configuration**

VEHICLE VOLTAGE INVERTER DETAILS

	POWER OUTLET INVERTER MANUFACTURER	**Vanner® @ 2000 Watts**

	POWER OUTLET INVERTER MOUNTING LOCATION	**Street Side Front Wheelwell Storage Box - Preferred Option**
**	MISCELLANEOUS SUPER/ULTRA CAPACITOR, BATTERIES, SHORE POWER, & VEHICLE VOLTAGE INVERTER NOTES	**Provide Proximity switches on both charge port access doors to prevent bus from Activating (driveable) with either door open**

14. LOCKS & LATCHES, & DRIVERS BARRIER STORAGE BOX

EXTERIOR

	SKIRT PANEL LOCKS	5/16" Female Square Key Lock - DEFAULTED

INTERIOR

	DESTINATION SIGN DOOR LOCKS	(3) 5/16" Female Square Key Latches - DEFAULTED
	OVERHEAD SAWTOOTH COMPARTMENT DOOR LOCKS	**(2) Short Wing Twist Latches**
	FRONT DOOR OVERHEAD COMPARTMENT LOCKS	(2) 5/16" Female Square Key Latches - DEFAULTED
	HVAC AIR INTAKE RETURN GRILLE LOCKS	(2) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED
	BULKHEAD ELECTRICAL COMPARTMENT LOCKS	(3) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED
	FORWARD AIR TANK COMPARTMENT LOCKS	(3) 5/16" Female Square Key Latches - DEFAULTED
	AFT AIR TANK COMPARTMENT LOCKS	(3) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED

DRIVERS BARRIER STORAGE BOX

	DRIVERS BARRIER STORAGE BOX	14.5"H x 21"W x 8"D, With Tapered Bottom - DEFAULTED
	DRIVERS BARRIER STORAGE BOX LOCK	(1) Chrome Eberhard Thumb Trigger Latch - DEFAULTED

15. BODY SECTION

SKIRT PANEL SUPPORT And ACCESS DOOR LOCKS & LATCHES

	BATTERY COMPARTMENT ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	BATTERY CUTOFF SWITCH ACCESS DOOR	Required, With Black Southco® Thumb Trigger Latch - DEFAULTED
	AIR TANK DRAIN VALVE/CHARGE PORT ACCESS DOOR	Required, With Black Southco® Thumb Trigger Latch - DEFAULTED
	STREET SIDE RADIATOR ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	CURB SIDE POWERTRAIN COMPARTMENT ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	CURB SIDE REAR CHARGE PORT ACCESS DOOR	Black Southco® Thumb Trigger Latch - DEFAULTED
	REAR WHEELWELL SKIRT PANEL SUPPORT	Mechanical Slide - DEFAULTED

BUMPERS

	FRONT BUMPER	Black Energy Absorbing Unpainted - DEFAULTED
	REAR BUMPER	Black Energy Absorbing Unpainted - DEFAULTED

16. WHEELCHAIR RAMP

(Redisplay - From Cover Page)

TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP CYCLE COUNTER	Built-In Internal Counter - DEFAULTED
	WHEELCHAIR RAMP TRIM	With 4" Yellow Stripe Down Centerline & With Yellow Powder Coated Ramp Plate Side Rails - DEFAULTED
	WHEELCHAIR RAMP PROGRAMMING	**Ramp Activates WithOUT Bus Being Kneeled**
	FRONT WHEELCHAIR RAMP CONTROLS	**Power & Operate On Door Controller Command Switches @ Side Panel 28 And Indicator Lamps @ Dash Panel 7**
	EXTERIOR KNEELING/WHEELCHAIR RAMP AUDIO INDICATOR	Floyd Bell Mounted Curb Side Skirt Panel Aft Of Front Wheel - DEFAULTED
	WHEELCHAIR RAMP EXTERIOR DECAL MOUNTING	"RAMP", Orange Letters On Black Background, Installed - DEFAULTED
	FRONT THRESHOLD AISLE BUMPER	Black - DEFAULTED
	WHEELCHAIR RAMP SKID PLATE(S)	**8.75" Wide, Mild Steel, Reinforced Skid Plates Mounted At Curb & Street Side A-Posts**
	DETAILS for UNDEFINED WHEELCHAIR RAMP MANUAL RELEASE TOOL	**Provide 2 hooks on fwd side of driver's barrier to hang ramp tool along with foam attached by 2 sided tape to keep tool from making noise while bus is in motion.**

Wheelchair Ramp Manual Deploy Brake Interlock - DEFAULTED
Stainless Steel Wheelchair Ramp Closeout - DEFAULTED

17. HEATER ONLY / HVAC MAIN UNIT

	HEATER ONLY / HVAC UNIT MANUFACTURER	**Thermo-King**
AE 31	HEATER ONLY / HVAC UNIT MODEL	**TE18 All-Electric Unit**
**	HEATER ONLY / HVAC UNIT CONTROL(S) & LOCATION	**Rotary Switch @ Overhead Panel 12, IntelligAIRE™ Display Module @ HVAC Unit**
	HVAC ROTARY SWITCH FUNCTION	6 Position Switch, (Off/Cool/Vent High/Vent Low/Heat Low/Heat High) - DEFAULTED
	HEATER ONLY / HVAC EVAPORATOR/CONDENSER MOTOR MANUFACTURER & TYPE	**EBM Brushless**

HVAC A/C (AIR CONDITIONER) DETAILS

AE 32	HVAC A/C REFRIGERANT TYPE	**R407C**
TS 54.1	HVAC REFRIGERANT PRESSURE DISPLAY	**Required on Unit**

2 Refrigerant Sight Glasses - DEFAULTED

	HVAC AIR INTAKE RETURN GRILLE	Removable - DEFAULTED
**	DETAILS for UNDEFINED HVAC AIR RETURN FILTER	**Airfilope dual density Filter @ HVAC Unit**
	HVAC AIR INTAKE	Recycled Interior Air - DEFAULTED

DRIVERS VENTILATION DETAILS

	DRIVERS BOOSTER FAN DIFFUSER	Mounted @ Overhead Panel 9 - DEFAULTED
	DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	**(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label "Driver's Booster Fan" controls vent @ overhead panel 9, Label "Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver**

	DRIVERS AUXILIARY VENTILATION DIFFUSER LOCATION	**2 Diffusers Above Driver**
	MISCELLANEOUS HVAC NOTES	**TS 54.1 - A/C compressor Fluid Extractor port - Shrader Valve**

18. DRIVERS HEATER

	DRIVERS HEATER MANUFACTURER & STYLE	**MCC® Brushless Motors, 62,000 BTU**
	DRIVERS HEATER FILTER	Reusable Metal Mesh - DEFAULTED
	DRIVERS HEATER CONTROLS	Electronic Controls (TEMP. SELECT, FLOW SELECT, HEATER/DEFROST FAN) @ Dash Panel 3 - DEFAULTED
	DRIVERS HEATER LEFT FOOT VENTILATION	Required - DEFAULTED

19. COOLANT HEATER

AE 33	COOLANT HEATER MODEL	**Valeo, Dual Mode, Electric & Fuel-Fired, Thermo H (68,000 BTU Electric/78,000 BTU Diesel), 5,001-7,499 ft Altitude [L]**

20. DOOR THRESHOLD/UNDERSEAT HEATERS

	FRONT DOOR HEATER VENT DIFFUSER	Required - DEFAULTED
TS 60	FRONT DOOR THRESHOLD HEATER	**Required**
	FRONT DOOR THRESHOLD HEATER TYPE	**MCC® Single Speed Brushless Motors, 24v, 12,000 BTU - Preferred Option**
TS 60	REAR CURB SIDE FLOOR HEATER	NOT Required - DEFAULTED
TS 61	REAR STREET SIDE FLOOR HEATER	NOT Required - DEFAULTED

HEATER CONTROLS

	FRONT DOOR THRESHOLD HEATER CONTROL	**Controlled By Independent ON/OFF Toggle Switch**
	FRONT DOOR THRESHOLD HEATER SWITCH LOCATION	Dash Panel 1 - DEFAULTED
PCO F6	MISCELLANEOUS THRESHOLD/UNDERSEAT HEATER NOTES	**MCC Single Speed Brushless Motor, 34,000 BTU, Mounted under seat 3rd row streetside 2nd step controlled by HVAC**

21. DASH FANS

**	DASH FAN(S)	**Two MCC® 24v Fans With Dash Mounted Switch**
**	DASH FAN MOUNTING	**Left-Hand & Right-Hand Center Of Dash**
	DASH FAN CONTROL	**(2) Toggle Switches HI/OFF/LOW Fan Control @ Dash Panel 2**

22. FRONT DOOR

(Redisplay - From Cover Page)

	FRONT DOOR	40" Vapor Ameriview® Slide-Glide - DEFAULTED
TS 80.1.1	FRONT DOOR DETAILS	**Electric Open - Electric Closed, Upper & Lower Glazing**
	FRONT DOOR POSITION SWITCHES	Proximity - DEFAULTED
	FRONT DOOR MOTOR COMPARTMENT DUMP VALVE ACCESS	Breakout Glass - DEFAULTED
	FRONT DOOR HANDLES	**Yellow Powder Coated**
	FRONT DOOR AIR RELEASE VALVE	Lever Air Dump Valve @ Side Panel 6 - DEFAULTED
TS 38.1	FRONT DOOR INTERLOCK & OPERATION	NOT Required (Door Opens @ Any Speed)

23. REAR DOOR

(Redisplay - From Cover Page)

	REAR DOOR	NOT Required

DRIVERS DOOR CONTROL DETAILS

TS 80.12.1	DOOR CONTROL	**2 Position Vapor Digital Controller, With Knob Handle, With 5 Command Switches @ Side Panel 28**
	DOOR CONTROL COMMAND SWITCHES	Ramp Stow (Top Left-Hand), Ramp Deploy (Top Right-Hand), Suspension Raise (Bottom Left-Hand), Ramp Power (Bottom Center), Suspension Kneel (Bottom Right-Hand) - DEFAULTED
	MISCELLANEOUS REAR DOOR NOTES	

24. WHEELWELL MOUNTED STORAGE BOX(ES)

	STREET SIDE FRONT WHEELWELL STORAGE BOX	**Yes**

STREET SIDE FRONT WHEELWELL STORAGE BOX DETAILS

TS 90	STREET SIDE FRONT WHEELWELL STORAGE BOX SIZE	44"H x 22.5"W x 20"D Box, With Upper Stove Pipe And Ventilation Screen - Default
	STREET SIDE FRONT WHEELWELL STORAGE BOX DOOR	(1) Full Height - Default
	STREET SIDE FRONT WHEELWELL STORAGE BOX DOOR HINGE LOCATION	Forward Edge - Default
TS 69.3	STREET SIDE FRONT WHEELWELL STORAGE BOX LOCK/LATCH	**(1) Hudson Lock, With BH010 Key And (2) Southco® Compression Latch, With E3-26-819-15 (Barrel) Key**
**	STREET SIDE FRONT WHEELWELL STORAGE BOX COLOR	**Black (Semi-Gloss) Exterior, White Interior**
	STREET SIDE FRONT WHEELWELL STORAGE BOX SHELVES	(4) Sliding Plywood Shelves - Default
**	STREET SIDE FRONT WHEELWELL STORAGE BOX COOLING FANS	**(2) Fans Via Ignition Control**
PCO F5	CURB SIDE FRONT WHEELWELL STORAGE BOX	**8.25"H x 22.5"W x 19.1"D Box, With Top Door**

CURB SIDE FRONT WHEELWELL STORAGE BOX DETAILS

	CURB SIDE FRONT WHEELWELL STORAGE BOX LOCKS	**(1) Black Southco® Thumb Trigger Latch**
PPMTG	CURB SIDE FRONT WHEELWELL STORAGE BOX COLOR	**Black (Semi-Gloss) Exterior, White Interior**
	MISCELLANEOUS STORAGE BOX NOTES	**- Provide (4) Plug connector pigtails (51-75951-002_ shipped loose)**

25. POWERTRAIN COMPARTMENT DOOR

	REAR POWER TRAIN COMPARTMENT DOOR LICENSE PLATE FRAME & MOUNTING	Curb Side Lower Mounted, With GILLIG Logo - DEFAULTED
	REAR POWERTRAIN COMPARMENT DOOR LOCKS	(2) 5/16" Female Square Key Locks - DEFAULTED
	REAR POWER TRAIN COMPARTMENT DOOR GRAB HANDLE/HAND HOLD	Handle Required - DEFAULTED
	REAR POWER TRAIN COMPARTMENT DOOR GAS SPRING LOCK	NOT Required - DEFAULTED

26. AD FRAMES

	INTERIOR AD FRAME	NOT Required - DEFAULTED
	EXTERIOR AD FRAME	NOT Required - DEFAULTED

28. PASSENGER SEATS

PASSENGER SEAT DETAILS

	PASSENGER SEAT MANUFACTURER	**American Seating**
	DETAILS for UNDEFINED PASSENGER SEAT MODEL	**2096 Belted Recliners**
	WHEELCHAIR RESTRAINT POSITIONS QUANTITY & LOCATION	2 Positions (1 Street Side & 1 Curb Side) - DEFAULTED

FLOOR PLAN DETAILS

	1st STEP & 2nd STEP (If Required) PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	3rd STEP PASSENGER SEAT ORIENTATION CONFIGURATION	**All Forward Facing Seating WithOUT Settee Seats**
	2ND STEP RAISED PLATFORM	**Full Width Extended To Wheelchair Position**
	3RD STEP RAISED PLATFORM	Street Side And Curb Side - Default

PASSENGER SEAT MOUNTING

	PASSENGER SEAT MOUNTING STYLE @ 2nd STEP	T-Pedestal - DEFAULTED
	PASSENGER SEAT MOUNTING STYLE @ 3rd STEP	T-Pedestal - DEFAULTED
7/10/22 e-mail	PASSENGER SEAT SHELL COLOR	**1471 Charcoal**

PASSENGER SEAT BOTTOM DETAILS

	DETAILS for UNDEFINED PASSENGER SEAT BOTTOM CUSHION/INSERT MATERIAL	**Fully Cushioned**
	PASSENGER SEAT BOTTOM INSERT/COVER MATERIAL MANUFACTURER	**Camira**
LTR	DETAILS for UNDEFINED PASSENGER SEAT BOTTOM INSERT/COVER COLOR	**Vita, Seal ITA01 & Sapphire ITA16 vinyl**
	PASSENGER SEAT BOTTOM DRAIN HOLES	**No**

PASSENGER SEAT BACK DETAILS

	DETAILS for UNDEFINED PASSENGER SEAT BACK CUSHION/INSERT MATERIAL	**Fully Cushioned**
	PASSENGER SEAT BACK INSERT/COVER MATERIAL MANUFACTURER	**Camira**
	DETAILS for UNDEFINED PASSENGER SEAT BACK INSERT/COVER COLOR	**Vita, Seal ITA01 & Sapphire ITA16 vinyl**
	PASSENGER SEAT BACK SHROUD	**Carpet**
	PASSENGER SEAT ARMREST	**Sidewall Fixed, Aisle Swing Up**
	PASSENGER SEAT GRAB RAIL	**Energy Absorbing**
7/10/22 e-mail	PASSENGER SEAT GRAB RAIL COLOR	**1471 Charcoal**

WHEELCHAIR RESTRAINT(S)

TS 81.5	WHEELCHAIR RESTRAINT #1	**WF1 - Q'POD® Curb Side, With Integrated Wheelchair Barrier, 3 Passenger Flip-Up Seat, Remote Belt Release, Compact Ratchet Style Handle With Trigger Release, & Adjustable Shoulder Belt**
	WHEELCHAIR RESTRAINT #1 MANUFACTURER	**Q'Straint®**
TS 81.5	WHEELCHAIR RESTRAINT #2	**WF1 - Q'POD® Street Side, With Integrated Wheelchair Barrier, 3 Passenger Flip-Up Seat, Remote Belt Release, Compact Ratchet Style Handle With Trigger Release, & Adjustable Shoulder Belt**
	WHEELCHAIR RESTRAINT #2 MANUFACTURER	**Q'Straint®**
	WHEELCHAIR RESTRAINT #3	NOT Required
	WHEELCHAIR RESTRAINT #4	NOT Required
	Q'POD® WHEELCHAIR RESTRAINT BELT REMOTE RELEASE	Electric - Default

Webbing loops will be provided with the seat kit for any ADA location with restraint mounting distances greater than sixty inches.

ADA PASSENGER SEAT DETAILS

	ADA PASSENGER SEAT MODEL	**6466**

ADA PASSENGER SEATS BOTTOM DETAILS

	ADA PASSENGER SEAT BOTTOM CUSHION/INSERT MATERIAL	**Polyurethane Padding**
	ADA PASSENGER SEAT BOTTOM INSERT/COVER MATERIAL MANUFACTURER	**Camira**
Colors?	DETAILS for UNDEFINED ADA PASSENGER SEAT BOTTOM INSERT/COVER COLOR	**Vita, Seal ITA01 & Sapphire ITA16 vinyl**

ADA PASSENGER SEATS BACK DETAILS

	ADA PASSENGER SEAT BACK CUSHION/INSERT MATERIAL	**Polyurethane Padding**
	ADA PASSENGER SEAT BACK INSERT/COVER MATERIAL MANUFACTURER	**Camira**
Colors?	DETAILS for UNDEFINED ADA PASSENGER SEAT BACK INSERT/COVER COLOR	**Vita, Seal ITA01 & Sapphire ITA16 vinyl**
	ADA PASSENGER SEAT BACK SHROUD	**Thermoformed Plastic**
	ADA PASSENGER SEAT BACK TRIM COLOR	**No Color Required**

Q'POD® BARRIER DETAILS

	Q'POD® BARRIER COLOR	**980 Gray**
	Q'POD® BARRIER INSERT MATERIAL	NOT Required - Default
	Q'POD® GRAB RAIL	**Energy Absorbing**
	Q'POD® GRAB RAIL COLOR	**980 Gray**

GRAB HANDLE & STANCHION DETAILS

FRONT WHEELWELL STANCHIONS

	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default

	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION LOWER MOUNTING	Mounted Direct To Wheelwell - Default
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION LOWER MOUNTING	Mounted To Package Rack - Default

PASSENGER SEAT STANCHIONS

	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default

ADDITIONAL GILLIG SAFETY REQUIREMENTS

PASSENGER STOP REQUEST

	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED
	WHEELCHAIR RESTRAINT POSITION PASSENGER SIGNALS	Universal Symbol Touch Pad On Flip-Up Seats, Provided With Seat Kit - Default
**	PASSENGER SEAT MOUNTED USB MODULES	NOT Required
	FORWARD FACING PASSENGER SEATS - SEAT BELT TYPE	**Type 2 (Lap & Shoulder)**
	PASSENGER SEAT LAYOUT # or REI #	**166402**
7/10/22 e-mail	MISCELLANEOUS PASSENGER SEAT NOTES	**High Back Seats with Self-Folding Footrests @ all applicable locations (ref seat layout)**

28a. DRIVERS SEAT

	DRIVERS SEAT MANUFACTURER	**Recaro**
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
TS 49.1.3	DRIVERS SEAT SLIDE & CONTROL	**11" Air Release**
TS 49.1.7	DRIVERS SEAT HEADREST	**Fabric - Match Seat Color**
	DRIVERS SEAT LUMBAR	3 Cell - Default
TS 49.2	DRIVERS SEAT BELT & SEAT CONTROLS	**2 Point Orange Belt, With Street Side Retractor, Curb Side Controls**
TS 49.2	DRIVERS SEAT BELT EXTENSION	**Lap/Seat Belt Extension #30826207**
**	DRIVERS SEAT FOAM	**Polyurethane Foam, With LiquiCell® Cushion**
	DRIVERS SEAT BACK PROTECTOR	Plastic (ABS) Shell - Default
	DRIVERS SEAT MATERIAL & COLOR	**Black Crepe Fabric - Preferred Option**
	DRIVERS SEAT BOXING MATERIAL & COLOR	**Black Crepe Fabric #78207**
TS 49.3	DRIVERS SEAT ARM REST	**(1) Curb Side**
**	DRIVERS HEATED SEAT	NOT Required
	DRIVERS SEAT CUSHION ALARM	**Required**
**	DRIVERS SEAT BELT ALARM	**Required**
	DRIVERS SEAT ALARM AUDIO INDICATOR	Via Multifunction Display (MFD) Speaker - Default

TS 49.2	DETAILS for UNDEFINED DRIVERS SEAT BELT or CUSHION PROGRAMMING	**Seat Alarm activates with Belt Disengaged, Park Brake not set & operator out of seat. It has High/Low Audio Alarm (like European police siren) from special alarm mounted in sawtooth (51-12096-018), Cushion alarm also programmed in MFD to flash full screen "Set Parking Brake"**

29. PASSENGER SIGNALS

(Redisplay - From Section 28)	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED
(Redisplay - From Section 28)	WHEELCHAIR RESTRAINT POSITION PASSENGER SIGNALS	Universal Symbol Touch Pad On Flip-Up Seats, Provided With Seat Kit - Default
	PASSENGER STOP REQUEST SIGNAL STYLE @ SIDEWALL	Pull Cord - DEFAULTED
	PULL CORD COLOR & TYPE	**Yellow Cord**
	DROP CORD COLOR & TYPE @ LOWER SECTION @ MULLIONS	**Yellow Cord**
**	STOP REQUEST SIGN VISUAL INDICATOR	LED Back-lit, "STOP REQUESTED", Red Letters On Black Background, Flush Mounted - DEFAULTED
	STOP REQUEST VISUAL INDICATOR @ DASH	Amber LED Indicator Lamp Built-In To MFD - DEFAULTED
	DETAILS for UNDEFINED AUXILIARY STOP REQUEST VISUAL INDICATOR LAMP	**Day Bright Amber Semi-Domed LED Lamp @ Dash Panel 3 With Dimmer (Ref 51-69331-009)**
	DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	**Audio indicator Single chime for std pullcord & double chime for ADA**
	STOP REQUEST AUDIO & VISUAL INDICATOR CONTROL	Momentary Toggle Switch @ Side Panel 5 - 2 Position "Single/Reset" - Default
	MISCELLANEOUS PASSENGER SIGNAL NOTES	**Streetside pullcord front to attach to bracket to the aft side of the electrical equipment box and the wire to run up to the air duct through the electrical equipment box as opposed to on the sidewall. (quality item, the middle screw for this bracket rubs wire. Customer notes middle screw is not needed)**

30. DRIVERS BARRIER

**	DRIVERS BARRIER STYLE & COLOR	**Wraparound, Forward 7145 Black, Aft 7145 Black, With Schedule Holder Slots**
TS 94	DRIVERS BARRIER SCHEDULE HOLDER	**(3) 3.88"W x 5"H x 1.62"D, BP750CT - Preferred Option**
**	DRIVERS PROTECTION BARRIER	**1/2" AS4 Polycarbonate, Full Length Extended**
	DRIVERS BARRIER GRAB HANDLE	**22.5" Yellow Powder Coated**
(Redisplay - From Section 14)	DRIVERS BARRIER STORAGE BOX	14.5"H x 21"W x 8"D, With Tapered Bottom - DEFAULTED
	DRIVERS BARRIER STORAGE BOX LOCK	(1) Chrome Eberhard Thumb Trigger Latch - DEFAULTED
	MISCELLANEOUS DRIVERS BARRIER NOTES	**Driver's barrier schedule holders need to have sharp edges removed/sanded** **-Use Bolts instead of Rivets to secure the schedule holder slots to the Driver's Barrier**

31. FRONT WHEELWELLS & FRONT DOOR MODESTY PANEL

FRONT WHEELWELLS

**	STREET SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	DETAILS for UNDEFINED STREET SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	**Stainless Steel 21" Tall Panel, also include Extended to Driver's Platform (size appropriately on extention portion)**
**	CURB SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	CURB SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	**Stainless Steel 21" Tall Panel**

FRONT DOOR MODESTY PANEL

	FRONT DOOR MODESTY PANEL STANCHION	**Yellow Powder Coated**
	FRONT DOOR MODESTY PANEL	14% Graylite Polycarbonate 3/8" Panel - DEFAULTED

32. REAR DOOR AND/OR 3rd STEP MODESTY PANELS & STANCHIONS

CURB SIDE @ 3rd STEP

	MODESTY PANEL @ CURB SIDE 3rd STEP	Modesty Panel NOT Required - Only Stanchion Mounted to Seat (See Seat Layout)
	STANCHION FINISH @ CURB SIDE 3rd STEP WithOUT MODESTY PANEL	**Yellow Powder Coated**

STREET SIDE @ 3rd STEP

	MODESTY PANEL @ STREET SIDE 3rd STEP	Modesty Panel NOT Required - Only Stanchion Mounted to Seat (See Seat Layout) - DEFAULTED
	STANCHION FINISH @ STREET SIDE 3rd STEP/2nd STEP TRANSITION POSITION WithOUT MODESTY PANEL	**Yellow Powder Coated**

33. DRIVERS COAT HOOK

**	DETAILS for UNDEFINED DRIVERS COAT HOOK	**HD aluminmum with strap mounted on Driver's Barrier behind seat**

34. DISPLAY/SCHEDULE/REGISTRATION/CARD HOLDER(S)

Addendum 1	DISPLAY/SCHEDULE HOLDER #1	**Required**
	DISPLAY/SCHEDULE HOLDER #1 MANUFACTURER	**Innocom Transit®**
**	DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #1 VENDOR MODEL or MATERIAL & SIZE	**19/31 8PW 2L, Black**
	DISPLAY/SCHEDULE HOLDER #1 QUANTITY	1 - DEFAULTED
	DISPLAY/SCHEDULE HOLDER #1 LOCATION	**Centered, Aft Side Of Street Side Front Wheelwell Storage Box**
	DISPLAY/SCHEDULE HOLDER #2	**Required**
	DISPLAY/SCHEDULE HOLDER #2 MANUFACTURER	**Innocom Transit®**
**	DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #2 VENDOR MODEL or MATERIAL & SIZE	**17"W x 10"H x 4"D Plastic Clipboard Holder (Mount With Bolts, Washers, And Nylock Nuts) (Ref#15-0902-67796A)**
	DISPLAY/SCHEDULE HOLDER #2 QUANTITY	1 - DEFAULTED

	DISPLAY/SCHEDULE HOLDER #2 LOCATION	**Forward Side Of Driver's Barrier Under Driver's Barrier Storage Box**
	DISPLAY/SCHEDULE HOLDER #3	NOT Required

(Redisplay - From Section 30)

TS 94	DRIVERS BARRIER SCHEDULE HOLDER	**(3) 3.88"W x 5"H x 1.62"D, BP750CT - Preferred Option**
TS 94	REGISTRATION/PERMIT/CARD HOLDER	NOT Required

35. INTERIOR PASSENGER ASSISTS

	DASH MOUNTED GRAB RAIL	**Yellow Powder Coated**

(Redisplay - From Section 28)

	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default
	OVERHEAD LUGGAGE LOFT	**Required**
	OVERHEAD GRAB RAILS	**Stainless Steel Used In Conjunction With Luggage Lofts**
TS 79.5	OVERHEAD GRAB STRAP(S)	**Black Nylon Flexible Strap 11" (Fixed Mounted)**
PPMTG	OVERHEAD GRAB STRAP(S) QUANTITY	**8**
	OVERHEAD GRAB STRAP(S) MOUNTING	Installed per Seat Layout Location - DEFAULTED

36. WINDSHIELD

TS 51.1	WINDSHIELD GLAZING STYLE	Laminated, 2-Piece Glazing - DEFAULTED
	WINDSHIELD TINT BAND	**Street Side & Curb Side Tint Band**
	WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED

37. PASSENGER & DRIVERS WINDOWS, & DOOR GLAZING

PASSENGER WINDOWS

**	WINDOW MANUFACTURER	**Ricon®**
	PASSENGER WINDOW EGRESS LOCATIONS	Passenger Windows Non-Egressable At 3rd Step And Minimum Egressable At 1st & 2nd Steps (Per DB-260.009) - DEFAULTED
	PASSENGER WINDOW FRAME COLOR	Black Powder Coated - DEFAULTED
TS 53.2	PASSENGER WINDOW GLAZING ATTACHMENT	**Bonded Serviceable**
TS 53.2	PASSENGER WINDOW FRAME STYLE	**Upper Transom, Lower Fixed**
	PASSENGER WINDOW GLAZING MATERIAL	**Tempered - Preferred Option**
TS 74	PASSENGER WINDOW GLAZING GUARDS	6 mil Film Guard On Glazing - DEFAULTED
TS 53.2	PASSENGER WINDOW GLAZING COLOR & TRANSMISSIVITY	**Gray With 45%-55%**
	PASSENGER WINDOW TRANSOM LOCKS	NOT Required - Default

Allen Head Set Screws Are Provided On All Functional Transom Window Latches To Allow The Ability To Disable The Latch Function.

	PASSENGER WINDOW GUARDS @ 3rd STEP	Flat Bar With Offset - DEFAULTED
	INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**

	PASSENGER WINDOW EGRESS I.D. DECALS	Polycarbonate - DEFAULTED
	PASSENGER WINDOW EGRESS OPERATIONAL INSTRUCTION DECALS	"EMERGENCY EXIT, PULL RED HANDLE DOWN, PUSH WINDOW OUT TO OPEN", Red Letters On Aluminum Plate - DEFAULTED

DRIVERS WINDOW

	DRIVERS WINDOW FRAME STYLE	Fore & Aft Sliders - DEFAULTED

The Passenger Window Glass Guard Requirement Is Not Permissible On The Drivers Window.

TS 52	DRIVERS WINDOW EXTERIOR HANDLE	**Aft Edge Of Fore Slider Window Glazing**
	DRIVERS WINDOW GLAZING MATERIAL	**Tempered (Preferred Tempered Glazing Option)**
	DRIVERS WINDOW GLAZING COLOR & TRANSMISSIVITY	**Green Auto Tint, With Tint Band With 70%-78%**
	DRIVERS SLIDER WINDOW INTERIOR HANDLE	Fore Glazing WithOUT Lock And Aft Glazing With Lock - DEFAULTED
	DRIVERS SLIDER WINDOW ROCKER HANDLE	With Allen Head Lock - DEFAULTED
	DRIVERS SLIDER WINDOW GLAZING STOPS	Fore And Aft Glazing Stops - DEFAULTED
TS 52	DRIVERS WINDOW EGRESS FEATURE	Non-Egressable - DEFAULTED

DOOR GLAZING

	FRONT DOOR GLAZING MATERIAL/COLOR,TINT & TRANSMISSIVITY	**Laminated Green Tint With 73%, With 4" Tint Band**

38. FOG LAMP/DRIVING LAMPS/HEADLAMPS

PPMTG	FOG/DRIVING LAMPS	**Incandescent Amber Fog Lamps Independent From Headlamp Package**
	DETAILS for UNDEFINED FOG/DRIVING LAMPS MOUNTING LOCATION	**Mounted on Bike Rack Mounting Bracket Pivot Plate**
	DETAILS for UNDEFINED FOG/DRIVING LAMPS CONTROL	**toggle switch @ dash panel #2**

HEADLAMPS

TS 73.4	HEADLAMPS	**I/O Controls DINEX™ STAR LED Cornering Low Beam Upper/Outer & Dialight LED High Beam Center/Middle (90mm)**
TS 73.4	HEADLAMP PROGRAMMING	**Activated Through Ignition Switch In Day Run Position With Parking Brake Off or With Wipers On**
	HEADLAMP HIGH/LOW BEAM CONTROL SWITCH	Maintained Button Toe Switch, Floor Bracket Mounted - DEFAULTED
TS 73.4	MISCELLANEOUS FOG LAMP/DRIVING LAMP/HEADLAMP NOTES	**The Cornering lights are to be programmable through the bus multiplex system. Program the cornering lights to be 100% bright when when turn signal is activated left or right and 30% bright all other times.**

39. EXTERIOR LAMPS

	REAR STOP/TAIL/TURN/BACKUP LAMP SYSTEM	4 Lamp System - Default
	STOP / TAIL / TURN LAMP MANUFACTURER and SIZE	4" Round Dialight LED - DEFAULTED
	TAIL LAMP DAYRUN FEATURE	**Yes**
	BACKUP LAMPS	4" Round Dialight Clear LED - DEFAULTED

	LAMP POSITIONS FROM TOP to BOTTOM	Amber, Red, Red, Clear (White) - Default
TURN SIGNALS		
	FRONT TURN SIGNALS	Dialight Amber LED - DEFAULTED
	SIDE TURN SIGNAL MANUFACTURER & TYPE	Dialight LED, Series 18 - DEFAULTED
	SIDE TURN SIGNAL FRONT WHEEL FORWARD MOUNTING LOCATION	Required - DEFAULTED
	SIDE TURN SIGNAL REAR WHEEL FORWARD MOUNTING LOCATION	Required - DEFAULTED
TURN SIGNAL / HAZARD CONTROLS & AUDIO INDICATORS		
	TURN SIGNAL SWITCH CONTROL	Momentary Button Toe Switches Floor Bracket Mounted - DEFAULTED
	TURN SIGNAL AUDIO INDICATOR ACTIVATION DEVICE	**Clicker**
**	HAZARD SYSTEM AUDIO INDICATOR ACTIVATION DEVICE	**Clicker**
**	HAZARD AUDIO / TURN SIGNAL AUDIO FUNCTIONS	Hazard Audio Via Switch Control / With Turn Signal Audio Via Switch Control - Default
	HAZARD SWITCH CONTROL	Toggle Switch @ Side Panel 5 - DEFAULTED
	HAZARD SWITCH EXTENSION	**Red Switch Extension Permanently Attached To Switch**
**	REAR WHEEL TURN CURB LAMP	**(1) Dialight LED With Black Housing Mounted Forward Of Curb Side Rear Wheel**
	REAR WHEEL TURN CURB LAMP ACTIVATION	**Steady Burning, With Right Turn Signal Switch, In Day & Night Run Position Below 25 MPH**
**	CURB LAMPS	**Dialight LED With Black Housing At Front Door**
	KNEELING & WHEELCHAIR RAMP LAMP	(1) 2" Dialight Amber LED Lamp Located Aft Of The Front Door - DEFAULTED
MARKER & CLEARANCE LAMPS		
	FRONT & REAR MARKER & CLEARANCE LAMPS	Dialight LED, Series 45 - DEFAULTED
	LOWER SIDE MARKER MOUNTED @ SKIRT PANEL	Dialight Amber LED, Series 45 - DEFAULTED
	MARKER LAMP DAYRUN FEATURE	**Yes**
REAR AUXILIARY LAMPS		
**	POWER TRAIN COMPARTMENT DOOR MOUNTED AUXILIARY LAMP(S)	NOT Required
**	REAR CAP GRILLE LOWER CENTER MOUNTED AUXILIARY "STOP" SIGN/STOP LAMP(S)	**(3) 18" Dialight Red LED Strip Lamps**
TS 73.3	UPPER REAR CAP GRILLE AUXILIARY LAMPS	**(4) (2) Stop 4" Dialight Red LED Lamps & (2) Turn Signal Dialight Amber LED Lamps (2 Each Side)**
	UPPER REAR CAP GRILLE AUXILIARY LAMP LOCATION	**Upper Lamp @ Corner Per DB-230**
	AUXILIARY LAMP POSITION	**Stop Lamps Located @ Lower Position**
	YIELD SIGN	**Required**
YIELD SIGN DETAILS		
TS 73.3	YIELD SIGN MANUFACTURER	KD Specialties Triangle Amber LED Sign - DEFAULTED
	YIELD SIGN MOUNTING LOCATION	Rear HVAC Door, Mid Street Side - DEFAULTED

	YIELD SIGN CONTROLS	**Activated By Left-Hand Turn Signal Switch**
TS 73.3	YIELD SIGN ACTIVATION PROGRAMMING	**Activated With Left-Hand Turn Signal Switch With No Restrictions**
	EXTERIOR LAMP TEST ACTIVATION	Via Programming Through The Left & Right Turn Signal Switches - Default

COMPARTMENT LAMPS

	REAR POWERTRAIN COMPARTMENT LAMPS	(4) Peterson LED 12" Strip Lamps - DEFAULTED
	REAR POWER TRAIN COMPARTMENT LAMPS CONTROL	(1) Maintained Toggle Switch, With Rubber Boot, Located At Rear Run Box - Default
	MISCELLANEOUS EXTERIOR LAMPS NOTES	**- Parking Brake to activate Brake Lights**

40. INTERIOR LAMPS

MAIN INTERIOR LAMP KIT DETAILS

	INTERIOR LAMP & AIR DUCT TYPE	**Lamp & Air Duct Kit With Luggage Lofts & Reading Lamps**
	INTERIOR LAMP ILLUMINATION TYPE	LED Lamps - Default
**	INTERIOR LAMP KIT MANUFACTURER	**Pretoria**
	INTERIOR LAMP COLOR TEMPERATURE	**6000-6500k - Preferred Option**

(Redisplay - From Section 35)

	OVERHEAD LUGGAGE LOFT	**Required**

OVERHEAD LUGGAGE LOFT DETAILS

	OVERHEAD LUGGAGE LOFT STYLE	**Molded Enclosure Compartment**
	OVERHEAD LUGGAGE LOFT LOCATION	**Aft Of Wheelchair Positions, All The Way Up To Rear Bulkhead**
	OVERHEAD LUGGAGE LOFT MOLDED ENCLOSURE BOTTOM TRIM MATERIAL	**Gray Carpet - Preferred Option**
	OVERHEAD LUGGAGE LOFT AUXILIARY AIR VENT LOCATIONS	**Above Seats @ 3rd Step Only**

READING LAMP DETAILS

	READING LAMP CONTROL	Toggle Switch @ Dash Panel 1 - Default
	READING LAMP LOCATIONS	**Above Seats Aft Of Wheelchair Positions, All The Way To Rear Bulkhead**
	INTERIOR LAMP ACCESS DOOR LOCKS	Phillips Head - DEFAULTED
	INTERIOR LAMP LENS COLOR	All White (Opal) - Default
	INTERIOR EXTINGUISHABLE LAMP POSITIONS	#1 Street Side & All Curb Side - Default
	INTERIOR EXTINGUISHABLE LAMP ACTIVATION	With Front Door Closed - Default
	INTERIOR LAMP DIMMING CONTROLS	**Maintained Toggle Switch Mounted @ Dash Panel 1**
	INTERIOR LAMP POWER CONTROL	Via Multiplexing With Ignition Switch In Any Position - Default
TS 75.10.1	INTERIOR LAMP SWITCH	All/Off/Normal Toggle Switch @ Side Panel 5 - DEFAULTED

OTHER INTERIOR LAMP DETAILS

	DRIVERS COURTESY/MAP LAMP	Peterson LED Lamp Mounted At Overhead Panel 10, With Base Mounted Switch (Ignition Power) - DEFAULTED

	FRONT THRESHOLD LAMPS	**Dialight LED With Black Housing**
	FORWARD AIR TANK COMPARTMENT LAMPS	(2) Maxxima® LED Lamps - Default
	INTERIOR REAR STEP LAMPS	LED Lamps With Yellow Powder Coated Housing - DEFAULTED
	3RD STEP RAISED PLATFORM AISLE LAMPS	LED Lamps - DEFAULTED
	3RD STEP RAISED PLATFORM AISLE LAMP ACTIVATION	Via Ignition Switch Selector In Night Run Or Park Positions - DEFAULTED
	MISCELLANEOUS INTERIOR LAMP NOTES	**Additional Access door on streetside Air duct aft of the standard access door over the Wheelwell storage box**

41. PLEASURE & VOICE RADIO (2-WAY)

PLEASURE RADIO

	PLEASURE RADIO	NOT Required - DEFAULTED

VOICE RADIO (2-WAY)

**	VOICE RADIO (2-WAY) PROCUREMENT & INSTALLATION	NOT Required
**	AUXILIARY POWER SUPPLY	**USB Module Recessed @ Right-Hand Side Of Dash Enclosure Vertical Surface, Facing Driver**

42. PUBLIC ADDRESS (PA) &/OR VOICE ANNUNCIATOR (VA)

PUBLIC ADDRESS (PA) SYSTEM

PPMTG	PUBLIC ADDRESS (PA) SYSTEM	**Clever Devices, SpeakEasy®2**
	SPEAKEASY®2 MOUNTING LOCATION	**A-Post**
	MICROPHONE SWITCH ACTIVATION	Heel Clamshell Switch At Floor Area - DEFAULTED
	EXTERIOR SPEAKER MESSAGE PLAYBACK OCCURRENCE	3 Occurrences Per Activation - DEFAULTED

VOICE ANNUNCIATOR

	VOICE ANNUNCIATOR	**Via Luminator INFOTransit System**

PASSENGER SPEAKERS

TS 86.2.1	DETAILS for UNDEFINED INSIDE SPEAKERS	**(8) Premium Speakers (JC54WP-4A)**
TS 86.2.1	DETAILS for UNDEFINED OUTSIDE SPEAKER/LOCATION(s)	**1 Speaker mounted curbside aft of front wheel - Speaker to be on a removable bracket with built in shield like design. Accessible through an oversize access door with speaker grill with flip latch. (door to open from back to front)**
	SPEAKER SELECT CONTROL	Via SpeakEasy®2 Control Head - DEFAULTED

MICROPHONES

	HAND/LAPEL MICROPHONE CONNECTION LOCATION	(1) XLR Connector Mounted At Bottom Flat Surface Of Overhead Sawtooth - DEFAULTED
	HAND/LAPEL MICROPHONE	NOT Required
	HAND MICROPHONE CLIP LOCATION	NOT Required

43. DESTINATION/BACKLIT LOGO SIGNS

	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**
	FRONT SIGN COMPARTMENT BLOWER MOTOR & CONTROL	**With Drivers Heater/Defroster Fan Switch Activated - Preferred Option**

	FRONT SIGN GLAZING	**Laminated With Heat Element**
	FRONT SIGN HEATED GLAZING CONTROL	**With Drivers Heater/Defroster Fan Switch Activated - Preferred Option**
	SIGN STYLE	Surface Mount Technology (SMT) - DEFAULTED
	OPERATOR CONTROL UNIT (OCU)	**Independent Control**
	OCU MOUNTING LOCATION	Overhead Panel 11 - DEFAULTED

OCU/MCU Has RS232, J1708

**	FRONT SIGN	Amber, 16 Row X 160 Column, Horizon Gen 4 - Default
TS 83	CURB SIDE SIGN	**Amber, 14 Row X 112 Column, Exterior Viewable, Horizon**
	CURB SIDE SIGN LOCATION	Number 15 Window Position - DEFAULTED
**	STREET SIDE SIGN	**Required**
	STREET SIDE SIGN LOCATION	**Number 3 Window Position**
**	STREET SIDE SIGN	**Amber, 8 Row X 96 Column, Exterior Viewable, Horizon**
	SIDE SIGN GLAZING MASKING	Required, Applied To All Side Signs - DEFAULTED
TS 83	REAR SIGN	**Amber, 16 Row X 48 Column, Horizon - Preferred Option**

44. FAREBOX, FAREBOX PEDESTAL &/OR DRIVERS STEP

**	FAREBOX PROCUREMENT & INSTALLATION	NOT Required
	DRIVERS STEP	Required - DEFAULTED
	DRIVERS STEP ASSIST	**Provide & Install**
	DRIVERS STEP ASSIST FINISH	Stainless Steel - Default

45. TRANSFER CUTTER

**	TRANSFER CUTTER PROCUREMENT & INSTALLATION	NOT Required - DEFAULTED

46. MANUAL PASSENGER COUNTER

	MANUAL PASSENGER COUNTER	NOT Required - DEFAULTED

47. DASH BRACKET

	DASH BRACKET	**Provide & Install**
	DASH BRACKET TELESCOPIC ARM	NOT Required - Default
	DASH BRACKET TYPE	Base Only - Default
	TOTAL NUMBER OF PREVIOUSLY SELECTED ITEMS FOR GILLIG TO MOUNT ON DASH BRACKET	**0**

48. SUBFLOOR PANELS

TS 28.5	SUBFLOOR PANEL MATERIAL	Full Composite (Milwaukee Composites Inc. (MCI)) - DEFAULTED

(Redisplay - From Section 28)

	WHEELCHAIR RESTRAINT POSITIONS QUANTITY & LOCATION	2 Positions (1 Street Side & 1 Curb Side) - DEFAULTED
	1st STEP & 2nd STEP (If Required) PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	3rd STEP PASSENGER SEAT ORIENTATION CONFIGURATION	**All Forward Facing Seating WithOUT Settee Seats**
	2ND STEP RAISED PLATFORM	**Full Width Extended To Wheelchair Position**

	3RD STEP RAISED PLATFORM	Street Side And Curb Side - Default
	TRANSMISSION ACCESS PANEL	NOT Required

49. FLOOR COVERING & TRIM

**	FLOOR COVERING MANUFACTURER	**Altro**
	FLOOR COVERING COLOR TONE	Single Color Tone Throughout Bus - DEFAULTED
	STANDEE LINE COLOR	Yellow - Default
	STANDEE LINE LOCATION	Standard - DEFAULTED
	DOOR NOSING COLOR	Yellow (Screaming Yellow) With Aluminum Backing Plate - Default
Color option?	FLOOR TYPE	**Chroma™**
PPMTG	AISLE COLOR	**TFCR2763 Strada 2.7mm**
	UNDERSEAT & WHEELCHAIR RESTRAINT POSITION COLOR	**TFCR2763 Strada 2.7mm**
	FAREBOX/DRIVERS STEP PLATFORM TRIM EDGING	Yellow Vinyl - DEFAULTED
	FAREBOX/DRIVERS STEP PLATFORM COVER COLOR	TFM27892 Black 2.7mm - DEFAULTED
	DRIVERS PLATFORM AREA TRIM EDGING	Yellow Altro At Foot Area And Black Vinyl At Seat Platform Area - DEFAULTED
	DRIVERS PLATFORM FOOT AREA COVER COLOR	TFM27892 Black 2.7mm - DEFAULTED
	DRIVERS HEEL PLATE @ THROTTLE & BRAKE PEDAL	8.8" x 5.5" Diamond Tread Aluminum Plate - DEFAULTED
	2nd STEP (Theater Step) TRIM EDGING	Yellow Vinyl - DEFAULTED
	3rd STEP TRANSITION PANEL TRIM EDGING	Black Vinyl - DEFAULTED
	3rd STEP RISER TRIM EDGING	Yellow Vinyl - DEFAULTED
	REAR WHEELWELL TRIM EDGING	**Stainless Steel**
	SETTEE KICK PANEL COVERING	Match Floor Covering Material - DEFAULTED
	MISCELLANEOUS FLOOR COVERING & TRIM NOTES	**1" reflective tape on rear door step nosing exterior edge**

50. INTERIOR PANELS

	UPPER SIDEWALL PANEL COLOR @ WINDOW MULLION	**D92-60 Wilsonart® Matte Dove Gray - Preferred Option**
	LOWER SIDEWALL PANEL MATERIAL TYPE	Melamine - DEFAULTED
	LOWER SIDEWALL PANEL COLOR @ BOTTOM OF WINDOW LINE TO SEAT RAIL	**4843-60 Wilsonart® Matte Misted Zephyr - Preferred Option**
	DRIVERS CEILING MELAMINE PANEL COLOR	**D92-60 Wilsonart® Matte Dove Gray**
	PASSENGER CEILING PANEL COLOR (All Alike AFT of Drivers Panel)	**D92-60 Wilsonart® Matte Dove Gray**
	CEILING PANEL RETAINER STRIP	Required - DEFAULTED
	INTERIOR BULKHEAD TRIM TYPE	Melamine - Default
	INTERIOR BULKHEAD MELAMINE COLOR	**D92-60 Wilsonart® Matte Dove Gray - Preferred Option**

51. ROOF HATCH(S)

TS 58	ROOF HATCH LOCATION	Rear - Default
	REAR ROOF HATCH TYPE	SMI Transpec®, Manual Open/Close Opaque Hatch - Default

52. FRONT WHEELWELL HANDRAILS, PACKAGE RACKS & OTHER TRIM ITEMS

STREET SIDE

(Redisplay - From Section 31)

**	STREET SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	STREET SIDE FRONT WHEELWELL HORIZONTAL AISLE GRAB RAIL	36" Stainless Steel - Default

(Redisplay - From Section 28)

	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default

CURB SIDE

(Redisplay - From Section 31)

**	CURB SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	CURB SIDE FRONT WHEELWELL PACKAGE RACK	**8.75"H x 43"W x 22"D, Stainless Steel**

(Redisplay - From Section 28)

	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default

53. STREET SIDE EXTERIOR MIRROR(S)

	STREET SIDE MIRROR MANUFACTURER	**Safe Fleet**
**	STREET SIDE MIRROR MOUNTING LOCATION	**High Mounted**
**	STREET SIDE MIRROR MOUNTING TYPE	**Class A (Streamline)**
	STREET SIDE MIRROR GLAZING SIZE	**9" x 13" 2-Piece Flat-Faced & Convex**
	STREET SIDE MIRROR ARM COLOR and MATERIAL	**14.8" Black Powder Coated Cast Aluminum**
	STREET SIDE MIRROR ARM DETENT	15° - DEFAULTED
	STREET SIDE GLAZING ADJUSTMENT	**Remote Flat-Face & Remote Convex**
	STREET SIDE GLAZING HEATING ELEMENT	**Heated Flat-Face & Heated Convex**
TS 73.3	STREET SIDE MIRROR INDICATOR LAMP	**Turn Signal On Housing**
	STREET SIDE ELECTRICAL CONNECTION	Molded 9 Pin Connector - DEFAULTED
	STREET SIDE MIRROR HOUSING DECAL	**Yellow Reflective**

FOR ANY MIRROR PAINT REQUIREMENT SEE SECTION 71

	MISCELLANEOUS STREET SIDE EXTERIOR MIRROR NOTES	

54. CURB SIDE EXTERIOR MIRROR(S)

	CURB SIDE MIRROR MANUFACTURER	**Safe Fleet**
	CURB SIDE MIRROR MOUNTING TYPE	**Class A (Streamline)**

TS 49.8.1	CURB SIDE MIRROR GLAZING SIZE	**9" x 13" 2-Piece Flat-Faced & Convex**
	CURB SIDE MIRROR ARM COLOR AND MATERIAL	**14.8" Black Powder Coated Cast Aluminum**
	CURB SIDE GLAZING ADJUSTMENT	**Remote Flat-Face & Remote Convex**
	CURB SIDE GLAZING HEATING ELEMENT	**Heated Flat-Face & Heated Convex**
	CURB SIDE MIRROR ARM DETENT	15° - DEFAULTED
	CURB SIDE MIRROR INDICATOR LAMP	**Turn Signal On Housing**
	CURB SIDE ELECTRICAL CONNECTION	Molded 9 Pin Connector - DEFAULTED
	CURB SIDE MIRROR HOUSING DECAL	**Yellow Reflective**

FOR ANY MIRROR PAINT REQUIREMENT SEE SECTION 71

	HEATED GLAZING ACTIVATION	Independent Toggle Switch, With 15 Minute Shutdown Timer - DEFAULTED
	DETAILS for UNDEFINED HEATED GLAZING SWITCH	**Part of controls built it with American Technologies Remote Controller @ Side Panel 6**
**	DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	**In Conjunction With An American Technologies Remote Controller, And A Maintained "Flat/Convex" Toggle Switch, Both Mounted @ Side Panel #6**

55. INTERIOR MIRRORS

	INTERIOR REAR VIEW MIRROR CENTER MOUNTED BELOW FRONT SIGN	Safe Fleet, 8.25" x 16" Flat-Face - DEFAULTED
	ADDITIONAL INTERIOR MIRRORS	**Safe Fleet, 6" Flat-Face Mirror At Bottom Of Front Destination Sign Compartment**

56. STANCHION DETAILS (RE-DISPLAYED FROM PREVIOUS SECTIONS)

	3rd STEP LONGITUDINAL SEAT STANCHION FINISH	Stainless Steel - Default
	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default
	STREET SIDE FRONT WHEELWELL HORIZONTAL AISLE GRAB RAIL	36" Stainless Steel - Default
	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	CURB SIDE FRONT WHEELWELL PACKAGE RACK	**8.75"H x 43"W x 22"D, Stainless Steel**
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	FRONT DOOR HANDLES	**Yellow Powder Coated**
	DRIVERS STEP ASSIST FINISH	Stainless Steel - Default
	DRIVERS BARRIER GRAB HANDLE	**22.5" Yellow Powder Coated**
	FRONT DOOR MODESTY PANEL STANCHION	**Yellow Powder Coated**
	STANCHION FINISH @ CURB SIDE 3rd STEP WithOUT MODESTY PANEL	**Yellow Powder Coated**

	STANCHION FINISH @ STREET SIDE 3rd STEP/2nd STEP TRANSITION POSITION WithOUT MODESTY PANEL	**Yellow Powder Coated**
	DASH MOUNTED GRAB RAIL	**Yellow Powder Coated**
	OVERHEAD GRAB RAILS	**Stainless Steel Used In Conjunction With Luggage Lofts**

57. MULTIPLEXING CONTROL SYSTEM & MISC. ELECTRICAL

	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED
	MULTIPLEXING SYSTEM SHUTDOWN TIME SETTING	35 Minutes - DEFAULTED
	MISCELLANEOUS MULTIPLEXING CONTROLS NOTES	**- Driver's Lamp, Farebox , Defroster Fan Motors, & Communication Radio Automatic Shutdown With Rotary Run Switch Off** **- Reduce MFD shutdown/screen off time to 10 seconds When Ignition Is turned off** **- Program Electrical Equipment Box Fans To Only Turn On With EV** **- All Lights On The Dash Including Auxiliary Indicators Need To Light Up With Ignition Start Up.**

58. SUNSHADE

TS 46.3	STREET SIDE WINDSHIELD SUNSHADE	Auto-Motion Shade®, Cord Release, 1/2 Mesh Upper & 1/2 Solid Lower, Horizontal Split (43.2"W x 22.6"H) - DEFAULTED
**	DRIVERS SIDE WINDOW SUNSHADE	Auto-Motion Shade®, Cord Release, 17.5" Mesh & 23.5" Solid, Vertical Split (43.2"W x 16"H) - Default

59. FIRE ALARM, DETECTION, & SUPPRESSION SYSTEM

	FRONT FIRE SUPPRESSION SYSTEM	NOT Required
	FIRE SUPPRESSION SYSTEM	NOT Required - DEFAULTED
	FIRE ALARM AUDIO INDICATOR	Bell Mounted At Bottom Flat Surface Of Overhead Sawtooth – DEFAULTED
	FIRE ALARM & DETECTION SYSTEM	Powertrain & HVAC Compartment Linear Fire Wire & Spot Sensor @ Battery Box Compartment - DEFAULTED

60. TRAFFIC LIGHT PREEMPTION SYSTEM

	TRAFFIC LIGHT PREEMPTION SYSTEM SOURCE	**GILLIG Provided & Installed**
7/10/22 e-mail	TRAFFIC LIGHT PREEMPTION SYSTEM MANUFACTURER	**Opticom™**
	TRAFFIC LIGHT PREEMPTION MODEL	**2101 GPS Vehicle Kit**
	TRAFFIC LIGHT PREEMPTION MOUNTING LOCATION	Street Side Front Wheelwell Storage Box - Default
	TRAFFIC LIGHT PREEMPTION SYSTEM GPS ANTENNA LOCATION	**Roof Mounted**
	MISCELLANEOUS TRAFFIC LIGHT PREEMPTION SYSTEM NOTES	**System to de-activate with 4-way flashers on**

61. VIDEO SURVEILLANCE SYSTEM

**	VIDEO SURVEILLANCE SYSTEM MANUFACTURER	**Luminator Technology Group**
	LUMINATOR VIDEO SURVEILLANCE SYSTEM PACKAGE	**Complete Camera Installation**

Microphone & Infrared Features Will Be Integrated Into Cameras Where Possible Unless A Special Requirement Is Noted In A Misc Text Box/Area Or A Undefined.

LUMINATOR CAMERA @ 7a POSITION	**115° FOV, RR-4KCF1115, 4K/UHD, With D/N, IP**

Camera 7a Is Interior Mounted, Under Front Destination Sign Compartment. Camera Views Through Front Windshield.

LUMINATOR CAMERA @ 8 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 8 POSITION	NOT Available - DEFAULTED

Camera 8 Is Exterior Mounted, Curb Side Roof Rail, Above Front Door. Camera Views Rearward.

LUMINATOR CAMERA @ 9 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 9 POSITION	NOT Available - DEFAULTED

Camera 9 Is Exterior Mounted, Street Side Roof Rail, Above Drivers Window. Camera Views Rearward.

LUMINATOR CAMERA @ 10 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 10 POSITION	NOT Available - DEFAULTED

Camera 10 Is Exterior Mounted, Curb Side Roof Rail, Above Aft Edge Of Rear Window. Camera Views Forward.

LUMINATOR CAMERA @ 11 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 11 POSITION	NOT Available - DEFAULTED

Camera 11 Is Exterior Mounted, Street Side Roof Rail, Above Aft Edge Of Rear Window. Camera Views Forward.

LUMINATOR CAMERA @ 12 POSITION	**137°x75° FOV, RR-HDCD135, Tapered Dome, Color, IP, With Extended Cover, With DVR Recording And Back-Up Viewing**
INFRARED @ 12 POSITION	NOT Available - DEFAULTED
MFD DISPLAY of LUMINATOR CAMERA @ 12 POSITION	**Required**
LUMINATOR BACK-UP CAMERA DISPLAY ACTIVATION	With Transmission In Reverse - Default
LUMINATOR BACK-UP CAMERA DISPLAY	**Displayed On MFD**

Camera 12 Is Exterior Mounted, Upper HVAC Door, Centerline. Camera Views Down And Rear Of Bus.

LUMINATOR CAMERA @ 13 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 13 POSITION	**Required - Built-In Camera**

Camera 13 Is Interior Mounted, Under Air Tank Closeout, Centerline Of Bus. Camera Views 360°

LUMINATOR CAMERA @ 14 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 14 POSITION	**Required - Built-In Camera**

Camera 14 Is Interior Mounted, On Ceiling Panel, At Rear Door, Centerline Of Bus. Camera Views 360°

LUMINATOR CAMERA @ 15 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 15 POSITION	**Required - Built-In Camera**

Camera 15 Is Interior Mounted, On Ceiling Panel Forward Of Rear Bulkhead, Centerline Of Bus. Camera Views 360°

NUMBER OF RECORDABLE CAMERA'S THAT ARE ANALOG	**0**
NUMBER OF RECORDABLE CAMERA'S THAT ARE IP	**9**

Standard Camera Viewing Angles Per Camera Layout 19-58148R000

ALL CAMERA'S POSITIONS PER 19-58148R000	Required - DEFAULTED
TOTAL NUMBER OF RECORDABLE LUMINATOR CAMERAS SELECTED PER INSTALLATION 19-58148R000	**9**

VIDEO SURVEILLANCE SYSTEM COMPONENT DETAILS

LUMINATOR DVR	**RoadRunner™ HDR4K12W, (12) Channel DVR, With Wi-Fi, With 4TB HDD**

	LUMINATOR DVR POWER SUPPLY	Battery Power (With Knife Switch) - DEFAULTED
	LUMINATOR DVR MOUNTING LOCATION	On Top Tray/Shelf Of Street Side Front Wheelwell Storage Box - Default
	LUMINATOR EVENT TAGGING SWITCH and/or STATUS INDICATOR DISPLAY	NOT Required - DEFAULTED
	LUMINATOR WLAN ANTENNA	Required via Multi-Band 3 Element Antenna (2) WLAN, & (1) GPS - DEFAULTED
	LUMINATOR WLAN ANTENNA MOUNTING	GILLIG Installed Antenna & Cable - DEFAULTED
	LUMINATOR WLAN ANTENNA LOCATION	**Roof Mounted Antenna - Preferred Option**
	LUMINATOR WLAN MODULE	Built In To DVR - DEFAULTED
	LUMINATOR IMPACT SENSOR	Built-In To DVR - Default
	LUMINATOR GPS ANTENNA	Required via Multi-Band 3 Element Antenna (2) WLAN, & (1) GPS - DEFAULTED
	LUMINATOR GPS ANTENNA MOUNTING	GILLIG Installed Antenna & Cable - DEFAULTED
	LUMINATOR GPS ANTENNA LOCATION	Roof Mounted Antenna - DEFAULTED
	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL	"FOR YOUR SAFETY AND SECURITY THIS BUS MAY BE UNDER AUDIO/VIDEO SURVEILLANCE", White Letters On Red Background, 8.13"W x 3.62"H, English & Spanish - Default
	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL QUANTITY	1 - DEFAULTED
	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL MOUNTING	Installed at GILLIG - DEFAULTED
	VIDEO SURVEILLANCE SYSTEM DISCLAMER DECAL MOUNTING LOCATION	Aft Air Tank Closeout Curb Side - Default
	MISCELLANEOUS LUMINATOR TECHNOLOGY GROUP VIDEO SURVEILLANCE SYSTEM NOTES	**(2) Omni-Directional Microphones - Required @ the Driver's area (bottom air tank) and the Passenger area (Ceiling mount mid-bus)**

FOR ANY VIDEO SURVEILLANCE PAINT REQUIREMENT SEE SECTION 71

62. REAR VIEW BACK-UP CAMERA/MONITOR SYSTEM

TS 49.8.1	REAR VIEW BACK-UP CAMERA	NOT Required - DEFAULTED

63. PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM

**	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM TYPE	**Complete System**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM MANUFACTURER	**Luminator INFOTransit**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM PLAYER	**Luminator INFOTransit System Controller**

	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM PLAYER MOUNTING LOCATION	Street Side Front Wheelwell Storage Box - Default
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM MONITOR SIZE & DISPLAY TYPE	**(2) 18.5" IP Monitors**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM MONITOR LOCATION(S)	**(1) Ceiling Mounted, Aft Of Front Airtank Enclosure & (1) Ceiling Mounted, Mid Bus**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM AUDIO OUTPUT	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM INTERIOR AMBIENT MICROPHONE	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM EXTERIOR AMBIENT MICROPHONE	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM GPS ANTENNA	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM GPS ANTENNA MOUNTING	GILLIG Installed Antenna & Cable - DEFAULTED
	MISCELLANEOUS PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM NOTES	**Luminator mSET software and Apollo system connected through the Gillig provided Cradlepoint router (Ref Section 69A)**

64. EXTERIOR TRIM

	WIPER MOTOR ACCESS COVER HARDWARE	Allen Head Fasteners - Default
	FRONT LICENSE PLATE FRAME & HARDWARE	Mounting Hardware With GILLIG Frame - DEFAULTED
TS 66	FRONT LICENSE PLATE FRAME & MOUNTING LOCATION	**Street Side Bracket Mounted To Bottom Of Bumper Channel & Vertical Face Of Energy Absorbing Bumper**
	REAR LICENSE PLATE FRAME & MOUNTING	Mounting Hardware With GILLIG Frame - DEFAULTED

65. BIKE RACK

	FRONT BUMPER MOUNTED BIKE RACK	**Required**

FRONT BUMPER MOUNTED BIKE RACK DETAILS

**	FRONT BIKE RACK MANUFACTURER & MODEL	**Byk-Rak™ 2-Position, Wide-Tire**
**	FRONT BIKE RACK BUMPER BRACKET PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Bumper Mounting Brackets**
**	FRONT BIKE RACK PIVOT PLATE PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Pivot Plate**
	FRONT BIKE RACK ASM PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Rack Assembly**

	FRONT BIKE RACK ASM COLOR/FINISH	**Brushed Stainless Steel**
TS 84.2	FRONT BIKE RACK AD PANEL	NOT Required
	FRONT BIKE RACK MIRROR	NOT Required

66. SAFETY EQUIPMENT

	FIRE EXTINGUISHER	Amerex 5 lbs. (B402), ABC Rated, With Hose - DEFAULTED
**	FIRE EXTINGUISHER LOCATION	**Mounted Vertically On Drivers Barrier, With Amerex #860 Bracket (2 Rubber Straps)**
	FIRE EXTINGUISHER LABELING	**"FIRE EXTINGUISHER HERE", White Letters On Red Background, 4.75"W x 4.5"H, English & Spanish**
	SAFETY TRIANGLE	Grote®, (3) Triangles With Box - DEFAULTED
TS 75.1.1	SAFETY TRIANGLE LOCATION	**Mounted In Curb Side Front Wheelwell Storage Box**
	FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
	FIRST AID KIT LOCATION	**(Shipped Loose)**
	BLOODBORNE PATHOGENS KIT	**Cintas® 25011**
	BLOODBORNE PATHOGENS KIT LOCATION	**(Shipped Loose)**
	WEB CUTTER	**Sure-Lok #8705**
	WEB CUTTER LOCATION	**(Shipped Loose)**

67. DASH APPLICATIONS NOT PREVIOUSLY SELECTED

	DASH LAYOUT REI	**166403**
	FRONT MAIN DASH ENCLOSURE	**With Wiring Pass Through-Hole**
TS 46.8	TOE SWITCH BRACKET	**3 Switch Bracket With Left-Hand & Right-Hand Turn Signal Switches @ Outer Lower And High Beam Switch @ Center Upper - Preferred Option**

DASH LIGHTING

**	DASH PANEL BACKLIGHTING	Incandescent On HVAC Rotary Switch And Dash Panel 3 And Side Panel 5 - DEFAULTED
	DASH PANEL LAMP CONTROL SWITCH	**Dimmer Control Rotary Rheostat @ Dash Panel 2**
	IGNITION SELECTOR SWITCH	4 Position Ignition Rotary Switch & Push Button System Start EV Switch @ Side Panel 5 - DEFAULTED

(Redisplay - From Section 36)

	WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED
	CRIME ALARM SWITCH - GILLIG SUPPLIED	NOT Required

68. DRIVERS AREA INSTRUMENTATION

(Redisplay - From Cover Page)

	MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED

Parking Brake, & Kneeling Visual Indicators Are Displayed On MFD Primary Screen.

TS 46.5	MFD CONFIGURATION	**Per MFD-74015-039 Configuration Detail**
	MFD DAY/NIGHT SCREEN MODE	Manual Via Ignition Switch in Day/Night Run Positions - Default
	DRIVER/MAINTENACE MODE SWITCH LOCATION	**Front Electrical Panel In Air Tank Enclosure**

INDEPENDENT GAUGE(S) Or GAUGE DISPLAYS

	AIR SYSTEM PRESSURE GAUGE	**Displayed On MFD Primary Screen**
	12volt VOLTMETER GAUGE	**Displayed On MFD Secondary Screen**

	24volt VOLTMETER GAUGE	**Displayed On MFD Secondary Screen**
(Redisplay - From Section 61)		
	CAMERA 12 VIEWING ON MFD	**Required**
	SPEEDOMETER	**Displayed On MFD Primary Screen, With Analog & Digital Display Reading**
	MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	
OVERHEAD & SIDE CONSOLE/PANEL AUXILIARY MOUNTING DETAILS		
	STORAGE CLOSEOUT @ OVERHEAD SAWTOOTH	**No**
69. OPTIONAL COMPONENTS MOUNTED AT DASH AREA		
TS 47.2	DETAILS for UNDEFINED CUP HOLDER	**Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface Left Side Facing Driver - Required**
TS 47.4	WASTE CONTAINER	**Rubbermaid® #2952, Beige, 2.25 Gallons**
	WASTE CONTAINER MOUNTING	**Attached To Curb Side Package Rack On Standoff, With Removable Container Located Inside Of Forward Rack Area**
THROTTLE & BRAKE PEDAL DETAILS		
**	ADJUSTABLE THROTTLE & BRAKE PEDAL	NOT Required
	FIXED THROTTLE PEDAL	41° Pedal - DEFAULTED
	FIXED BRAKE PEDAL	41° Pedal - DEFAULTED
69a. APC/ITS		
TS 95	TELEMATICS SYSTEM	Required - DEFAULTED
	TELEMATICS SYSTEM SUBSCRIPTION	**Two Years**
AUTOMATIC PASSENGER COUNTER (APC)		
	APC	**UNDEFINED Full System**
TS 86.3	DETAILS for UNDEFINED APC	**IRMA Matrix Stand Alone Sensors**
AUTOMATIC PASSENGER COUNTER (APC) DETAILS		
	DETAILS for UNDEFINED APC ANALYZER MOUNTING	**CPU connects through cloud interface**
	APC STANDALONE POWER SUPPLY	Battery Power (With Knife Switch) - Default
	APC SENSOR LOCATION(S)	**Front Door**
	BIKE RACK COUNTER	NOT Required
	MISCELLANEOUS APC NOTES	**IRMA Hub Road w/SD Card Set, Mobile LTE Router, Model: RUT955 NA-Verizon-certified version including SD Card 4GB - 5-Element Antenna**
(Redisplay - From Cover Page)		
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	NOT Required
	MISCELLANEOUS ITS TYPE NOTES (USED WITHOUT A MAIN ITS SELECTIONS)	**GILLIG provided Cradlepoint IBR1700 (MA3-1700120B-NNA) with Low Profile 9 in 1 antenna (PNR-LG-IN2446, 4x MIMO 2G/3G/4G LTE, 4x MIMO WiFi & GPS/GNSS)**
69b. PRE-TRIP INSPECTION SYSTEMS		
	PRE-TRIP INSPECTION SYSTEM	NOT Required - DEFAULTED

69c. ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS)

ADVANCED DRIVER ASSISTANCE SYSTEM	NOT Required - DEFAULTED

69d. TAP-CARD READER/WIRELESS PAYMENT SYSTEMS

TAP-CARD/WIRELESS PAYMENT SYSTEM MANUFACTURER	NOT Required - DEFAULTED

70. DECALS

EXTERIOR DECALS THAT HAVE BEEN PREVIOUSLY SELECTED

AIR TANK DRAIN VALVE DECAL	"DRAIN AIR TANKS DAILY", Black Letters On White Background, English - DEFAULTED
KNEELING EXTERIOR DECAL INSTALLATION	"KNEELING", Orange Letters On Black Background, Installed - DEFAULTED
WHEELCHAIR RAMP EXTERIOR DECAL MOUNTING	"RAMP", Orange Letters On Black Background, Installed - DEFAULTED
JACKING POINT DECALS	**"JACKING POINT", Black Letters On Safety Yellow Background, 2.63" x 1.38"**

EXTERIOR DECALS NOT PREVIOUSLY SELECTED

BATTERY DISCONNECT SWITCH EXTERIOR DECAL	"BATTERY DISCONNECT", Red Letters On White Background, Installed - DEFAULTED
WHEELCHAIR SYMBOL DECAL	(1) 4.70"H x 4.50"W, White Symbol On Blue Background, Mounted On Midrail Aft Of Front Door - Default
ADDITIONAL WHEELCHAIR SYMBOL DECAL - CURB SIDE MOUNTED	NOT Required

INTERIOR DECALS THAT HAVE BEEN PREVIOUSLY SELECTED

INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**

Decals Selected In Section 37

PASSENGER WINDOW EGRESS I.D. DECALS	Polycarbonate - DEFAULTED
PASSENGER WINDOW EGRESS OPERATIONAL INSTRUCTION DECALS	"EMERGENCY EXIT, PULL RED HANDLE DOWN, PUSH WINDOW OUT TO OPEN", Red Letters On Aluminum Plate - DEFAULTED

Decals Selected In Section 61

LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL	"FOR YOUR SAFETY AND SECURITY THIS BUS MAY BE UNDER AUDIO/VIDEO SURVEILLANCE", White Letters On Red Background, 8.13"W x 3.62"H, English & Spanish - Default
LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL QUANTITY	1 - DEFAULTED
LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL MOUNTING	Installed at GILLIG - DEFAULTED
VIDEO SURVEILLANCE SYSTEM DISCLAMER DECAL MOUNTING LOCATION	Aft Air Tank Closeout Curb Side - Default

Decals Selected In Section 66

FIRE EXTINGUISHER LABELING	**"FIRE EXTINGUISHER HERE", White Letters On Red Background, 4.75"W x 4.5"H, English & Spanish**

INTERIOR DECALS NOT PREVIOUSLY SELECTED

DRIVERS INSTRUCTIONS & WARNING DECAL	Black Letters On White Background, English - DEFAULTED
STANDEE LINE DECAL	"Passengers Are Not Permitted to Stand Forward of Yellow Line While Bus Is In Motion", White Letters On Black Background - Default
INTERIOR SYMBOL DECALS	NOT Required
VEHICLE HEIGHT DECAL	"CAUTION - CLEARANCE HEIGHT 11ft. 11in.", Black Letters On Yellow Background, English - DEFAULTED
INTERIOR REAR STEP STANCHION DECALS	"WATCH YOUR STEP", White Letters On Red Background - DEFAULTED
INTERIOR REAR STEP FLOOR DECALS	"WATCH YOUR STEP", White Letters On Red Background - DEFAULTED
ADA PRIORITY SEATING DECALS	"PLEASE OFFER THESE SEATS TO THE ELDERLY AND PERSONS WITH DISABILITIES", Black Letters On Clear Background, English & Spanish - Default
WHEELCHAIR SECUREMENT DECALS	"WHEELCHAIR SEATING AREA SECUREMENTS ARE LOCATED BELOW THESE SEATS", Black Letters On Optically Clear Background - Default
PASSENGER STOP REQUEST DECALS	"PULL TO SIGNAL", White Letters On Blue Background - DEFAULTED
DRIVERS SEAT PLATFORM DECAL	NOT Required

71. PAINT & GRAPHIC DETAILS

ESTIMATE NUMBER & LINE	**197269_1**
CUSTOMER	**Summit County**
STATE OF REGISTRATION	**UT**
SERIAL NUMBER RANGE	**197269-197272**
ORDER QUANTITY	**4**
LENGTH	**40'**

Exterior Paint & Graphic Details Per Approved Paint Layout

PAINT DETAILS

PAINT MANUFACTURER	Axalta - DEFAULTED
CLEAR COATING	NOT Required - Default
DETAILS for UNDEFINED BUS PAINT COLOR	**830730-EX Black**
DETAILS for UNDEFINED BUS PAINT COLOR	**830730-EX Black**
PAINT PASSES	**3**
METALLIC (With Clear Coat) PAINT ON ROOF or FAIRINGS	**No**
LOW FLOOR PLUS FAIRING And ELECTRIC BUS ROOF CLOSEOUT PAINT COLOR	**830730-EX Black**
SPECIAL GRILLE PAINT COLOR	**No**
AXLE HUB COLOR	Satin Black (Aervoe® #344) - DEFAULTED
PAINT EXTERIOR SIDE CAMERA'S	**Paint Exterior Side Camera(s) Per Paint Layout**
PAINT BACKUP CAMERA or CAMERA #12	**Paint Rear Camera Per Paint Layout**

CAUTION: PAINTING CAMERAS MAY NEGATIVELY IMPACT THE STANDARD WARRANTY OFFERED BY THE VIDEO SURVEILLANCE SYSTEM MANUFACTURER

	CURB SIDE EXTERIOR MIRROR PAINT	NOT Required - DEFAULTED
	STREET SIDE EXTERIOR MIRROR PAINT	NOT Required - DEFAULTED

(Redisplay - From Section 12)

AE 18	JACKING POINTS PAINT	**Painted - Safety Yellow**

EXTERIOR GRAPHIC DETAILS

7/10/22 e-mail	EXTERIOR GRAPHICS	**Yes**

ROOF EXTERIOR BUS NUMBER DETAILS

	ROOF EXTERIOR BUS NUMBER	**No**

EXTERIOR BUS NUMBER DETAILS

	EXTERIOR BUS NUMBER	**Yes**
	EXTERIOR BUS NUMBER RANGE	**23005-23008**
	EXTERIOR BUS NUMBER QUANTITY	4 - DEFAULTED
	EXTERIOR BUS NUMBER SIZE	4" - Default
	EXTERIOR BUS NUMBER COLOR	**UNDEFINED Font, Color**
	DETAILS for UNDEFINED EXTERIOR BUS NUMBER COLOR & FONT	**White Reflective (Sans Sarif)**
	EXTERIOR BUS NUMBER LOCATION	**Ref Layout**

INTERIOR BUS NUMBER DETAILS

	INTERIOR BUS NUMBER	**Yes**
	INTERIOR BUS NUMBER RANGE	**23005-23008**
	DETAILS for UNDEFINED INTERIOR BUS NUMBER QUANTITY, COLOR & LOCATION	**(2) Sans Sarif Font - Shipped Loose**
	INTERIOR BUS NUMBER SIZE	**2"**

72. SHIP LOOSE ITEMS

WHEEL(S)/TIRE(S)

	SPARE WHEEL	**One Front (Match Aluminum Wheels Specified On Bus)**
	WHEEL SIZE	22.5" x 9.0" Front And 22.5" x 8.25" Rear - DEFAULTED
	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	WHEEL MATERIAL	**Aluminum Wheels**
PPMTG	FRONT ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO**
	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
PPMTG	REAR ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO & Dura-Flange®**
	REAR WHEEL MANUFACTURER & FINISH	**Alcoa®, (4) Mirror Polish**
	SPARE TIRE	**One Rear**
	SPARE TIRE MANUFACTURER	**Goodyear®**
	SPARE TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
	SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
**	WHEEL TRIM	NOT Required

If webbing loops are provided with a seat kit ship these will be shipped loose.

FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
BLOODBORNE PATHOGENS KIT	**Cintas® 25011**
WEB CUTTER	**Sure-Lok #8705**
STANDARD KEY SETS QUANTITY (PER BUS)	1 - DEFAULTED
EMERGENCY SHUTDOWN CARD	Laminated Card, Shipped Loose In Drivers Overhead Storage Box - DEFAULTED

72a. MISC REQUIREMENTS (TESTING, ADDITIONAL PRODUCTION NOTES, MISC QUALITY CONTROL/INSPECTION NOTES)

72c. DELIVERY DETAILS

CUSTOMER	**Summit County**
STATE OF REGISTRATION	**UT**
SERIAL NUMBER RANGE	**197269-197272**
BATTERY STATE OF CHARGE (SOC) LEVEL	90% Charged - DEFAULTED
BUS WASHED	Required - Default
BUS INSPECTION RECORD	**Electronic Copy Required - Preferred Option**

RE-DISPLAYED FROM PREVIOUS SELECTIONS

REAR AXLE DETAILS

REAR AXLE GEAR OIL	SAE 80W-90 Chevron® Multigear™ EP-5 - DEFAULTED

TIRE DETAILS

FRONT TIRE MANUFACTURER	**Goodyear®**
FRONT TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
FRONT TIRE MAXIMUM RATED SPEED (MPH)	**75**
REAR TIRE MANUFACTURER	**Goodyear®**
REAR TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
REAR TIRE MAXIMUM RATED SPEED (MPH)	**75**

HYDRAULIC SYSTEM DETAILS

HYDRAULIC OIL	Castrol® TranSynd® TES 295® Synthetic - DEFAULTED

SHIP LOOSE ITEMS

SPARE TIRE	**One Rear**
SPARE TIRE MANUFACTURER	**Goodyear®**
SPARE TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
WEB CUTTER	**Sure-Lok #8705**
STANDARD KEY SETS QUANTITY (PER BUS)	1 - DEFAULTED

72d. BUS ACCEPTANCE

72e. VENDOR CERTIFICATIONS

73. PUBLICATIONS		
	NAME ON MANUAL COVER	**High Valley Transit**
BUS ORDER DETAILS		
	ORDER QUANTITY	**4**
	LENGTH	**40'**
	SERIAL NUMBER START	**197269**
	SERIAL NUMBER RANGE	**197269-197272**
	EXTERIOR BUS NUMBER RANGE	**23005-23008**
GILLIG MANUALS		
	ELECTRONIC GILLIG MANUALS	**PDF (Via FTP Link) & USB**
	ELECTRONIC GILLIG MANUALS USB QUANTITY	**2**
	DRIVERS MANUAL	**Printed Paper Copy**
	DRIVERS MANUAL PRINTED PAPER QUANTITY	**4**
	SERVICE MANUAL	**Printed Paper Copy**
	SERVICE MANUAL PRINTED PAPER QUANTITY	**4**
	ELECTRICAL MANUAL	**Printed Paper Copy**
	ELECTRICAL MANUAL PRINTED PAPER QUANTITY	**4**
	PARTS MANUAL	**Printed Paper Copy**
	PARTS MANUAL PRINTED PAPER QUANTITY	**4**
VENDOR MANUALS		
	MOTOR	**Cummins TM4**
	DETAILS for UNDEFINED POWERTRAIN MANUAL QUANTITY	**(4) Paper Copies for Cummins**
REAR AXLE MANUALS		
	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
	REAR AXLE MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
BRAKES MANUALS		
WABCO SmartTrac™ ABS Brake System - DEFAULTED		
TS 37.4	FRONT AXLE BRAKES	EX+™ Disc - DEFAULTED
TS 37.4	REAR AXLE BRAKES	EX+™ Disc - DEFAULTED
	BRAKE MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
WHEELS MANUALS		
	WHEEL MATERIAL	**Aluminum Wheels**
	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
	WHEEL MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
DESTINATION/BACKLIT LOGO SIGN MANUALS		
	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**
	DESTINATION/BACKLIT LOGO SIGN MANUAL QUANTITY	1 Electronic PDF - DEFAULTED

WHEELCHAIR RAMP MANUALS		
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
HVAC MANUALS		
	HEATER ONLY / HVAC UNIT MANUFACTURER	**Thermo-King**
	HEATER ONLY / HVAC MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
DRIVERS HEATER MANUALS		
	DRIVERS HEATER MANUFACTURER & STYLE	**MCC® Brushless Motors, 62,000 BTU**
	DRIVERS HEATER MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
DRIVERS SEAT MANUALS		
	DRIVERS SEAT MANUFACTURER	**Recaro**
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
	DRIVERS SEAT MANUAL QUANTITY	1 Electronic PDF - DEFAULTED

74. WARRANTY

BASIC BUS WARRANTY		
WR 1.1.2	BASIC BUS STANDARD WARRANTY	12 Months/50,000 Miles - DEFAULTED
BODY STRUCTURAL WARRANTY		
WR 1.1.3	BODY STRUCTURAL STANDARD WARRANTY	36 Months/150,000 Miles - DEFAULTED
STRUCTURAL INTEGRITY/CORROSION WARRANTY		
	STRUCTURAL INTEGRITY/CORROSION STANDARD WARRANTY	84 Months/350,000 Miles - DEFAULTED
WR 1.1.3	STRUCTURAL INTEGRITY/CORROSION EXTENDED WARRANTY	**60 Months/150,000 Miles**
WATER LEAKS WARRANTY		
	WATER LEAKS STANDARD WARRANTY	12 Months/50,000 Miles - DEFAULTED
POWERTRAIN WARRANTY		
	MOTOR	**Cummins TM4**
	POWERTRAIN STANDARD WARRANTY	36 Months/100,000 Miles - DEFAULTED
AE 39	POWERTRAIN EXTENDED WARRANTY	**24 Months/150,000 Miles**
ELECTRONIC COOLING PACKAGE WARRANTY		
	ELECTRONIC COOLING PACKAGE	Modine® System - DEFAULTED
	ELECTRONIC COOLING PACKAGE STANDARD WARRANTY	36 Months/Unlimited Miles - DEFAULTED
AIR COMPRESSOR WARRANTY		
	AIR COMPRESSOR & DISCHARGE HOSE	Powerex®, Electric Driven, 13.3 CFM, With Danfoss® FC350 Hose - DEFAULTED
	AIR COMPRESSOR STANDARD WARRANTY	12 Months/5,000 Hours - DEFAULTED

BATTERY PACKS WARRANTY		
	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	BATTERY PACKS STANDARD WARRANTY	72 Months/300,000 Miles (80% Of Original Usable Capacity) - DEFAULTED
WR 1.1.4	BATTERY PACKS EXTENDED WARRANTY	**72 Months/200,000 Miles (80% Of Original Usable Capacity/Pack Depth Charge 80%)**
AXLE WARRANTY		
	FRONT AXLE MANUFACTURER & MODEL	Meritor® FH-946™ - DEFAULTED
	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
	FRONT AXLE STANDARD WARRANTY	60 Months/300,000 Miles - Default
	REAR AXLE STANDARD WARRANTY	60 Months/300,000 Miles - Default
AXLE BRAKE WARRANTY		
	AXLE BRAKE STANDARD WARRANTY	24 Months/100,000 Miles - DEFAULTED
	MGM e•STROKE® CCM/ECU, CABLES, SENSORS & HARNESSES STANDARD WARRANTY	12 Months/Unlimited Miles - DEFAULTED
	MGM e•STROKE® FRONT AXLE SERVICE BRAKES STANDARD WARRANTY	36 Months/Unlimited Miles - DEFAULTED
	MGM e•STROKE® REAR AXLE SERVICE BRAKES STANDARD WARRANTY	48 Months/Unlimited Miles - DEFAULTED
SHOCK ABSORBERS WARRANTY		
TS 31.3.2	FRONT SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	FRONT SHOCK ABSORBER STANDARD WARRANTY	36 Months/300,000 Miles - DEFAULTED
TS 31.3.2	REAR SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	REAR SHOCK ABSORBER STANDARD WARRANTY	36 Months/300,000 Miles - DEFAULTED
AIR DRYER WARRANTY		
TS 39.5	AIR DRYER	Bendix® Single AD-IP® With Puraguard Cartridge, 24v - DEFAULTED
	AIR DRYER STANDARD WARRANTY	12 Months/100,000 Miles - DEFAULTED
HYDRAULIC PUMP WARRANTY		
	HYDRAULIC PUMP TYPE	Concentric, Electric Driven, 24v, Calma Series, 11.3cc - DEFAULTED
	HYDRAULIC PUMP STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
WHEELCHAIR RAMP WARRANTY		
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
HVAC WARRANTY		
	HVAC UNIT MANUFACTURER	**Thermo-King**
AE 31	HEATER ONLY / HVAC UNIT MODEL	**TE18 All-Electric Unit**
	HVAC STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED

AUXILIARY COOLANT HEATER WARRANTY		
AE 33	COOLANT HEATER MODEL	**Valeo, Dual Mode, Electric & Fuel-Fired, Thermo H (68,000 BTU Electric/78,000 BTU Diesel), 5,001-7,499 ft Altitude [L]**
	AUXILIARY COOLANT HEATER STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
PASSENGER DOOR SYSTEM WARRANTY		
	PASSENGER DOOR SYSTEM STANDARD WARRANTY	36 Months/150,000 Miles - DEFAULTED
PASSENGER SEATS WARRANTY		
	DETAILS for UNDEFINED PASSENGER SEAT MODEL	**2096 Belted Recliners**
	PASSENGER SEATS STANDARD WARRANTY	60 Months/Unlimited Miles - DEFAULTED
DRIVERS SEAT WARRANTY		
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
	DRIVERS SEAT STANDARD WARRANTY	12 Months/Unlimited Miles - DEFAULTED
WR 1.1.7	DETAILS for UNDEFINED DRIVERS SEAT EXTENDED WARRANTY	**12 Months/Unlimited Miles**
PASSENGER WINDOW WARRANTY		
**	WINDOW MANUFACTURER	**Ricon®**
	PASSENGER WINDOW STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
INTERIOR LIGHTING SYSTEM & AIR DUCT WARRANTY		
**	INTERIOR LAMP KIT MANUFACTURER	**Pretoria**
	INTERIOR LIGHTING SYSTEM & AIR DUCT STANDARD WARRANTY	144 Months/Unlimited Miles - DEFAULTED
DESTINATION SIGN WARRANTY		
	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**
**	FRONT SIGN	Amber, 16 Row X 160 Column, Horizon Gen 4 - Default
	FRONT SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED FRONT SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**
TS 83	CURB SIDE SIGN	**Amber, 14 Row X 112 Column, Exterior Viewable, Horizon**
	CURB SIDE SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED CURB SIDE SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**
**	STREET SIDE SIGN	**Amber, 8 Row X 96 Column, Exterior Viewable, Horizon**
	STREET SIDE SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
TS 83	REAR SIGN	**Amber, 16 Row X 48 Column, Horizon - Preferred Option**
	REAR SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED REAR SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**
SUBFLOOR WARRANTY		

TS 28.5	SUBFLOOR PANEL MATERIAL	Full Composite (Milwaukee Composites Inc. (MCI)) - DEFAULTED
	SUBFLOOR STANDARD WARRANTY	144 Months/500,000 Miles - DEFAULTED
RUBBER FLOOR WARRANTY		
**	FLOOR COVERING MANUFACTURER	**Altro**
	RUBBER FLOOR STANDARD WARRANTY	180 Months/Unlimited Miles - DEFAULTED
EXTERIOR MIRROR WARRANTY		
	STREET SIDE MIRROR MANUFACTURER	**Safe Fleet**
	CURB SIDE MIRROR MANUFACTURER	**Safe Fleet**
	EXTERIOR MIRROR STANDARD WARRANTY	12 Months/Unlimited Miles - DEFAULTED
MULTIPLEXING WARRANTY		
	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED
	MULTIPLEXING STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM WARRANTY		
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM MANUFACTURER	**Luminator INFOTransit**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM STANDARD WARRANTY	36 Months/Unlimited Miles - DEFAULTED
PAINT WARRANTY		
	PAINT MANUFACTURER	Axalta - DEFAULTED
	PAINT STANDARD WARRANTY	48 Months/Unlimited Miles (Months 25-48 Are Prorated) – DEFAULTED
MISCELLANEOUS WARRANTY DETAILS		
	TOWING CONTRACT WARRANTY DETAILS	**GILLIG To Pay (Initial Basic Bus Warranty)**
WR 2.3.5	LABOR RATE CONTRACT WARRANTY	**$75 / Hour (Includes Fringe & Overhead**
	LABOR RATE ANNUAL ADJUSTMENT	NOT Required
	THIRD PARTY SERVICE PROVIDER	NOT Required - Default
	MISCELLANEOUS WARRANTY NOTES	**2.3.6 - 15% Parts Handling Costs** **1.1.7 - Exterior Paint - 24 Months / Unlimited miles**

75.TRAINING

	BASIC BUS TRAINING	Provided By GILLIG Field Service Representative At Post-Delivery Inspection (PDI) - DEFAULTED
	MAINTENANCE TRAINING (i.e. Air & Hydraulic System, Passenger Doors, Suspension, Body)	**Required - By GILLIG**
	NUMBER OF MAINTENANCE TRAINING HOURS	**(4) 24 HOUR CLASSES**
	NUMBER OF MAINTENANCE TRAINING STUDENTS	**UP TO 12**
	ELECTRICAL SYSTEMS TRAINING	**Required - By GILLIG**
	NUMBER OF ELECTRICAL TRAINING HOURS	**(5) (24 HOUR CLASSES)**

	NUMBER OF ELECTRICAL TRAINING STUDENTS	**UP TO 12**

76. MISCELLANEOUS TOOLS & SPARE PARTS

	BUS SPARES	**Yes**

I/O CONTROLS TOOLS

MISCELLANEOUS TOOLS

MISCELLANEOUS SPARE PARTS

IP 1	MISCELLANEOUS SPARE PARTS NOTES	**Qty: 16 Alcoa Wheels (All Front Wheels)**

Dash Details From Selections

DASH LAYOUT REI	*166403*
**** FRONT MAIN DASH ENCLOSURE PASS THRU HOLE REQUIREMENT ****	
FRONT MAIN DASH ENCLOSURE	*With Wiring Pass Through-Hole*
**** LIGHTING REQUIREMENTS ****	
DASH PANEL BACKLIGHTING	Incandescent On HVAC Rotary Switch And Dash Panel 3 And Side Panel 5 - DEFAULTED
**** DASH PANEL 1 ****	
TIRE CHAIN CONTROLS	*Toggle Switch With Guard @ Dash Panel 1*
FRONT SUSPENSION OVER RAISE CONTROL	*(1) Maintained Toggle Switch @ Dash Panel 1*
FRONT DOOR THRESHOLD HEATER SWITCH LOCATION	*Controlled By Independent ON/OFF Toggle Switch*
READING LAMP CONTROL	Toggle Switch @ Dash Panel 1 - Default
INTERIOR LAMP DIMMING CONTROLS	*Maintained Toggle Switch Mounted @ Dash Panel 1*
**** DASH PANEL 2 ****	
MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED
MFD INDICATORS	*Parking Brake, Low Brake Air, Low State Of Charge Visual Indicators Are Displayed On Primary Screen.*
DIESEL FUEL GAUGE	Displayed On MFD Secondary Screen - DEFAULTED
DASH FAN CONTROL	*(2) Toggle Switches HI/OFF/LOW Fan Control @ Dash Panel 2*
DASH PANEL LAMP CONTROL SWITCH	*Dimmer Control Rotary Rheostat @ Dash Panel 2*
AIR SYSTEM PRESSURE GAUGE	*Displayed On MFD Primary Screen*
12volt VOLTMETER GAUGE	*Displayed On MFD Secondary Screen*
24volt VOLTMETER GAUGE	*Displayed On MFD Secondary Screen*
CAMERA 12 VIEWING ON MFD	*Required*
SPEEDOMETER	*Displayed On MFD Primary Screen, With Analog & Digital Display Reading*
**** DASH PANEL 3 ****	
DRIVERS HEATER CONTROLS	Electronic Controls (TEMP. SELECT, FLOW SELECT, HEATER/DEFROST FAN) @ Dash Panel 3 - DEFAULTED
WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED
**** SIDE PANEL 4 ****	
TRANSMISSION SHIFT SELECTOR	Arens Controls 3 Button (Top R-N-D Bottom) @ Side Panel 4 - DEFAULTED

Dash Details From Selections

**** SIDE PANEL 5 ****	
MOTOR SHUTDOWN OVERRIDE SWITCH	Toggle Switch With Guard @ Side Panel 5 - DEFAULTED
STOP REQUEST AUDIO & VISUAL INDICATOR CONTROL	Momentary Toggle Switch @ Side Panel 5 - 2 Position "Single/Reset" - Default
HAZARD SWITCH CONTROL	Toggle Switch @ Side Panel 5 - DEFAULTED
HAZARD SWITCH EXTENSION	***Red Switch Extension Permanently Attached To Switch***
INTERIOR LAMP SWITCH	All/Off/Normal Toggle Switch @ Side Panel 5 - DEFAULTED
IGNITION SELECTOR SWITCH	4 Position Ignition Rotary Switch & Push Button System Start EV Switch @ Side Panel 5 - DEFAULTED
**** SIDE PANEL 6 ****	
REGEN DISABLE CONTROL SWITCH	Momentary Toggle Switch With Guard @ Side Panel 6 - Default
ATC MUD & SNOW CONTROL	***Toggle Switch With Guard @ Side Panel 6***
FRONT DOOR AIR RELEASE VALVE	Lever Air Dump Valve @ Side Panel 6 - DEFAULTED
**** DASH PANEL 7 ****	
FRONT WHEELCHAIR RAMP INDICATOR LAMPS	***Power & Operate On Door Controller Command Switches @ Side Panel 28 And Indicator Lamps @ Dash Panel 7***
**** OVERHEAD PANEL 9 ****	
DRIVERS HVAC VENTILATION DIFFUSER LOCATION	@ Overhead Panel 9 - Default
**** OVERHEAD PANEL 10 ****	
DRIVERS COURTESY/MAP LAMP	Peterson LED Lamp Mounted At Overhead Panel 10, With Base Mounted Switch (Ignition Power) - DEFAULTED
LUMINATOR CAMERA @ 1d POSITION	***NONE***
**** OVERHEAD PANEL 11 ****	
OCU MOUNTING LOCATION	Overhead Panel 11 - DEFAULTED
OPERATOR CONTROL UNIT (OCU)	***Independent Control***
**** OVERHEAD PANEL 12 ****	
HEATER ONLY / HVAC UNIT CONTROL(S) & LOCATION	***Rotary Switch @ Overhead Panel 12, IntelligAIRE™ Display Module @ HVAC Unit***
HVAC ROTARY SWITCH FUNCTION	6 Position Switch, (Off/Cool/Vent High/Vent Low/Heat Low/Heat High) - DEFAULTED
**** SIDE PANEL 28 ****	
KNEEL & RAISE CONTROL	***Kneel And Raise On Door Controller Command Switches @ Side Panel 28***

Dash Details From Selections

FRONT WHEELCHAIR RAMP CONTROLS	***Power & Operate On Door Controller Command Switches @ Side Panel 28 And Indicator Lamps @ Dash Panel 7***
DOOR CONTROL	***2 Position Vapor Digital Controller, With Knob Handle, With 5 Command Switches @ Side Panel 28***
**** SIDE PANEL AREA NEXT TO PANEL 4 ****	
**** LAMP BAR # 51 ****	
**** FRONT MAIN DASH ENCLOSURE ****	
**** ITEMS on SIDE CONSOLE ASM other Than Panels ****	
PARKING BRAKE VALVE	PP-1® Valve With Yellow Bendix® 1.75"W Handle @ Top Surface Of Side Console Aft Of Door Control - Default
**** ITEMS on OVERHEAD CONSOLE ASM other Than Panels ****	
HAND/LAPEL MICROPHONE CONNECTION LOCATION	(1) XLR Connector Mounted At Bottom Flat Surface Of Overhead Sawtooth - DEFAULTED
FIRE ALARM AUDIO INDICATOR LOCATION	Bottom Surface of Overhead Console - Default
**** STEERING COLUMN / TOE SWITCH BRACKET ****	
HEADLAMP HIGH/LOW BEAM CONTROL SWITCH	Maintained Button Toe Switch, Floor Bracket Mounted - DEFAULTED
TURN SIGNAL SWITCH CONTROL	Momentary Button Toe Switches Floor Bracket Mounted - DEFAULTED
TOE SWITCH BRACKET	***3 Switch Bracket With Left-Hand & Right-Hand Turn Signal Switches @ Outer Lower And High Beam Switch @ Center Upper - Preferred Option***
**** OTHER FLOOR AREA OPTIONS ****	
MICROPHONE SWITCH ACTIVATION	Heel Clamshell Switch At Floor Area - DEFAULTED
**** SUPPLEMENTAL REQUIREMENTS ****	
DETAILS for UNDEFINED e•STROKE® INDICATOR LAMP	***Amber LED Lamp mounted in drivers overhead auxiliary compartment***
DASH AREA POSITON for UNDEFINED e•STROKE® INDICATOR LAMP	***Other Position Not Listed. Specify In Miscellaneous Notes Text Box At The End Of The Section.***
DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	***(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label Driver's Booster Fan" controls vent @ overhead panel 9, Label Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver***
DETAILS for UNDEFINED AUXILIARY STOP REQUEST VISUAL INDICATOR LAMP	***Day Bright Amber Semi-Domed LED Lamp @ Dash Panel 3 With Dimmer (Ref 51-69331-009)***
DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	***Audio indicator Single chime for std pullcord & double chime for ADA***
DETAILS for UNDEFINED FOG/DRIVING LAMPS CONTROL	***toggle switch @ dash panel #2***

Dash Details From Selections

AUXILIARY POWER SUPPLY	*USB Module Recessed @ Right-Hand Side Of Dash Enclosure Vertical Surface, Facing Driver*
DETAILS for UNDEFINED HEATED GLAZING SWITCH	*Part of controls built it with American Technologies Remote Controller @ Side Panel 6*
DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	*In Conjunction With An American Technologies Remote Controller, And A Maintained "Flat/Convex" Toggle Switch, Both Mounted @ Side Panel #6*
MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	
STORAGE CLOSEOUT @ OVERHEAD SAWTOOTH	*No*
DETAILS for UNDEFINED CUP HOLDER	*Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface Left Side Facing Driver - Required*

Text Data Entries

CoverSheet	
ESTIMATE NUMBER & LINE	197269_1
CUSTOMER	Summit County
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	197269-197272
PROJECTED PRODUCTION SCHEDULE DATE	2/27/2023
REFERENCE CONTRACT & DATE	SALT LAKE CITY All Electric RFP 20-03267PP
MISCELLANEOUS COVER PAGE NOTES	

1-2. Motor/Transmission	
MISCELLANEOUS MOTOR NOTES	TS 10.1.2 - Checkfluid KP18NV sample valve - required for Coolant sampling

3-5. Driveline & Axles	
DETAILS for UNDEFINED e•STROKE® INDICATOR LAMP	Amber LED Lamp mounted in drivers overhead auxiliary compartment
MISCELLANEOUS FRONT AXLE NOTES	
MISCELLANEOUS REAR AXLE NOTES	

6. Wheels & Tires	
TIRE BRANDING DETAILS	Branded Tires
SPARE TIRE(S) SIZE/TREAD/PLY	B315/80R22.5, G652 RTB™, Metro Miler™ (L)
MISCELLANEOUS WHEELS & TIRES NOTES	Valve Stems in all wheels - Dill Grommet seal Valve Stem Valve Stem caps in all wheels - Myers V2B Flow thru Caps Tire Chain Amber LED Indicator @ Dash Panel 7

10. Rear Run Box Controls	
MISCELLANEOUS REAR RUN BOX GAUGE NOTES	

11. Air Systems	
MISCELLANEOUS AIR SYSTEM NOTES	

12-13. Frame & Batteries	
MISCELLANEOUS FRAME NOTES	
MISCELLANEOUS INSULATION, UNDERCOATING & CORROSION PROTECTION NOTES	TS 10.1 - Threads of all bolts/nuts used to mount the radiator shall be coated with anti-seize TS 42.6 - All positive and negative wire connections under bus, in HVAC compartment, in battery box compartment & Power Train compartment require: hard flat washers with zinc chromate covering under bolt head & lock nut for grounding (No star or lock washers permitted)
POWER OUTLET CONNECTION QUANTITY & LOCATIONS	Locations accessible per Seat Configuration
MISCELLANEOUS SUPER/ULTRA CAPACITOR, BATTERIES, SHORE POWER, & VEHICLE VOLTAGE INVERTER NOTES	Provide Proximity switches on both charge port access doors to prevent bus from Activating (driveable) with either door open

Text Data Entries

15-16. Body & WChair Ramp	
DETAILS for UNDEFINED WHEELCHAIR RAMP MANUAL RELEASE TOOL	Provide 2 hooks on fwd side of driver's barrier to hang ramp tool along with foam attached by 2 sided tape to keep tool from making noise while bus is in motion.
17. Heater Only/HVAC Unit	
DETAILS for UNDEFINED HVAC AIR RETURN FILTER	Airfilope dual density Filter @ HVAC Unit
DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label "Driver's Booster Fan" controls vent @ overhead panel 9, Label "Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver
MISCELLANEOUS HVAC NOTES	TS 54.1 - A/C compressor Fluid Extractor port - Shrader Valve
18-21. Heaters/Dash Fan	
MISCELLANEOUS THRESHOLD/UNDERSEAT HEATER NOTES	MCC Single Speed Brushless Motor, 34,000 BTU, Mounted under seat 3rd row streetside 2nd step controlled by HVAC
22-23. Front & Rear Doors	
MISCELLANEOUS REAR DOOR NOTES	
24-26. S Box/E Dor/Ad Frm	
MISCELLANEOUS STORAGE BOX NOTES	- Provide (4) Plug connector pigtails (51-75951-002_ shipped loose)
28. Passenger Seats	
DETAILS for UNDEFINED PASSENGER SEAT MODEL	2096 Belted Recliners
DETAILS for UNDEFINED PASSENGER SEAT BOTTOM CUSHION/INSERT MATERIAL	Fully Cushioned
DETAILS for UNDEFINED PASSENGER SEAT BOTTOM INSERT/COVER COLOR	Vita, Seal ITA01 & Sapphire ITA16 vinyl
DETAILS for UNDEFINED PASSENGER SEAT BACK CUSHION/INSERT MATERIAL	Fully Cushioned
DETAILS for UNDEFINED PASSENGER SEAT BACK INSERT/COVER COLOR	Vita, Seal ITA01 & Sapphire ITA16 vinyl
DETAILS for UNDEFINED ADA PASSENGER SEAT BOTTOM INSERT/COVER COLOR	Vita, Seal ITA01 & Sapphire ITA16 vinyl
DETAILS for UNDEFINED ADA PASSENGER SEAT BACK INSERT/COVER COLOR	Vita, Seal ITA01 & Sapphire ITA16 vinyl
PASSENGER SEAT LAYOUT # or REI #	166402
MISCELLANEOUS PASSENGER SEAT NOTES	High Back Seats with Self-Folding Footrests @ all applicable locations (ref seat layout)
28a. Drivers Seat	
DETAILS for UNDEFINED DRIVERS SEAT BELT or CUSHION PROGRAMMING	Seat Alarm activates with Belt Disengaged, Park Brake not set & operator out of seat. It has High/Low Audio Alarm (like European police siren) from special alarm mounted in sawtooth (51-12096-018), Cushion alarm also programmed in MFD to flash full screen "Set Parking Brake"
29. Passenger Signals	

Text Data Entries

DETAILS for UNDEFINED AUXILIARY STOP REQUEST VISUAL INDICATOR LAMP	Day Bright Amber Semi-Domed LED Lamp @ Dash Panel 3 With Dimmer (Ref 51-69331-009)
DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	Audio indicator Single chime for std pullcord & double chime for ADA
MISCELLANEOUS PASSENGER SIGNAL NOTES	Streetside pullcord front to attach to bracket to the aft side of the electrical equipment box and the wire to run up to the air duct through the electrical equipment box as opposed to on the sidewall. (quality item, the middle screw for this bracket rubs wire. Customer notes middle screw is not needed)

30-32. D Barr/Int. Panels

MISCELLANEOUS DRIVERS BARRIER NOTES	Driver's barrier schedule holders need to have sharp edges removed/sanded -Use Bolts instead of Rivets to secure the schedule holder slots to the Driver's Barrier
DETAILS for UNDEFINED STREET SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	Stainless Steel 21" Tall Panel, also include Extended to Driver's Platform (size appropriately on extention portion)

33-35. Hook/Holdr/P-Assit

DETAILS for UNDEFINED DRIVERS COAT HOOK	HD aluminmum with strap mounted on Driver's Barrier behind seat
DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #1 VENDOR MODEL or MATERIAL & SIZE	19/31 8PW 2L, Black
DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #2 VENDOR MODEL or MATERIAL & SIZE	17"W x 10"H x 4"D Plastic Clipboard Holder (Mount With Bolts, Washers, And Nylock Nuts) (Ref#15-0902-67796A)

38-39. Exterior Lamps

DETAILS for UNDEFINED FOG/DRIVING LAMPS MOUNTING LOCATION	Mounted on Bike Rack Mounting Bracket Pivot Plate
DETAILS for UNDEFINED FOG/DRIVING LAMPS CONTROL	toggle switch @ dash panel #2
MISCELLANEOUS FOG LAMP/DRIVING LAMP/HEADLAMP NOTES	The Cornering lights are to be programmable through the bus multiplex system. Program the cornering lights to be 100% bright when when turn signal is activated left or right and 30% bright all other times.
MISCELLANEOUS EXTERIOR LAMPS NOTES	- Parking Brake to activate Brake Lights

40. Interior Lamps

MISCELLANEOUS INTERIOR LAMP NOTES	Additional Access door on streetside Air duct aft of the standard access door over the Wheelwell storage box

42. PA, VA, Speakr & Mics

DETAILS for UNDEFINED INSIDE SPEAKERS	(8) Premium Speakers (JC54WP-4A)
DETAILS for UNDEFINED OUTSIDE SPEAKER/LOCATION(s)	1 Speaker mounted curbside aft of front wheel - Speaker to be on a removable bracket with built in shield like design. Accessible through an oversize access door with speaker grill with flip latch. (door to open from back to front)

48-49. Floor Panels/Cover

MISCELLANEOUS FLOOR COVERING & TRIM NOTES	1" reflective tape on rear door step nosing exterior edge

53-55. Ext & Int Mirrors

Text Data Entries

MISCELLANEOUS STREET SIDE EXTERIOR MIRROR NOTES	
DETAILS for UNDEFINED HEATED GLAZING SWITCH	Part of controls built it with American Technologies Remote Controller @ Side Panel 6
DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	In Conjunction With An American Technologies Remote Controller, And A Maintained "Flat/Convex" Toggle Switch, Both Mounted @ Side Panel #6

57. Multiplexing/Electric

MISCELLANEOUS MULTIPLEXING CONTROLS NOTES	- Driver's Lamp, Farebox , Defroster Fan Motors, & Communication Radio Automatic Shutdown With Rotary Run Switch Off - Reduce MFD shutdown/screen off time to 10 seconds When Ignition Is turned off - Program Electrical Equipment Box Fans To Only Turn On With EV - All Lights On The Dash Including Auxiliary Indicators Need To Light Up With Ignition Start Up.

58-60. Shade/Fire/Traff

MISCELLANEOUS TRAFFIC LIGHT PREEMPTION SYSTEM NOTES	System to de-activate with 4-way flashers on

61-63. Video/Camera Sys

MISCELLANEOUS LUMINATOR TECHNOLOGY GROUP VIDEO SURVEILLANCE SYSTEM NOTES	(2) Omni-Directional Microphones - Required @ the Driver's area (bottom air tank) and the Passenger area (Ceiling mount mid-bus)
MISCELLANEOUS PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM NOTES	Luminator mSET software and Apollo system connected through the Gillig provided Cradlepoint router (Ref Section 69A)

67-69. Dash Details

DASH LAYOUT REI	166403
CAMERA 12 VIEWING ON MFD	Required
MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	
DETAILS for UNDEFINED CUP HOLDER	Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface Left Side Facing Driver - Required

69a. APC/ITS

DETAILS for UNDEFINED APC	IRMA Matrix Stand Alone Sensors
DETAILS for UNDEFINED APC ANALYZER MOUNTING	CPU connects through cloud interface
MISCELLANEOUS APC NOTES	IRMA Hub Road w/SD Card Set, Mobile LTE Router, Model: RUT955 NA-Verizon-certified version including SD Card 4GB - 5-Element Antenna
MISCELLANEOUS ITS TYPE NOTES (USED WITHOUT A MAIN ITS SELECTIONS)	GILLIG provided Cradlepoint IBR1700 (MA3-1700120B-NNA) with Low Profile 9 in 1 antenna (PNR-LG-IN2446, 4x MIMO 2G/3G/4G LTE, 4x MIMO WiFi & GPS/GNSS)

71. Paint & Graphic

ESTIMATE NUMBER & LINE	197269_1
CUSTOMER	Summit County
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	197269-197272
DETAILS for UNDEFINED BUS PAINT COLOR	830730-EX Black

Text Data Entries

DETAILS for UNDEFINED BUS PAINT COLOR	830730-EX Black
LOW FLOOR PLUS FAIRING And ELECTRIC BUS ROOF CLOSEOUT PAINT COLOR	830730-EX Black
EXTERIOR BUS NUMBER RANGE	23005-23008
DETAILS for UNDEFINED EXTERIOR BUS NUMBER COLOR & FONT	White Reflective (Sans Sarif)
EXTERIOR BUS NUMBER LOCATION	Ref Layout
INTERIOR BUS NUMBER RANGE	23005-23008
DETAILS for UNDEFINED INTERIOR BUS NUMBER QUANTITY, COLOR & LOCATION	(2) Sans Sarif Font - Shipped Loose

72. Ship Loose Items

SPARE TIRE SIZE/TREAD/PLY	B315/80R22.5, G652 RTB™, Metro Miler™ (L)

72c. Delivery Details

CUSTOMER	Summit County
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	197269-197272
FRONT TIRE MAXIMUM RATED SPEED (MPH)	75
REAR TIRE MAXIMUM RATED SPEED (MPH)	75
SPARE TIRE SIZE/TREAD/PLY	B315/80R22.5, G652 RTB™, Metro Miler™ (L)

73. Publications

NAME ON MANUAL COVER	High Valley Transit
SERIAL NUMBER RANGE	197269-197272
EXTERIOR BUS NUMBER RANGE	23005-23008
DETAILS for UNDEFINED POWERTRAIN MANUAL QUANTITY	(4) Paper Copies for Cummins

74. Warranty

DETAILS for UNDEFINED PASSENGER SEAT MODEL	2096 Belted Recliners
DETAILS for UNDEFINED DRIVERS SEAT EXTENDED WARRANTY	12 Months/Unlimited Miles
DETAILS for UNDEFINED FRONT SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
DETAILS for UNDEFINED CURB SIDE SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
DETAILS for UNDEFINED REAR SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
LABOR RATE CONTRACT WARRANTY	$75 / Hour (Includes Fringe & Overhead
MISCELLANEOUS WARRANTY NOTES	2.3.6 - 15% Parts Handling Costs 1.1.7 - Exterior Paint - 24 Months / Unlimited miles

75. Training

NUMBER OF MAINTENANCE TRAINING HOURS	(4) 24 HOUR CLASSES

Text Data Entries

NUMBER OF MAINTENANCE TRAINING STUDENTS	UP TO 12
NUMBER OF ELECTRICAL TRAINING HOURS	(5) (24 HOUR CLASSES)
NUMBER OF ELECTRICAL TRAINING STUDENTS	UP TO 12

76. Spares

MISCELLANEOUS SPARE PARTS NOTES	Qty: 16 Alcoa Wheels (All Front Wheels)

GILLIG

Meeting Notes

Revision Date: 10/10/22 4:39 pm

0. COVER SHEET

	ESTIMATE NUMBER & LINE	**198463_1**
	CUSTOMER	**Summit County**
	STATE OF REGISTRATION	**UT**
	ORDER QUANTITY	**4**
	ORDER BID MODE	**No**
	PCO MODE	**Yes**
	BOM GROUP MATERIAL OUTPUT ACTIVATION	**No**
	SERIAL NUMBER START	**198463**
	SERIAL NUMBER RANGE	**198463-198466**
	PROJECTED PRODUCTION SCHEDULE DATE	**10/24/2022**
	PUBLIC TRANSPORTATION PROVIDED BY, or ON BEHALF OF A STATE or LOCAL GOVERNMENT ?	**Yes**
	ADA COMPLIANCE	Required - DEFAULTED
	ADA SERVICE TYPE	Multi-Stop Or Fixed Route Service - DEFAULTED
	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED
	PROJECT SALES MANAGER	**Tim McCunney**
	ORDER TYPE	**New Order**
	REFERENCE CONTRACT & DATE	**SALT LAKE CITY All Electric RFP 20-03267PP**
	BATTERY ELECTRIC BUS (BEB)	**Yes**
	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	OPPORTUNITY CHARGING	**Schunk, Pantograph Down Roof Mounted Charge Rails**
LTR	LENGTH	**40'**
	TRACTION MOTOR	**Cummins TM4**
AE12	BODY STYLE	**Low Floor Plus**
	LOW FLOOR PLUS FAIRING	Full Length Fairing - DEFAULTED
	ELECTRIC BUS ROOF CLOSEOUT	Side Fairings Only - DEFAULTED
	FRONT DOOR	40" Vapor Ameriview® Slide-Glide - DEFAULTED
	REAR DOOR	**56" Vapor Ameriview® Plug Door**
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	NOT Required
	MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED
TS 46.5	MFD CONFIGURATION	**Per MFD-74015-039 Configuration Detail**
	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED

	INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**
	POST DELIVERY INFORMATION (PDI)	**No**
	MISCELLANEOUS COVER PAGE NOTES	

1. MOTOR

(Redisplay - From Cove Page)

	TRACTION MOTOR	**Cummins TM4**
	MOTOR SHUTDOWN OVERRIDE SWITCH	Toggle Switch With Guard @ Side Panel 5 - DEFAULTED
TS 15.2	COOLANT HOSE CLAMPS	**Breeze**
	COOLANT TYPE	PEAK® Final Charge® Global Extended Life OAT (Ethylene Glycol) 50/50 - DEFAULTED
	COOLANT FILTER	Fleetguard® WF2122 (Non Chemical) Extended Service - DEFAULTED
	ELECTRONIC COOLING PACKAGE	Modine® System - DEFAULTED
	ELECTRONIC COOLING PACKAGE FINISH/PROTECTION	WithOUT E-Coat - DEFAULTED
	MISCELLANEOUS MOTOR NOTES	**TS 10.1 - Modine Radiator to have E-Coat** **TS 10.1.2 - Checkfluid KP18NV sample valve - required for Coolant sampling**

2. TRANSMISSION

SHIFT SELECTOR & TRANSMISSION SETTINGS

	TRANSMISSION SHIFT SELECTOR	Arens Controls 3 Button (Top R-N-D Bottom) @ Side Panel 4 - DEFAULTED
	TRANSMISSION SHIFT SCHEDULE	Continuously Variable - DEFAULTED
	REGEN DISABLE CONTROL SWITCH	Momentary Toggle Switch With Guard @ Side Panel 6 - Default
	REGEN DISABLE MOMENTARY CONTROL RESET FUNCTION	With Ignition Switch In Off Position - Default
	EXTERIOR BACK-UP ALARM AUDIO INDICATOR	Floyd Bell Mounted On Rear Corner Panel - DEFAULTED

3. DRIVELINE

TS 34	DRIVELINE	Spicer® 1710 - DEFAULTED
	DRIVELINE GUARD	Required - DEFAULTED

4. FRONT AXLE

	FRONT AXLE MANUFACTURER & MODEL	Meritor® FH-946™ - DEFAULTED
TS 37.4	FRONT BRAKES	EX+™ Disc - DEFAULTED
PPMTG	FRONT BRAKE CHAMBERS	**MGM Type 24 With e•Stroke®**
	e•STROKE® MODULE MOUNTING LOCATION	**Overhead Sawtooth Compartment**
	DETAILS for UNDEFINED e•STROKE® INDICATOR LAMP	**Amber LED Lamp mounted in drivers overhead auxiliary compartment**
	DASH AREA POSITON for UNDEFINED e•STROKE® INDICATOR LAMP	**Other Position Not Listed. Specify In Miscellaneous Notes Text Box At The End Of The Section.**
	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED

	FRONT AXLE SEALS	Chicago Rawhide® Oil Seals (Scotseal®) With Stemco® Hub Cap - DEFAULTED
	FRONT SUSPENSION	GILLIG - DEFAULTED
TS 31.3.2	FRONT SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	FRONT MUD FLAPS	Behind Each Wheel, Masticated Rubber - DEFAULTED
	MISCELLANEOUS FRONT AXLE NOTES	

5. REAR AXLE

	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
TS 37.4	REAR BRAKES	EX+™ Disc - DEFAULTED
	REAR BRAKE CHAMBERS	**MGM MJB 2430ET With e•Stroke®**

(Redisplay - From Section 4)

	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	REAR AXLE SEALS	Chicago Rawhide® Oil Seals (Scotseal®) - Default
	MAXIMUM SERVICE GRADE	Max 8% Grade - DEFAULTED
TS 34	REAR AXLE GEAR RATIO	6.14 - Default
	REAR AXLE GEAR OIL and FRONT/REAR AXLE SEAL OIL (If Applicable)	SAE 80W-90 Chevron® Multigear™ EP-5 - DEFAULTED
	REAR AXLE OIL DRAIN PLUG	Magnetic Internal Hex Head Plug - DEFAULTED
	REAR AXLE OIL FILL PLUG	Magnetic Internal Hex Head Plug - DEFAULTED
	HUB PILOTED BORE AXLE LUBE	**FreyLube® SUPRA Tire Lubricant & Rim Rust Retardant**
	REAR SUSPENSION	Hendrickson LUXAIR® - DEFAULTED
TS 31.3.2	REAR SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	REAR CENTER MUD FLAP	Full Width, Masticated Rubber - DEFAULTED
PPMTG	HUBODOMETER MANUFACTURER	**Stemco®, DataTrac® Pro 600-9999 (Programmable Version)**
	HUBODOMETER GUARD	**Silver Epoxy Guard With Through Bolt**
	HUBODOMETER MOUNTING LOCATION	Curb Side Mounting - DEFAULTED
	ELECTRONIC STABILITY CONTROL (ESC)	**Required**

WABCO SmartTrac™ ABS Brake System - DEFAULTED

TS 37.2	AUTOMATIC TRACTION CONTROL (ATC)	**Required**
TS 37.2	ATC MUD & SNOW CONTROL	**Toggle Switch With Guard @ Side Panel 6**
	MISCELLANEOUS REAR AXLE NOTES	

6. WHEELS & TIRES

WHEELS

LTR	WHEEL SIZE	22.5" x 9.0" Front And 22.5" x 8.25" Rear - DEFAULTED

(Redisplay - From Section 4)

	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	WHEEL MATERIAL	**Aluminum Wheels**

PCO F7	FRONT ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO**
PCO F7	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
PCO F7	REAR ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO & Dura-Flange®**
PCO F7	REAR WHEEL MANUFACTURER & FINISH	**Alcoa®, (4) Mirror Polish**
CRC	SPARE WHEEL	**One Front (Match Aluminum Wheels Specified On Bus)**
	INNER DUAL WHEEL VALVE STEM EXTENSIONS	NOT Required
PPMTG	WHEEL TRIM	NOT Required

TIRES

2/14/22 e-mail	TIRE PROCUREMENT	**Customer Supplied - OEM Lease**
	TIRE BRANDING	NOT Required - Default
	FRONT & REAR TIRE SPECIFICATIONS (SPARE ONLY WHEN SPECIFIED) TO BE THE SAME	Required - DEFAULTED
	TIRE MANUFACTURER	**Goodyear®**
	FRONT TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
	REAR TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
TS 32.1	TIRE & WHEEL BALANCING	**Front And Rear Wheels**
	SPARE TIRE	**One**
	SPARE TIRE(S) SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
TS 32.1	SPARE TIRE & WHEEL BALANCING	**Required**
	SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
PPMTG	TIRE CHAINS for DRIVE TIRES	**Onspot Automatic Tire Chain System**
	TIRE CHAIN CONTROLS	**Toggle Switch With Guard @ Dash Panel 1**
	TIRE CHAIN DEPLOYMENT	**Chains Will Not Deploy Above 25 MPH And Vehicle Will Not Exceed 25 MPH Once Chains Are Deployed - Preferred Option**
AE 15	ROAD GOVERNED SPEED	65MPH Governor - DEFAULTED
TS 32.1	MISCELLANEOUS WHEELS & TIRES NOTES	**Valve Stems in all wheels - Dill Grommet seal Valve Stem** **Valve Stem caps in all wheels - Myers V2B Flow thru Caps**

7. STEERING

CRC	STEERING COLUMN	Douglas Autotech, Single Tilt - DEFAULTED
TS 33.3.2	STEERING WHEEL	20" Non-Padded 3 Spoke Wheel With GILLIG Logo Horn Button - DEFAULTED
	STEERING BOX	TRW® THP86 - DEFAULTED

8. HYDRAULICS

Hydraulic System Includes Low Fluid Level Sensor & Indicator Lamp On Dash

	HYDRAULIC PUMP TYPE	Concentric, Electric Driven, 24v, Calma Series, 11.3cc - DEFAULTED
	HYDRAULIC OIL	Castrol® TranSynd® TES 295® Synthetic - DEFAULTED
	HYDRAULIC RESERVOIR	5.1qt With Sight Tube - DEFAULTED
	HYDRAULIC RESERVOIR DRAIN PLUG	Magnetic Internal Hex Head - DEFAULTED

	FRONT CHASSIS SECTION POWER STEERING PIPING	Parker-Hannifin® 540N-8-SL Pressure And 53DM-10 Return Hose - DEFAULTED
	HYDRAULIC OIL EXTRACTION PORT FITTING	**Checkfluid® KP18NV Probalyzer At Top Port Of Reservoir**

9. FUEL SYSTEM

	FUEL TANK SIZE Net Usable, SSTL 3CR12, SSTL Straps	**14.8 Gallons**
	FUEL FILL LOCATION	Curb Side - DEFAULTED
	CURB SIDE FUEL FILL DOOR	Black Southco® Thumb Trigger Latch - DEFAULTED
CRC	DIESEL FILL NECK STYLE & CONTROLS	Gravity Fill - Flip Cap - Default
	DIESEL FUEL PIPING JUMPER HOSES	Danfoss® FC350 Hose - Default
	DIESEL FUEL GAUGE	Displayed On MFD Secondary Screen - DEFAULTED
	DIESEL LOW FUEL LEVEL VISUAL INDICATOR	Displayed On MFD Primary Screen - DEFAULTED
	DIESEL LOW FUEL LEVEL INDICATOR ACTIVATION SETTING	3 Gallons - DEFAULTED

10. REAR RUN BOX & CONTROLS

	REAR RUN BOX BASIC CONTROLS	Ignition Run Position Select Toggle Switch (With Rubber Boot), EV System Start Button Switch, Diagnostic Connector - DEFAULTED
	ELECTRONIC COOLING PACKAGE FAN CONTROL(S)	Fan Reverse Flow Momentary Toggle Switch, With Rubber Boot & Amber LED Lamp - DEFAULTED
	REAR RUN BOX CONTROLS For POWERTRAIN	Green LED Lamp (EV System Energized) & Red LED Lamp (EV Maintenance) - DEFAULTED

REAR RUN BOX GAUGE(S)

	REAR RUN BOX AND/OR MOTOR COMPARTMENT GAUGES	**Electrical Gauge(s) Only**
	REAR RUN BOX PROGRAMMABLE ELECTRICAL GAUGE	**Ametek® C-Com 2G**
	REAR RUN BOX PROGRAMMABLE ELECTRICAL GAUGE SETTINGS	State Of Charge, Odometer, HVAC Hourmeter, 12v & 24v Equalizer, High Voltage Battery Coolant Temperature, Heater Circuit Coolant Level (Passenger Heater Loop), ECP Coolant Level, And BTMS Coolant Level - DEFAULTED
	MISCELLANEOUS REAR RUN BOX GAUGE NOTES	

REAR RUN BOX CONTROLS

	REAR RUN BOX SIZE	8"W Box - DEFAULTED

11. AIR SYSTEM

	AIR COMPRESSOR & DISCHARGE HOSE	Powerex®, Electric Driven, 13.3 CFM, With Danfoss® FC350 Hose - DEFAULTED
TS 39.5	AIR DRYER	Bendix® Single AD-IP® With Puraguard Cartridge, 24v - DEFAULTED

SUSPENSION KNEEL & RAISE DETAILS

	KNEEL & RAISE LOCATION	Front Only - DEFAULTED
PPMTG	KNEEL & RAISE CONTROL	**Kneel And Raise On Door Controller Command Switches @ Side Panel 28**

TS 31.3.4	FRONT SUSPENSION OVER RAISE CONTROL	**(1) Maintained Toggle Switch @ Dash Panel 1**
	FRONT SUSPENSION OVER RAISE PROGRAMMING	Activated With Switch & Vehicle Speed Below 3 MPH - DEFAULTED
	EXTERIOR KNEELING/WHEELCHAIR RAMP AUDIO INDICATOR	Floyd Bell Mounted Curb Side Skirt Panel Aft Of Front Wheel - DEFAULTED
	KNEELING EXTERIOR DECAL INSTALLATION	"KNEELING", Orange Letters On Black Background, Installed - DEFAULTED

SHOP AIR & TOWING CONNECTIONS DETAILS

CRC	SHOP AIR CONNECTION	**ARO® 2608**
	SHOP AIR CONNECTION LOCATION(S)	Front Connection At Bumper Channel & Rear Connection At Curb Side Rear Outrigger - DEFAULTED
	FRONT AIR TOWING CONNECTION	Amflo® CP1 - DEFAULTED
	FRONT AIR TOWING CONNECTION LOCATION	Center Of Bumper Channel - DEFAULTED

AIR TANK DRAIN DETAILS

	AIR TANK DRAIN VALVES	Air Tank Drain Extension With 4 Manual Valves - DEFAULTED
	AIR TANK DRAIN VALVE DECAL	"DRAIN AIR TANKS DAILY", Black Letters On White Background, English - DEFAULTED

BRAKING SYSTEM DETAILS

	BRAKE VALVE	Bendix® E-8P - DEFAULTED
	PARKING BRAKE VALVE	PP-1® Valve With Yellow Bendix® 1.75"W Handle @ Top Surface Of Side Console Aft Of Door Control - Default
	BRAKE INTERLOCK OVERRIDE CONTROL	**(1) Toggle Switch With Guard & Decal Located @ Overhead Sawtooth Compartment**
	BRAKE INTERLOCK TEST PORT LOCATION	In Air Tank Compartment - DEFAULTED
	LOW AIR PRESSURE AUDIO WARNING ACTIVATION	With EV Ready - DEFAULTED
**	MISCELLANEOUS AIR SYSTEM NOTES	

12. FRAME

	FRAME MATERIAL	3CR12 Stainless Steel - DEFAULTED
TS 25	ELEVATED FRONT TOWING	Required - DEFAULTED
TS 6.6	REAR SKID PLATE	**Required 2" Wide x 2" Thick Skid Plates**
	EXTENDED REAR TOW EYE	Required - Default

CAUTION: SKID PLATE & EXTENDED TOW EYE WILL IMPACT DEPARTURE ANGLE

	JACKING POINT DECALS	**"JACKING POINT", Black Letters On Safety Yellow Background, 2.63" x 1.38"**
AE 18	JACKING POINTS PAINT	**Painted - Safety Yellow**
	SPLASH SHIELDS	**Electric Horn Cover @ Headlamp/Bumper Channel**
	MISCELLANEOUS FRAME NOTES	

INSULATION, UNDERCOATING & CORROSION PROTECTION

	INSULATION	Level 2 - DEFAULTED

DuPont™ Styrofoam™ Brand Square Edge Extruded Polystyrene (XPS) Foam Insulation (Blue/Gray Board)

TS 10.1	FRAME & BODY CORROSION 1 - OPTIONAL	**Eck® Corrosion Protection For Radiator/Charge Air Cooler (CAC)/Hydraulic Cooler Assembly**

TS 42.6	FRAME & BODY CORROSION 2 - OPTIONAL	**NOCO® Spray On All Exterior Ground Bolts Washers & Nuts Before & After Assembly**
TS 42.6, 10.1	MISCELLANEOUS INSULATION, UNDERCOATING & CORROSION PROTECTION NOTES	**TS 10.1 - Threads of all bolts/nuts used to mount the radiator shall be coated with anti-seize** **TS 42.6 - All positive and negative wire connections under bus, in HVAC compartment, in battery box compartment & Power Train compartment require: hard flat washers with zinc chromate covering under bolt head & lock nut for grounding (No star or lock washers permitted)**

13. ENERGY STORAGE/BATTERIES/SHORE POWER/VEHICLE VOLTAGE INVERTER

	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	ENERGY STORAGE SYSTEM NET USABLE ENERGY PERCENTAGE	80% - DEFAULTED
	JUNCTION BOX	Cummins High Voltage DC - DEFAULTED
	VOLTAGE CONVERTER	Cummins DC/DC (12 & 24 Volt) - DEFAULTED
TS 69.1 Discuss	BUS CHARGING	**(2) CCS Type1 Connectors - (1) Located At Rear Curb Side & (1) At Front Street Side [RO]**
(Redisplay - From Page 1)	OPPORTUNITY CHARGING	**Schunk, Pantograph Down Roof Mounted Charge Rails**

BATTERY DETAILS

	BATTERY DISCONNECT SWITCH	Dual 12/24V Kissling Electronics Battery Saver Smart Switch - DEFAULTED
TS 42.1.1	BATTERY TYPE	Group 31 - DEFAULTED
	BATTERY CONNECTIONS	**3/8" Stainless Steel Top Stud**
AE 24	BATTERY MANUFACTURER & MODEL	**(2) Odyssey® Extreme Series™ 1150 CCA (PC2150S), AGM Maintenance Free**
**	BATTERY HOLD DOWN	Stainless Steel Black Powder Coated - Default
	BATTERY BOX - POWDER COATED	Slide Out Tray, With Steel Slides - DEFAULTED
	BATTERY CABLES	**4/0 Cables With Crimped Ends - DEFAULTED [L]**
	BATTERY CUTOFF SWITCH LOCK For KNIFE SWITCH	Pad Lock WithOUT Independent Keying - DEFAULTED
AE 27	BATTERY VOLTAGE EQUALIZER	Vanner® Vann-Bus® 85-CAN Series @ 60 Amp - Default
	BATTERY VOLTAGE EQUALIZER CABLE	Crimped Ends - Default
**	BATTERY JUMP CHARGE	**Front Battery Jump Charge Connection**
	BATTERY JUMP CHARGE CABLE	Crimped Ends - Default
PPMTG	BATTERY JUMP CHARGE FRONT CONNECTOR	**Anderson Power Products® SB®350, Red, Mounted At Battery Compartment**
**	MISCELLANEOUS SUPER/ULTRA CAPACITOR, BATTERIES, SHORE POWER, & VEHICLE VOLTAGE INVERTER NOTES	**Provide Proximity switches on both charge port access doors to prevent bus from Activating (driveable) with either door open**

14. LOCKS & LATCHES, & DRIVERS BARRIER STORAGE BOX

EXTERIOR

	SKIRT PANEL LOCKS	5/16" Female Square Key Lock - DEFAULTED

INTERIOR

	DESTINATION SIGN DOOR LOCKS	(3) 5/16" Female Square Key Latches - DEFAULTED

	OVERHEAD SAWTOOTH COMPARTMENT DOOR LOCKS	**(2) Short Wing Twist Latches**
	FRONT DOOR OVERHEAD COMPARTMENT LOCKS	(2) 5/16" Female Square Key Latches - DEFAULTED
	HVAC AIR INTAKE RETURN GRILLE LOCKS	(2) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED
	BULKHEAD ELECTRICAL COMPARTMENT LOCKS	(3) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED
	FORWARD AIR TANK COMPARTMENT LOCKS	(3) 5/16" Female Square Key Latches - DEFAULTED
	AFT AIR TANK COMPARTMENT LOCKS	(3) Southco® Compression Latches, With E3-26-819-15 (Barrel) Key - DEFAULTED

DRIVERS BARRIER STORAGE BOX

	DRIVERS BARRIER STORAGE BOX	14.5"H x 21"W x 8"D, With Tapered Bottom - DEFAULTED
	DRIVERS BARRIER STORAGE BOX LOCK	(1) Chrome Eberhard Thumb Trigger Latch - DEFAULTED

15. BODY SECTION

SKIRT PANEL SUPPORT And ACCESS DOOR LOCKS & LATCHES

	BATTERY COMPARTMENT ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	BATTERY CUTOFF SWITCH ACCESS DOOR	Required, With Black Southco® Thumb Trigger Latch - DEFAULTED
	AIR TANK DRAIN VALVE/CHARGE PORT ACCESS DOOR	Required, With Black Southco® Thumb Trigger Latch - DEFAULTED
	STREET SIDE RADIATOR ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	CURB SIDE POWERTRAIN COMPARTMENT ACCESS DOOR SUPPORT	Gas Spring - DEFAULTED
	CURB SIDE REAR CHARGE PORT ACCESS DOOR	Black Southco® Thumb Trigger Latch - DEFAULTED
	REAR WHEELWELL SKIRT PANEL SUPPORT	Mechanical Slide - DEFAULTED

BUMPERS

	FRONT BUMPER	Black Energy Absorbing Unpainted - DEFAULTED
	REAR BUMPER	Black Energy Absorbing Unpainted - DEFAULTED

16. WHEELCHAIR RAMP

(Redisplay - From Cover Page)

TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP CYCLE COUNTER	Built-In Internal Counter - DEFAULTED
	WHEELCHAIR RAMP TRIM	With 4" Yellow Stripe Down Centerline & With Yellow Powder Coated Ramp Plate Side Rails - DEFAULTED
	WHEELCHAIR RAMP PROGRAMMING	**Ramp Activates WithOUT Bus Being Kneeled**
CRC	FRONT WHEELCHAIR RAMP CONTROLS	**Power & Operate On Door Controller Command Switches @ Side Panel 28 And Indicator Lamps @ Dash Panel 7**

	EXTERIOR KNEELING/WHEELCHAIR RAMP AUDIO INDICATOR	Floyd Bell Mounted Curb Side Skirt Panel Aft Of Front Wheel - DEFAULTED
	WHEELCHAIR RAMP EXTERIOR DECAL MOUNTING	"RAMP", Orange Letters On Black Background, Installed - DEFAULTED
	FRONT THRESHOLD AISLE BUMPER	Black - DEFAULTED
	WHEELCHAIR RAMP SKID PLATE(S)	**8.75" Wide, Mild Steel, Reinforced Skid Plates Mounted At Curb & Street Side A-Posts**
	DETAILS for UNDEFINED WHEELCHAIR RAMP MANUAL RELEASE TOOL	**Provide 2 hooks on fwd side of driver's barrier to hang ramp tool along with foam attached by 2 sided tape to keep tool from making noise while bus is in motion.**

Wheelchair Ramp Manual Deploy Brake Interlock - DEFAULTED
Stainless Steel Wheelchair Ramp Closeout - DEFAULTED

	MISCELLANEOUS WHEELCHAIR RAMP NOTES	**.**

17. HEATER ONLY / HVAC MAIN UNIT

	HEATER ONLY / HVAC UNIT MANUFACTURER	**Thermo-King**
AE 31	HEATER ONLY / HVAC UNIT MODEL	**TE18 All-Electric Unit**
CRC	HEATER ONLY / HVAC UNIT CONTROL(S) & LOCATION	**Rotary Switch @ Overhead Panel 12, IntelligAIRE™ Display Module @ HVAC Unit**
	HVAC ROTARY SWITCH FUNCTION	6 Position Switch, (Off/Cool/Vent High/Vent Low/Heat Low/Heat High) - DEFAULTED
	HEATER ONLY / HVAC EVAPORATOR/CONDENSER MOTOR MANUFACTURER & TYPE	**EBM Brushless**

HVAC A/C (AIR CONDITIONER) DETAILS

AE 32	HVAC A/C REFRIGERANT TYPE	**R407C**
TS 54.1	HVAC REFRIGERANT PRESSURE DISPLAY	**Required on Unit**

2 Refrigerant Sight Glasses - DEFAULTED

	HVAC AIR INTAKE RETURN GRILLE	Removable - DEFAULTED
2/14/22 e-mail	DETAILS for UNDEFINED HVAC AIR RETURN FILTER	**Airfilope dual density Filter @ HVAC Unit**
	HVAC AIR INTAKE	Recycled Interior Air - DEFAULTED

DRIVERS VENTILATION DETAILS

	DRIVERS BOOSTER FAN DIFFUSER	Mounted @ Overhead Panel 9 - DEFAULTED
	DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	**(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label "Driver's Booster Fan" controls vent @ overhead panel 9, Label "Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver**
	DRIVERS AUXILIARY VENTILATION DIFFUSER LOCATION	**2 Diffusers Above Driver**

18. DRIVERS HEATER

	DRIVERS HEATER MANUFACTURER & STYLE	**MCC® Brushless Motors, 62,000 BTU**
	DRIVERS HEATER FILTER	Reusable Metal Mesh - DEFAULTED
	DRIVERS HEATER CONTROLS	Electronic Controls (TEMP. SELECT, FLOW SELECT, HEATER/DEFROST FAN) @ Dash Panel 3 - DEFAULTED

	DRIVERS HEATER LEFT FOOT VENTILATION	Required - DEFAULTED

19. COOLANT HEATER

AE 33	COOLANT HEATER MODEL	**Valeo, Dual Mode, Electric & Fuel-Fired, Thermo H (68,000 BTU Electric/78,000 BTU Diesel), 5,001-7,499 ft Altitude [L]**

20. DOOR THRESHOLD/UNDERSEAT HEATERS

	FRONT DOOR HEATER VENT DIFFUSER	Required - DEFAULTED
TS 60	FRONT DOOR THRESHOLD HEATER	**Required**
	FRONT DOOR THRESHOLD HEATER TYPE	**MCC® Single Speed Brushless Motors, 24v, 12,000 BTU - Preferred Option**
**	REAR DOOR THRESHOLD HEATER	NOT Required
PPMTG	REAR CURB SIDE FLOOR HEATER	**MCC® Single Speed Brushless Motor, 34,000 BTU, Transverse Mounted Forward Of Rear Door, With Rear Facing Louvers - Preferred Option**
TS 61	REAR STREET SIDE FLOOR HEATER	**MCC® Single Speed Brushless Motor, 28,000 BTU, Inset Mounted In Forward Face Of Theater Step, With 1/4 Turn Shut-Off Valve**
CRC	REAR DOOR THRESHOLD WARM WELCOME MAT	NOT Required - DEFAULTED

HEATER CONTROLS

	HEATERS CONTROLLED BY A SHARED SWITCH OR HVAC	**Required**

SHARED HEATER CONTROL SELECTION

	HEATER CONTROLS THAT ARE SHARED VIA ONE CONTROL	**Front Door Threshold Heater, Rear Curb Side Floor Heater, And Rear Street Side Floor Heater Controlled By HVAC In Heat Mode**
	ADDITIONAL DETAILS for HEATER CONTROLS BEING SHARED	

21. DASH FANS

**	DASH FAN(S)	**Two MCC® 24v Fans With Dash Mounted Switch**
PPMTG	DASH FAN MOUNTING	**Left-Hand & Right-Hand Center Of Dash**
	DASH FAN CONTROL	**(2) Toggle Switches HI/OFF/LOW Fan Control @ Dash Panel 2**

22. FRONT DOOR

(Redisplay - From Cover Page)

	FRONT DOOR	40" Vapor Ameriview® Slide-Glide - DEFAULTED
TS 80.1.1	FRONT DOOR DETAILS	**Electric Open - Electric Closed, Upper & Lower Glazing**
	FRONT DOOR POSITION SWITCHES	Proximity - DEFAULTED
	FRONT DOOR MOTOR COMPARTMENT DUMP VALVE ACCESS	Breakout Glass - DEFAULTED
	FRONT DOOR HANDLES	**Yellow Powder Coated**
	FRONT DOOR AIR RELEASE VALVE	Lever Air Dump Valve @ Side Panel 6 - DEFAULTED
TS 38.1	FRONT DOOR INTERLOCK & OPERATION	NOT Required (Door Opens @ Any Speed)

23. REAR DOOR

(Redisplay - From Cover Page)

	REAR DOOR	**56" Vapor Ameriview® Plug Door**
	REAR DOOR DETAILS	**Electric Open - Electric Close**
	REAR DOOR GLAZING	Upper & Lower Glazing - DEFAULTED

TS 80.8.1	REAR DOOR SENSITIVE EDGE	**Pneumatic Sensitive Edge And Optical Pressure Switch**
	REAR DOOR SENSITIVE EDGE ALARM PROGRAMMING	Alarm Activation In Closed Door Position Only - DEFAULTED
	REAR DOOR POSITION SWITCHES	Proximity - DEFAULTED
	REAR DOOR ACTIVATION	Full Drivers Control - Default
	REAR DOOR PASSENGER OPERATION INDICATOR LAMP	NOT Required
	REAR DOOR CLOSING DELAY TIME (Via Sensitive Edge Door Activation &/Or Passenger Activated Door Control Activation)	Delay set to 2 Seconds - DEFAULTED
	REAR DOOR EMERGENCY RELEASE CABLE ACCESS	Breakout Glass - DEFAULTED
	REAR DOOR INTERLOCK & OPERATION	Required (Door Opens Only @ Stop or Below 3 MPH) - DEFAULTED

REAR DOOR DECALS

	REAR EXIT DOOR DECAL	"EXIT DOOR", White Letters On Red Background, Mounted Above Rear Door - Default
	REAR DOOR WARNING DECAL	"CAUTION - STAND BACK FROM DOOR", Black Letters On Yellow Background - DEFAULTED
	REAR DOOR PASSENGER SAFETY DECALS	"CAUTION: DO NOT STAND IN DESIGNATED AREA - DO NOT LEAN AGAINST DOOR", Red Letters On White Background - DEFAULTED

DRIVERS DOOR CONTROL DETAILS

CRC	DOOR CONTROL	**5 Position Vapor Digital Controller, With Knob Handle, With 5 Command Switches @ Side Panel 28**
	DOOR CONTROL COMMAND SWITCHES	Ramp Stow (Top Left-Hand), Ramp Deploy (Top Right-Hand), Suspension Raise (Bottom Left-Hand), Ramp Power (Bottom Center), Suspension Kneel (Bottom Right-Hand) - DEFAULTED
	MISCELLANEOUS REAR DOOR NOTES	**Optical Pressure switch to be High Altitude version from Vapor (PN: 5145063104)**

24. WHEELWELL MOUNTED STORAGE BOX(ES)

	STREET SIDE FRONT WHEELWELL STORAGE BOX	**Yes**

STREET SIDE FRONT WHEELWELL STORAGE BOX DETAILS

TS 90	STREET SIDE FRONT WHEELWELL STORAGE BOX SIZE	44"H x 22.5"W x 20"D Box, With Upper Stove Pipe And Ventilation Screen - Default
	STREET SIDE FRONT WHEELWELL STORAGE BOX DOOR	(1) Full Height - Default
	STREET SIDE FRONT WHEELWELL STORAGE BOX DOOR HINGE LOCATION	Forward Edge - Default
TS 69.3	STREET SIDE FRONT WHEELWELL STORAGE BOX LOCK/LATCH	**(1) Hudson Lock, With BH010 Key And (2) Southco® Compression Latch, With E3-26-819-15 (Barrel) Key**
PPMTG	STREET SIDE FRONT WHEELWELL STORAGE BOX COLOR	**Black (Semi-Gloss) Exterior, White Interior**
	STREET SIDE FRONT WHEELWELL STORAGE BOX SHELVES	(4) Sliding Plywood Shelves - Default

	STREET SIDE FRONT WHEELWELL STORAGE BOX COOLING FANS	**(2) Fans Via Ignition Control**
PCO F42	CURB SIDE FRONT WHEELWELL STORAGE BOX	**8.25"H x 22.5"W x 19.1"D Box, With Top Door**

CURB SIDE FRONT WHEELWELL STORAGE BOX DETAILS

	CURB SIDE FRONT WHEELWELL STORAGE BOX LOCKS	**(1) Black Southco® Thumb Trigger Latch**
CRC	CURB SIDE FRONT WHEELWELL STORAGE BOX COLOR	**Black (Semi-Gloss) Exterior, White Interior**
	MISCELLANEOUS STORAGE BOX NOTES	**- Provide (4) Plug connector pigtails (51-75951-002_ shipped loose)**

25. POWERTRAIN COMPARTMENT DOOR

	REAR POWER TRAIN COMPARTMENT DOOR LICENSE PLATE FRAME & MOUNTING	Curb Side Lower Mounted, With GILLIG Logo - DEFAULTED
	REAR POWERTRAIN COMPARMENT DOOR LOCKS	(2) 5/16" Female Square Key Locks - DEFAULTED
	REAR POWER TRAIN COMPARTMENT DOOR GRAB HANDLE/HAND HOLD	Handle Required - DEFAULTED
	REAR POWER TRAIN COMPARTMENT DOOR GAS SPRING LOCK	NOT Required - DEFAULTED

26. AD FRAMES

	INTERIOR AD FRAME	NOT Required - DEFAULTED
	EXTERIOR AD FRAME	NOT Required - DEFAULTED

28. PASSENGER SEATS

PASSENGER SEAT DETAILS

	PASSENGER SEAT MANUFACTURER	**American Seating**
LTR	PASSENGER SEAT MODEL (Passenger & Settee Seats)	**InSight-Prime+®**
	WHEELCHAIR RESTRAINT POSITIONS QUANTITY & LOCATION	2 Positions (1 Street Side & 1 Curb Side) - DEFAULTED

FLOOR PLAN DETAILS

	1st STEP & 2nd STEP (If Required) PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	3rd STEP PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	3rd STEP CURB SIDE LONGITUDINAL SEAT QUANTY MOUNTED ON WHEELWELL	**3**
	3rd STEP STREET SIDE LONGITUDINAL SEAT QUANTY MOUNTED ON WHEELWELL	**3**
	2ND STEP RAISED PLATFORM	Street Side - Default
	3RD STEP RAISED PLATFORM	NOT Required

PASSENGER SEAT MOUNTING

	PASSENGER SEAT MOUNTING STYLE @ 1st STEP (Forward Facing Seats)	Cantilevered - Default

	PASSENGER SEAT MOUNTING STYLE @ 2nd STEP	T-Pedestal - DEFAULTED
	PASSENGER SEAT MOUNTING STYLE @ 3rd STEP	T-Pedestal - DEFAULTED
TS 78.4	PASSENGER SEAT SHELL COLOR	**980 Gray**

PASSENGER SEAT BOTTOM DETAILS

TS 78.4	PASSENGER SEAT BOTTOM CUSHION/INSERT MATERIAL	Permanently Secured Insert - Default
	PASSENGER SEAT BOTTOM INSERT COLOR	**321C Teal**
	PASSENGER SEAT BOTTOM DRAIN HOLES	**No**

PASSENGER SEAT BACK DETAILS

	PASSENGER SEAT BACK CUSHION/INSERT MATERIAL	Permanently Secured Insert - Default
	PASSENGER SEAT BACK INSERT COLOR	**321C Teal**

WHEELCHAIR RESTRAINT(S)

TS 81.5	WHEELCHAIR RESTRAINT #1	**WF1 - Q'POD® Curb Side, With Integrated Wheelchair Barrier, 3 Passenger Flip-Up Seat, Remote Belt Release, Compact Ratchet Style Handle With Trigger Release, & Adjustable Shoulder Belt**
	WHEELCHAIR RESTRAINT #1 MANUFACTURER	**Q'Straint®**
TS 81.5	WHEELCHAIR RESTRAINT #2	**WF1 - Q'POD® Street Side, With Integrated Wheelchair Barrier, 3 Passenger Flip-Up Seat, Remote Belt Release, Compact Ratchet Style Handle With Trigger Release, & Adjustable Shoulder Belt**
	WHEELCHAIR RESTRAINT #2 MANUFACTURER	**Q'Straint®**
	WHEELCHAIR RESTRAINT #3	NOT Required
	WHEELCHAIR RESTRAINT #4	NOT Required
	Q'POD® WHEELCHAIR RESTRAINT BELT REMOTE RELEASE	Electric - Default

Webbing loops will be provided with the seat kit for any ADA location with restraint mounting distances greater than sixty inches.

ADA PASSENGER SEAT DETAILS

	ADA PASSENGER SEAT MODEL	**InSight-Prime+® Narrow**
	ADA PASSENGER SEAT SHELL COLOR	**980 Gray**

ADA PASSENGER SEATS BOTTOM DETAILS

	ADA PASSENGER SEAT BOTTOM CUSHION/INSERT MATERIAL	Permanently Secured Insert - Default
	ADA PASSENGER SEAT BOTTOM INSERT COLOR	**321C Teal**
	ADA PASSENGER SEAT BOTTOM DRAIN HOLES	**No**

ADA PASSENGER SEATS BACK DETAILS

	ADA PASSENGER SEAT BACK CUSHION/INSERT MATERIAL	Permanently Secured Insert - Default
	ADA PASSENGER SEAT BACK INSERT COLOR	**321C Teal**

Q'POD® BARRIER DETAILS

	Q'POD® BARRIER COLOR	**980 Gray**
	Q'POD® BARRIER INSERT MATERIAL	NOT Required - Default
	Q'POD® GRAB RAIL	**Energy Absorbing**
	Q'POD® GRAB RAIL COLOR	**980 Gray**

GRAB HANDLE & STANCHION DETAILS

FRONT WHEELWELL STANCHIONS

	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION LOWER MOUNTING	Mounted Direct To Wheelwell - Default
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION LOWER MOUNTING	Mounted To Package Rack - Default

PASSENGER SEAT STANCHIONS

	3rd STEP LONGITUDINAL SEAT STANCHION FINISH	Stainless Steel - Default
	3 PASSENGER LONGITUDINAL SEAT OPTIONAL STANCHION	Required - DEFAULTED
	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default

ADDITIONAL GILLIG SAFETY REQUIREMENTS

PASSENGER STOP REQUEST

	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED
	WHEELCHAIR RESTRAINT POSITION PASSENGER SIGNALS	Universal Symbol Touch Pad On Flip-Up Seats, Provided With Seat Kit - Default
2/25/22 e-mail	PASSENGER SEAT MOUNTED USB MODULES	**Required**
	PASSENGER SEAT MOUNTED USB MODULES ON 3RD STEP	**Yes**
	PASSENGER SEAT MOUNTED USB MODULES QUANTITY & LOCATIONS	**Maximum Quantity per seat layout**
	PASSENGER SEAT LAYOUT # or REI #	**163475**

28a. DRIVERS SEAT

	DRIVERS SEAT MANUFACTURER	**Recaro**
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
TS 49.1.3	DRIVERS SEAT SLIDE & CONTROL	**11" Air Release**
TS 49.1.7	DRIVERS SEAT HEADREST	**Fabric - Match Seat Color**
	DRIVERS SEAT LUMBAR	3 Cell - Default
PPMTG	DRIVERS SEAT BELT & SEAT CONTROLS	2 Point Black Belt, With Street Side Retractor, Curb Side Controls - Default
TS 49.2	DRIVERS SEAT BELT EXTENSION	**Lap/Seat Belt Extension #30826207**
2/25/22 e-mail	DRIVERS SEAT FOAM	**Polyurethane Foam, With LiquiCell® Cushion**

	DRIVERS SEAT BACK PROTECTOR	Plastic (ABS) Shell - Default
	DRIVERS SEAT MATERIAL & COLOR	**Black Crepe Fabric - Preferred Option**
	DRIVERS SEAT BOXING MATERIAL & COLOR	**Black Crepe Fabric #78207**
2/25/22 e-mail	DRIVERS SEAT ARM REST	NOT Required - Default
2/25/22 e-mail	DRIVERS HEATED SEAT	NOT Required
PPMTG	DRIVERS SEAT CUSHION ALARM	**Required**
PPMTG	DRIVERS SEAT BELT ALARM	**Required**
	DRIVERS SEAT ALARM AUDIO INDICATOR	Via Multifunction Display (MFD) Speaker - Default
TS 49.2	DETAILS for UNDEFINED DRIVERS SEAT BELT or CUSHION PROGRAMMING	**Seat Alarm activates with Belt Disengaged, Park Brake not set & operator out of seat. It has High/Low Audio Alarm (like European police siren) from special alarm mounted in sawtooth (51-12096-018), Cushion alarm also programmed in MFD to flash full screen "Set Parking Brake"**

29. PASSENGER SIGNALS

(Redisplay - From Section 28)

	PASSENGER STOP REQUEST AUDIO/VISUAL INDICATOR SYSTEM	Required - DEFAULTED

(Redisplay - From Section 28)

	WHEELCHAIR RESTRAINT POSITION PASSENGER SIGNALS	Universal Symbol Touch Pad On Flip-Up Seats, Provided With Seat Kit - Default
	PASSENGER STOP REQUEST SIGNAL STYLE @ SIDEWALL	Pull Cord - DEFAULTED
	PULL CORD COLOR & TYPE	**Yellow Cord**
	DROP CORD COLOR & TYPE @ LOWER SECTION @ MULLIONS	**Yellow Cord**
CRC	REAR DOOR PASSENGER SIGNAL	**Required**
TS 85.1	REAR DOOR PASSENGER SIGNAL CONTROL	**Gray Housing With Red "STOP" Push Button**
	REAR DOOR PASSENGER SIGNAL POSITION	**Mounted On Stanchion Forward Of Rear Door - Preferred Option**
PPMTG	STOP REQUEST SIGN VISUAL INDICATOR	LED Back-lit, "STOP REQUESTED", Red Letters On Black Background, Flush Mounted - DEFAULTED
	STOP REQUEST VISUAL INDICATOR @ DASH	Amber LED Indicator Lamp Built-In To MFD - DEFAULTED
	DETAILS for UNDEFINED AUXILIARY STOP REQUEST VISUAL INDICATOR LAMP	**Day Bright Amber Semi-Domed LED Lamp @ Dash Panel 3 With Dimmer (Ref 51-69331-009)**
	DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	**Audio indicator Single chime for std pullcord & double chime for ADA**
	STOP REQUEST AUDIO & VISUAL INDICATOR CONTROL	Momentary Toggle Switch @ Side Panel 5 - 2 Position "Single/Reset" - Default

30. DRIVERS BARRIER

PPMTG	DRIVERS BARRIER STYLE & COLOR	**Wraparound, Forward 7145 Black, Aft 7145 Black, With Schedule Holder Slots**

TS 94	DRIVERS BARRIER SCHEDULE HOLDER	**(3) 3.88"W x 5"H x 1.62"D, BP750CT - Preferred Option**
PPMTG	DRIVERS PROTECTION BARRIER	**1/2" AS4 Polycarbonate, Full Length Extended**
	DRIVERS BARRIER GRAB HANDLE	**22.5" Yellow Powder Coated**
(Redisplay - From Section 14)		
	DRIVERS BARRIER STORAGE BOX	14.5"H x 21"W x 8"D, With Tapered Bottom - DEFAULTED
	DRIVERS BARRIER STORAGE BOX LOCK	(1) Chrome Eberhard Thumb Trigger Latch - DEFAULTED
	MISCELLANEOUS DRIVERS BARRIER NOTES	**Driver's barrier schedule holders need to have sharp edges removed/sanded** **-Use Bolts instead of Rivets to secure the schedule holder slots to the Driver's Barrier**

31. FRONT WHEELWELLS & FRONT DOOR MODESTY PANEL

FRONT WHEELWELLS

TS 30.2	STREET SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	DETAILS for UNDEFINED STREET SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	**Stainless Steel 21" Tall Panel, also include Extended to Driver's Platform (size appropriately on extention portion)**
TS 30.2	CURB SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	CURB SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	**Stainless Steel 21" Tall Panel**

FRONT DOOR MODESTY PANEL

	FRONT DOOR MODESTY PANEL STANCHION	**Yellow Powder Coated**
	FRONT DOOR MODESTY PANEL	14% Graylite Polycarbonate 3/8" Panel - DEFAULTED

32. REAR DOOR AND/OR 3rd STEP MODESTY PANELS & STANCHIONS

FORWARD OF REAR DOOR

	LOWER MODESTY PANEL FORWARD OF REAR DOOR	**Half Panel - Preferred Option**
	STANCHION FINISH FORWARD OF REAR DOOR MODESTY PANEL	**Yellow Powder Coated**
2/14/22 e-mail	LOWER MODESTY PANEL COLOR FORWARD OF REAR DOOR	**4843-60 Wilsonart® Matte Misted Zephyr - Preferred Option**
	REAR DOOR THRESHOLD DUAL STREAM STANCHION	**Yellow Powder Coated**

CURB SIDE @ 3rd STEP

	MODESTY PANEL @ CURB SIDE 3rd STEP	Modesty Panel Required - DEFAULTED
	STANCHION FINISH @ CURB SIDE 3rd STEP With MODESTY PANEL	**Yellow Powder Coated**
2/14/22 e-mail	LOWER MODESTY PANEL COLOR @ CURB SIDE 3rd STEP	**4843-60 Wilsonart® Matte Misted Zephyr - Preferred Option**
	UPPER MODESTY PANEL @ CURB SIDE 3rd STEP	NOT Required - DEFAULTED

STREET SIDE @ 3rd STEP

	MODESTY PANEL @ STREET SIDE 3rd STEP	Modesty Panel NOT Required - Only Stanchion Mounted to Seat (See Seat Layout) - DEFAULTED

	STANCHION FINISH @ STREET SIDE 3rd STEP/2nd STEP TRANSITION POSITION WithOUT MODESTY PANEL	**Yellow Powder Coated**

REAR DOOR THRESHOLD

	REAR DOOR THRESHOLD PASSENGER HANDRAIL FINISH AT FORE & AFT POSITION OF DOOR	**Yellow Powder Coated**

33. DRIVERS COAT HOOK

TS 47.1	DETAILS for UNDEFINED DRIVERS COAT HOOK	**HD aluminmum with strap mounted on Driver's Barrier behind seat**

34. DISPLAY/SCHEDULE/REGISTRATION/CARD HOLDER(S)

CRC	DISPLAY/SCHEDULE HOLDER #1	**Required**
	DISPLAY/SCHEDULE HOLDER #1 MANUFACTURER	**Innocom Transit®**
	DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #1 VENDOR MODEL or MATERIAL & SIZE	**19/31 8PW 2L, Black**
	DISPLAY/SCHEDULE HOLDER #1 QUANTITY	1 - DEFAULTED
	DISPLAY/SCHEDULE HOLDER #1 LOCATION	**Centered, Aft Side Of Street Side Front Wheelwell Storage Box**
	DISPLAY/SCHEDULE HOLDER #2	**Required**
	DISPLAY/SCHEDULE HOLDER #2 MANUFACTURER	**Innocom Transit®**
CRC	DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #2 VENDOR MODEL or MATERIAL & SIZE	**17"W x 10"H x 4"D Plastic Clipboard Holder (Mount With Bolts, Washers, And Nylock Nuts)(Ref#15-0902-67796A)**
	DISPLAY/SCHEDULE HOLDER #2 QUANTITY	1 - DEFAULTED
	DISPLAY/SCHEDULE HOLDER #2 LOCATION	**Forward Side Of Driver's Barrier Under Driver's Barrier Storage Box**
	DISPLAY/SCHEDULE HOLDER #3	NOT Required

(Redisplay - From Section 30)

TS 94	DRIVERS BARRIER SCHEDULE HOLDER	**(3) 3.88"W x 5"H x 1.62"D, BP750CT - Preferred Option**
TS 94	REGISTRATION/PERMIT/CARD HOLDER	**Required**
TS 94	REGISTRATION/PERMIT/CARD HOLDER TYPE	**9.13"W x 6.13"H x .09"D, Aluminum, With Plastic Cover**
	REGISTRATION/PERMIT/CARD HOLDER QUANTITY	1 - DEFAULTED
	REGISTRATION/PERMIT/CARD HOLDER LOCATION	**Overhead Sawtooth Compartment Door**

35. INTERIOR PASSENGER ASSISTS

	DASH MOUNTED GRAB RAIL	**Yellow Powder Coated**

(Redisplay - From Section 28)

	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default

	OVERHEAD LUGGAGE LOFT	NOT Required
	OVERHEAD GRAB RAILS	Stainless Steel Throughout Bus Required (3rd Step 3" Drop) - Default
TS 79.5	OVERHEAD GRAB STRAP(S)	**Black Nylon Flexible Strap 11" (Fixed Mounted)**
TS 79.5	OVERHEAD GRAB STRAP(S) QUANTITY	**18**
	OVERHEAD GRAB STRAP(S) MOUNTING	Installed per Seat Layout Location - DEFAULTED

36. WINDSHIELD

TS 51.1	WINDSHIELD GLAZING STYLE	Laminated, 2-Piece Glazing - DEFAULTED
	WINDSHIELD TINT BAND	**Street Side & Curb Side Tint Band**
	WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED

37. PASSENGER & DRIVERS WINDOWS, & DOOR GLAZING

PASSENGER WINDOWS

CRC	WINDOW MANUFACTURER	**Ricon®**
	PASSENGER WINDOW EGRESS LOCATIONS	Passenger Windows Non-Egressable At 3rd Step And Minimum Egressable At 1st & 2nd Steps (Per DB-260.009) - DEFAULTED
	PASSENGER WINDOW FRAME COLOR	Black Powder Coated - DEFAULTED
TS 53.2	PASSENGER WINDOW GLAZING ATTACHMENT	**Bonded Serviceable**
TS 53.2	PASSENGER WINDOW FRAME STYLE	**Upper Transom, Lower Fixed**
	PASSENGER WINDOW GLAZING MATERIAL	**Tempered - Preferred Option**
TS 74	PASSENGER WINDOW GLAZING GUARDS	6 mil Film Guard On Glazing - DEFAULTED
PPMTG	PASSENGER WINDOW GLAZING COLOR & TRANSMISSIVITY	**Gray With 45%-55%**
	PASSENGER WINDOW TRANSOM LOCKS	NOT Required - Default

Allen Head Set Screws Are Provided On All Functional Transom Window Latches To Allow The Ability To Disable The Latch Function.

	PASSENGER WINDOW GUARDS @ 3rd STEP	Flat Bar With Offset - DEFAULTED
	INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**
	PASSENGER WINDOW EGRESS I.D. DECALS	Polycarbonate - DEFAULTED
	PASSENGER WINDOW EGRESS OPERATIONAL INSTRUCTION DECALS	"EMERGENCY EXIT, PULL RED HANDLE DOWN, PUSH WINDOW OUT TO OPEN", Red Letters On Aluminum Plate - DEFAULTED

DRIVERS WINDOW

	DRIVERS WINDOW FRAME STYLE	Fore & Aft Sliders - DEFAULTED

The Passenger Window Glass Guard Requirement Is Not Permissible On The Drivers Window.

TS 52	DRIVERS WINDOW EXTERIOR HANDLE	Forward Edge Of Fore Slider Window Glazing - DEFAULTED
	DRIVERS WINDOW GLAZING MATERIAL	**Tempered (Preferred Tempered Glazing Option)**
	DRIVERS WINDOW GLAZING COLOR & TRANSMISSIVITY	**Green Auto Tint, With Tint Band With 70%-78%**

	DRIVERS SLIDER WINDOW INTERIOR HANDLE	Fore Glazing WithOUT Lock And Aft Glazing With Lock - DEFAULTED
	DRIVERS SLIDER WINDOW ROCKER HANDLE	With Allen Head Lock - DEFAULTED
	DRIVERS SLIDER WINDOW GLAZING STOPS	Fore And Aft Glazing Stops - DEFAULTED
TS 52	DRIVERS WINDOW EGRESS FEATURE	Non-Egressable - DEFAULTED

DOOR GLAZING

	FRONT DOOR GLAZING MATERIAL/COLOR,TINT & TRANSMISSIVITY	Laminated Green Tint With 73% - DEFAULTED
	REAR DOOR GLAZING MATERIAL/COLOR,TINT & TRANSMISSIVITY	Laminated Gray Tint With 39%-49% - DEFAULTED

38. FOG LAMP/DRIVING LAMPS/HEADLAMPS

	FOG/DRIVING LAMPS	NOT Required

HEADLAMPS

TS 73.4	HEADLAMPS	**I/O Controls DINEX™ STAR LED Cornering Low Beam Upper/Outer & Dialight LED High Beam Center/Middle (90mm)**
TS 73.4	HEADLAMP PROGRAMMING	**Activated Through Ignition Switch In Day Run Position With Parking Brake Off or With Wipers On**
	HEADLAMP HIGH/LOW BEAM CONTROL SWITCH	Maintained Button Toe Switch, Floor Bracket Mounted - DEFAULTED
PPMTG	MISCELLANEOUS FOG LAMP/DRIVING LAMP/HEADLAMP NOTES	**The Cornering lights are to be programmable through the bus multiplex system. Program the cornering lights to be 100% bright when when turn signal is activated left or right and 30% bright all other times.**

39. EXTERIOR LAMPS

	REAR STOP/TAIL/TURN/BACKUP LAMP SYSTEM	4 Lamp System - Default
	STOP / TAIL / TURN LAMP MANUFACTURER and SIZE	4" Round Dialight LED - DEFAULTED
	TAIL LAMP DAYRUN FEATURE	**Yes**
	BACKUP LAMPS	4" Round Dialight Clear LED - DEFAULTED
	LAMP POSITIONS FROM TOP to BOTTOM	Amber, Red, Red, Clear (White) - Default

TURN SIGNALS

	FRONT TURN SIGNALS	Dialight Amber LED - DEFAULTED
	SIDE TURN SIGNAL MANUFACTURER & TYPE	Dialight LED, Series 18 - DEFAULTED
	SIDE TURN SIGNAL FRONT WHEEL FORWARD MOUNTING LOCATION	Required - DEFAULTED
	SIDE TURN SIGNAL REAR WHEEL FORWARD MOUNTING LOCATION	Required - DEFAULTED

TURN SIGNAL / HAZARD CONTROLS & AUDIO INDICATORS

	TURN SIGNAL SWITCH CONTROL	Momentary Button Toe Switches Floor Bracket Mounted - DEFAULTED
	TURN SIGNAL AUDIO INDICATOR ACTIVATION DEVICE	**Clicker**

CRC	HAZARD SYSTEM AUDIO INDICATOR ACTIVATION DEVICE	**Clicker**
	HAZARD AUDIO / TURN SIGNAL AUDIO FUNCTIONS	Hazard Audio Via Switch Control / With Turn Signal Audio Via Switch Control - Default
	HAZARD SWITCH CONTROL	Toggle Switch @ Side Panel 5 - DEFAULTED
	DETAILS for UNDEFINED HAZARD SWITCH EXTENSION	**Red Switch Extension with Adhesive to permanently attach to switch**
PPMTG	REAR WHEEL TURN CURB LAMP	**(1) Dialight LED With Black Housing Mounted Forward Of Curb Side Rear Wheel**
	REAR WHEEL TURN CURB LAMP ACTIVATION	**Steady Burning, With Right Turn Signal Switch, In Day & Night Run Position Below 25 MPH**
CRC	CURB LAMPS	**Dialight LED With Black Housing At Front & Rear Doors**
	KNEELING & WHEELCHAIR RAMP LAMP	(1) 2" Dialight Amber LED Lamp Located Aft Of The Front Door - DEFAULTED

MARKER & CLEARANCE LAMPS

	FRONT & REAR MARKER & CLEARANCE LAMPS	Dialight LED, Series 45 - DEFAULTED
	LOWER SIDE MARKER MOUNTED @ SKIRT PANEL	Dialight Amber LED, Series 45 - DEFAULTED
	MARKER LAMP DAYRUN FEATURE	**Yes**

REAR AUXILIARY LAMPS

CRC	POWER TRAIN COMPARTMENT DOOR MOUNTED AUXILIARY LAMP(S)	NOT Required
CRC	REAR CAP GRILLE LOWER CENTER MOUNTED AUXILIARY "STOP" SIGN/STOP LAMP(S)	**(3) 18" Dialight Red LED Strip Lamps**
TS 73.3	UPPER REAR CAP GRILLE AUXILIARY LAMPS	**(4) (2) Stop 4" Dialight Red LED Lamps & (2) Turn Signal Dialight Amber LED Lamps (2 Each Side)**
	UPPER REAR CAP GRILLE AUXILIARY LAMP LOCATION	**Upper Lamp @ Corner Per DB-230**
	AUXILIARY LAMP POSITION	**Stop Lamps Located @ Lower Position**
	YIELD SIGN	**Required**

YIELD SIGN DETAILS

TS 73.3	YIELD SIGN MANUFACTURER	KD Specialties Triangle Amber LED Sign - DEFAULTED
	YIELD SIGN MOUNTING LOCATION	Rear HVAC Door, Mid Street Side - DEFAULTED
	YIELD SIGN CONTROLS	**Activated By Left-Hand Turn Signal Switch**
TS 73.3	YIELD SIGN ACTIVATION PROGRAMMING	**Activated With Left-Hand Turn Signal Switch With No Restrictions**
	EXTERIOR LAMP TEST ACTIVATION	Via Programming Through The Left & Right Turn Signal Switches - Default

COMPARTMENT LAMPS

	REAR POWERTRAIN COMPARTMENT LAMPS	(4) Peterson LED 12" Strip Lamps - DEFAULTED
	REAR POWER TRAIN COMPARTMENT LAMPS CONTROL	(1) Maintained Toggle Switch, With Rubber Boot, Located At Rear Run Box - Default
	MISCELLANEOUS EXTERIOR LAMPS NOTES	**- Parking Brake to activate Brake Lights**

40. INTERIOR LAMPS

MAIN INTERIOR LAMP KIT DETAILS

	INTERIOR LAMP & AIR DUCT TYPE	Standard Lamp & Air Duct Kit - DEFAULTED
	INTERIOR LAMP ILLUMINATION TYPE	LED Lamps - Default
CRC	INTERIOR LAMP KIT MANUFACTURER	**Pretoria**
	INTERIOR LAMP COLOR TEMPERATURE	**6000-6500k - Preferred Option**
(Redisplay - From Section 35)		
	OVERHEAD LUGGAGE LOFT	NOT Required
	INTERIOR LAMP ACCESS DOOR LOCKS	Phillips Head - DEFAULTED
CRC	INTERIOR LAMP LENS COLOR	**Blue At Both Side #1 & #2**
	INTERIOR EXTINGUISHABLE LAMP POSITIONS	**#1, #2 Street Side & All Curb Side**
	INTERIOR EXTINGUISHABLE LAMP ACTIVATION	With Front & Rear Doors Closed - Default
	INTERIOR LAMP DIMMING CONTROLS	**Maintained Toggle Switch Mounted @ Dash Panel 1**
	INTERIOR LAMP POWER CONTROL	Via Multiplexing With Ignition Switch In Any Position - Default
TS 75.10.1	INTERIOR LAMP SWITCH	All/Off/Normal Toggle Switch @ Side Panel 5 - DEFAULTED

OTHER INTERIOR LAMP DETAILS

	DRIVERS COURTESY/MAP LAMP	Peterson LED Lamp Mounted At Overhead Panel 10, With Base Mounted Switch (Ignition Power) - DEFAULTED
	FRONT THRESHOLD LAMPS	**Dialight LED With Black Housing**
	FORWARD AIR TANK COMPARTMENT LAMPS	(2) Maxxima® LED Lamps - Default
	INTERIOR REAR STEP LAMPS	LED Lamps With Yellow Powder Coated Housing - DEFAULTED
	MISCELLANEOUS INTERIOR LAMP NOTES	**Additional Access door on streetside Air duct aft of the standard access door over the Wheelwell storage box**

41. PLEASURE & VOICE RADIO (2-WAY)

PLEASURE RADIO

	PLEASURE RADIO	NOT Required - DEFAULTED

VOICE RADIO (2-WAY)

CRC	VOICE RADIO (2-WAY) PROCUREMENT & INSTALLATION	NOT Required
CRC	AUXILIARY POWER SUPPLY	**USB Module Recessed @ Right-Hand Side Of Dash Enclosure Vertical Surface, Facing Driver**

42. PUBLIC ADDRESS (PA) &/OR VOICE ANNUNCIATOR (VA)

PUBLIC ADDRESS (PA) SYSTEM

PCO F8	PUBLIC ADDRESS (PA) SYSTEM	**Clever Devices, SpeakEasy®2**
PCO F8	SPEAKEASY®2 MOUNTING LOCATION	Bottom Of Overhead Sawtooth - DEFAULTED
PCO F8	MICROPHONE SWITCH ACTIVATION	Heel Clamshell Switch At Floor Area - DEFAULTED
PCO F8	EXTERIOR SPEAKER MESSAGE PLAYBACK OCCURRENCE	3 Occurrences Per Activation - DEFAULTED

VOICE ANNUNCIATOR

	VOICE ANNUNCIATOR	**Via Luminator INFOTransit System**
PASSENGER SPEAKERS		
TS 86.2.1	DETAILS for UNDEFINED INSIDE SPEAKERS	**(8) Premium Speakers (JC54WP-4A)**
CRC	DETAILS for UNDEFINED OUTSIDE SPEAKER/LOCATION(s)	**2 Speaker mounted curbside aft of front wheel & fwd of rear door - Speakers to be on a removable brackets with built in shield like design. Accessible through an oversize access door with speaker grill with flip latch. (door to open from back to front)**
	SPEAKER SELECT CONTROL	Via SpeakEasy®2 Control Head - DEFAULTED
MICROPHONES		
	HAND/LAPEL MICROPHONE CONNECTION LOCATION	(1) XLR Connector Mounted At Bottom Flat Surface Of Overhead Sawtooth - DEFAULTED
	HAND/LAPEL MICROPHONE	NOT Required
	HAND MICROPHONE CLIP LOCATION	NOT Required

43. DESTINATION/BACKLIT LOGO SIGNS

	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**
	FRONT SIGN COMPARTMENT BLOWER MOTOR & CONTROL	**With Drivers Heater/Defroster Fan Switch Activated - Preferred Option**
	FRONT SIGN GLAZING	**Laminated With Heat Element**
	FRONT SIGN HEATED GLAZING CONTROL	**With Drivers Heater/Defroster Fan Switch Activated - Preferred Option**
	SIGN STYLE	Surface Mount Technology (SMT) - DEFAULTED
	OPERATOR CONTROL UNIT (OCU)	**Independent Control**
	OCU MOUNTING LOCATION	Overhead Panel 11 - DEFAULTED

OCU/MCU Has RS232, J1708

CRC	FRONT SIGN	Amber, 16 Row X 160 Column, Horizon Gen 4 - Default
LTR	CURB SIDE SIGN	**Amber, 14 Row X 112 Column, Exterior Viewable, Horizon**
	CURB SIDE SIGN LOCATION	Number 15 Window Position - DEFAULTED
	STREET SIDE SIGN	**Required**
	STREET SIDE SIGN LOCATION	**Number 3 Window Position**
2/14/22 e-mail	STREET SIDE SIGN	**Amber, 8 Row X 96 Column, Exterior Viewable, Horizon**
	SIDE SIGN GLAZING MASKING	Required, Applied To All Side Signs - DEFAULTED
TS 83	REAR SIGN	**Amber, 16 Row X 48 Column, Horizon - Preferred Option**

44. FAREBOX, FAREBOX PEDESTAL &/OR DRIVERS STEP

2/14/22 e-mail	FAREBOX PROCUREMENT & INSTALLATION	NOT Required
	DRIVERS STEP	Required - DEFAULTED
	DRIVERS STEP ASSIST	**Provide & Install**
	DRIVERS STEP ASSIST FINISH	Stainless Steel - Default
Addendum 1	MISCELLANEOUS FAREBOX NOTES	

45. TRANSFER CUTTER

	TRANSFER CUTTER PROCUREMENT & INSTALLATION	NOT Required - DEFAULTED

46. MANUAL PASSENGER COUNTER		
	MANUAL PASSENGER COUNTER	NOT Required - DEFAULTED
47. DASH BRACKET		
	DASH BRACKET	**Provide & Install**
	DASH BRACKET TELESCOPIC ARM	NOT Required - Default
	DASH BRACKET TYPE	Base Only - Default
	TOTAL NUMBER OF PREVIOUSLY SELECTED ITEMS FOR GILLIG TO MOUNT ON DASH BRACKET	**0**
48. SUBFLOOR PANELS		
TS 28.5	SUBFLOOR PANEL MATERIAL	Full Composite (Milwaukee Composites Inc. (MCI)) - DEFAULTED
(Redisplay - From Section 28)		
	WHEELCHAIR RESTRAINT POSITIONS QUANTITY & LOCATION	2 Positions (1 Street Side & 1 Curb Side) - DEFAULTED
	1st STEP & 2nd STEP (If Required) PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	3rd STEP PASSENGER SEAT ORIENTATION CONFIGURATION	Perimeter (Longitudinal) & Forward Facing Seating - Default
	2ND STEP RAISED PLATFORM	Street Side - Default
	3RD STEP RAISED PLATFORM	NOT Required
	TRANSMISSION ACCESS PANEL	NOT Required
49. FLOOR COVERING & TRIM		
	FLOOR COVERING MANUFACTURER	**Altro**
	FLOOR COVERING COLOR TONE	Single Color Tone Throughout Bus - DEFAULTED
	STANDEE LINE COLOR	Yellow - Default
	STANDEE LINE LOCATION	Standard - DEFAULTED
	DOOR NOSING COLOR	Yellow (Screaming Yellow) With Aluminum Backing Plate - Default
4/19/22 e-mail	FLOOR TYPE	**Chroma™**
CRC	AISLE COLOR	**TFCR2763 Strada 2.7mm**
	UNDERSEAT & WHEELCHAIR RESTRAINT POSITION COLOR	**TFCR2763 Strada 2.7mm**
	FAREBOX/DRIVERS STEP PLATFORM TRIM EDGING	Yellow Vinyl - DEFAULTED
	FAREBOX/DRIVERS STEP PLATFORM COVER COLOR	TFM27892 Black 2.7mm - DEFAULTED
	DRIVERS PLATFORM AREA TRIM EDGING	Yellow Altro At Foot Area And Black Vinyl At Seat Platform Area - DEFAULTED
	DRIVERS PLATFORM FOOT AREA COVER COLOR	TFM27892 Black 2.7mm - DEFAULTED
	DRIVERS HEEL PLATE @ THROTTLE & BRAKE PEDAL	8.8" x 5.5" Diamond Tread Aluminum Plate - DEFAULTED
	2nd STEP (Theater Step) TRIM EDGING	Yellow Vinyl - DEFAULTED
	3rd STEP TRANSITION PANEL TRIM EDGING	Black Vinyl - DEFAULTED

	LOW FLOOR TO REAR DOOR TRANSITION TRIM EDGING	Black Vinyl - Default
	REAR WHEELWELL TRIM EDGING	**Stainless Steel**
	SETTEE KICK PANEL COVERING	Match Floor Covering Material - DEFAULTED
	MISCELLANEOUS FLOOR COVERING & TRIM NOTES	**1" reflective tape on rear door step nosing exterior edge**

50. INTERIOR PANELS

2/14/22 e-mail	UPPER SIDEWALL PANEL COLOR @ WINDOW MULLION	**D92-60 Wilsonart® Matte Dove Gray - Preferred Option**
	LOWER SIDEWALL PANEL MATERIAL TYPE	Melamine - DEFAULTED
2/14/22 e-mail	LOWER SIDEWALL PANEL COLOR @ BOTTOM OF WINDOW LINE TO SEAT RAIL	**4843-60 Wilsonart® Matte Misted Zephyr - Preferred Option**
2/14/22 e-mail	DRIVERS CEILING MELAMINE PANEL COLOR	**D92-60 Wilsonart® Matte Dove Gray**
2/14/22 e-mail	PASSENGER CEILING PANEL COLOR (All Alike AFT of Drivers Panel)	**D92-60 Wilsonart® Matte Dove Gray**
	CEILING PANEL RETAINER STRIP	Required - DEFAULTED
	INTERIOR BULKHEAD TRIM TYPE	Melamine - Default
2/14/22 e-mail	INTERIOR BULKHEAD MELAMINE COLOR	**D92-60 Wilsonart® Matte Dove Gray - Preferred Option**

51. ROOF HATCH(S)

TS 58	ROOF HATCH LOCATION	Rear - Default
	REAR ROOF HATCH TYPE	SMI Transpec®, Manual Open/Close Opaque Hatch - Default

52. FRONT WHEELWELL HANDRAILS, PACKAGE RACKS & OTHER TRIM ITEMS

STREET SIDE

(Redisplay - From Section 31)

TS 30.2	STREET SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	STREET SIDE FRONT WHEELWELL HORIZONTAL AISLE GRAB RAIL	36" Stainless Steel - Default

(Redisplay - From Section 28)

	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default

CURB SIDE

(Redisplay - From Section 31)

TS 30.2	CURB SIDE FRONT WHEELWELL CLOSEOUT	**Square Top, Black Royalite 7145**
	CURB SIDE FRONT WHEELWELL PACKAGE RACK	**8.75"H x 43"W x 22"D, Stainless Steel**

(Redisplay - From Section 28)

	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default

53. STREET SIDE EXTERIOR MIRROR(S)

	STREET SIDE MIRROR MANUFACTURER	**Safe Fleet**

**	STREET SIDE MIRROR MOUNTING LOCATION	**High Mounted**
CRC	STREET SIDE MIRROR MOUNTING TYPE	**Class A (Streamline)**
	STREET SIDE MIRROR GLAZING SIZE	**9" x 13" 2-Piece Flat-Faced & Convex**
	STREET SIDE MIRROR ARM COLOR and MATERIAL	**14.8" Black Powder Coated Cast Aluminum**
	STREET SIDE MIRROR ARM DETENT	15° - DEFAULTED
	STREET SIDE GLAZING ADJUSTMENT	**Remote Flat-Face & Remote Convex**
	STREET SIDE GLAZING HEATING ELEMENT	**Heated Flat-Face & Heated Convex**
TS 73.3	STREET SIDE MIRROR INDICATOR LAMP	**Turn Signal On Housing**
	STREET SIDE ELECTRICAL CONNECTION	Molded 9 Pin Connector - DEFAULTED

FOR ANY MIRROR PAINT REQUIREMENT SEE SECTION 71

MISCELLANEOUS STREET SIDE EXTERIOR MIRROR NOTES

54. CURB SIDE EXTERIOR MIRROR(S)

	CURB SIDE MIRROR MANUFACTURER	**Safe Fleet**
	CURB SIDE MIRROR MOUNTING TYPE	**Class A (Streamline)**
TS 49.8.1	CURB SIDE MIRROR GLAZING SIZE	**9" x 13" 2-Piece Flat-Faced & Convex**
	CURB SIDE MIRROR ARM COLOR AND MATERIAL	**14.8" Black Powder Coated Cast Aluminum**
	CURB SIDE GLAZING ADJUSTMENT	**Remote Flat-Face & Remote Convex**
	CURB SIDE GLAZING HEATING ELEMENT	**Heated Flat-Face & Heated Convex**
	CURB SIDE MIRROR ARM DETENT	15° - DEFAULTED
	CURB SIDE MIRROR INDICATOR LAMP	**Turn Signal On Housing**
	CURB SIDE ELECTRICAL CONNECTION	Molded 9 Pin Connector - DEFAULTED

FOR ANY MIRROR PAINT REQUIREMENT SEE SECTION 71

	HEATED GLAZING ACTIVATION	Independent Toggle Switch, With 15 Minute Shutdown Timer - DEFAULTED
PCO F5	DETAILS for UNDEFINED HEATED GLAZING SWITCH	**Built into American Technologies Remote Controller on Side Panel 6**
	DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	**In Conjunction With An American Technologies Remote Controller, And A Maintained "Flat/Convex" Toggle Switch, Both Mounted @ Side Panel #6**

55. INTERIOR MIRRORS

PPMTG	INTERIOR REAR VIEW MIRROR CENTER MOUNTED BELOW FRONT SIGN	Safe Fleet, 8.25" x 16" Flat-Face - DEFAULTED
	ADDITIONAL INTERIOR MIRRORS	Safe Fleet, 6" Flat-Face Mirror At Bottom Of Front Destination Sign Compartment And Rosco®, 12" Convex Mirror At Rear Door Stanchion - DEFAULTED

56. STANCHION DETAILS (RE-DISPLAYED FROM PREVIOUS SECTIONS)

	3rd STEP LONGITUDINAL SEAT STANCHION FINISH	Stainless Steel - Default
	3 PASSENGER LONGITUDINAL SEAT OPTIONAL STANCHION	Required - DEFAULTED
	OTHER VERTICAL STANCHION FINISH @ SEAT LOCATIONS (SEE SEAT LAYOUT)	Stainless Steel - Default
	STREET SIDE FRONT WHEELWELL HORIZONTAL AISLE GRAB RAIL	36" Stainless Steel - Default
	STREET SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	CURB SIDE FRONT WHEELWELL PACKAGE RACK	**8.75"H x 43"W x 22"D, Stainless Steel**
	CURB SIDE FRONT WHEELWELL VERTICAL STANCHION	Stainless Steel - Default
	FRONT DOOR HANDLES	**Yellow Powder Coated**
	DRIVERS STEP ASSIST FINISH	Stainless Steel - Default
	DRIVERS BARRIER GRAB HANDLE	**22.5" Yellow Powder Coated**
	FRONT DOOR MODESTY PANEL STANCHION	**Yellow Powder Coated**
	STANCHION FINISH FORWARD OF REAR DOOR MODESTY PANEL	**Yellow Powder Coated**
	REAR DOOR THRESHOLD PASSENGER HANDRAIL FINISH AT FORE & AFT POSITION OF DOOR	**Yellow Powder Coated**
	STANCHION FINISH @ CURB SIDE 3rd STEP With MODESTY PANEL	**Yellow Powder Coated**
	STANCHION FINISH @ STREET SIDE 3rd STEP/2nd STEP TRANSITION POSITION WithOUT MODESTY PANEL	**Yellow Powder Coated**
	DASH MOUNTED GRAB RAIL	**Yellow Powder Coated**
	OVERHEAD GRAB RAILS	Stainless Steel Throughout Bus Required (3rd Step 3" Drop) - Default

57. MULTIPLEXING CONTROL SYSTEM & MISC. ELECTRICAL

	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED
	MULTIPLEXING SYSTEM SHUTDOWN TIME SETTING	35 Minutes - DEFAULTED
	MISCELLANEOUS MULTIPLEXING CONTROLS NOTES	**- Driver's Lamp, Farebox , Defroster Fan Motors, & Communication Radio Automatic Shutdown With Rotary Run Switch Off** **- Reduce MFD shutdown/screen off time to 10 seconds When Ignition Is turned off** **- All Lights On The Dash Including Auxiliary Indicators Need To Light Up With Ignition Start Up.**

58. SUNSHADE

TS 46.3	STREET SIDE WINDSHIELD SUNSHADE	**Auto-Motion Shade®, Flexi-Visor FLX-620, All Solid (43.85"W x 23.75"H)**

**	DRIVERS SIDE WINDOW SUNSHADE	Auto-Motion Shade®, Cord Release, 17.5" Mesh & 23.5" Solid, Vertical Split (43.2"W x 16"H) - Default

59. FIRE ALARM, DETECTION, & SUPPRESSION SYSTEM

FRONT FIRE SUPPRESSION SYSTEM	NOT Required
FIRE SUPPRESSION SYSTEM	NOT Required - DEFAULTED
FIRE ALARM AUDIO INDICATOR	Bell Mounted At Bottom Flat Surface Of Overhead Sawtooth – DEFAULTED
FIRE ALARM & DETECTION SYSTEM	Powertrain & HVAC Compartment Linear Fire Wire & Spot Sensor @ Battery Box Compartment - DEFAULTED

60. TRAFFIC LIGHT PREEMPTION SYSTEM

TRAFFIC LIGHT PREEMPTION SYSTEM SOURCE	**GILLIG Provided & Installed**
TRAFFIC LIGHT PREEMPTION SYSTEM MANUFACTURER	**Opticom™**
TRAFFIC LIGHT PREEMPTION MODEL	**2101 GPS Vehicle Kit**
TRAFFIC LIGHT PREEMPTION MOUNTING LOCATION	Street Side Front Wheelwell Storage Box - Default
TRAFFIC LIGHT PREEMPTION SYSTEM GPS ANTENNA LOCATION	**Roof Mounted**
MISCELLANEOUS TRAFFIC LIGHT PREEMPTION SYSTEM NOTES	**System to de-activate with 4-way flashers on**

61. VIDEO SURVEILLANCE SYSTEM

VIDEO SURVEILLANCE SYSTEM MANUFACTURER	**Luminator Technology Group**
LUMINATOR VIDEO SURVEILLANCE SYSTEM PACKAGE	**Complete Camera Installation**

Microphone & Infrared Features Will Be Integrated Into Cameras Where Possible
Unless A Special Requirement Is Noted In A Misc Text Box/Area Or A Undefined.

LUMINATOR CAMERA @ 7a POSITION	**115° FOV, RR-4KCF1115, 4K/UHD, With D/N, IP**

Camera 7a Is Interior Mounted, Under Front Destination Sign Compartment. Camera Views Through Front Windshield.

LUMINATOR CAMERA @ 8 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 8 POSITION	NOT Available - DEFAULTED

Camera 8 Is Exterior Mounted, Curb Side Roof Rail, Above Front Door. Camera Views Rearward.

LUMINATOR CAMERA @ 9 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 9 POSITION	NOT Available - DEFAULTED

Camera 9 Is Exterior Mounted, Street Side Roof Rail, Above Drivers Window. Camera Views Rearward.

LUMINATOR CAMERA @ 10 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 10 POSITION	NOT Available - DEFAULTED

Camera 10 Is Exterior Mounted, Curb Side Roof Rail, Above Aft Edge Of Rear Window. Camera Views Forward.

LUMINATOR CAMERA @ 11 POSITION	**101°x55° FOV, RR-HDCW1IR100, Wedge, Heated, Color, With D/N, IP**
INFRARED @ 11 POSITION	NOT Available - DEFAULTED

Camera 11 Is Exterior Mounted, Street Side Roof Rail, Above Aft Edge Of Rear Window. Camera Views Forward.

LUMINATOR CAMERA @ 12 POSITION	**132°x72° FOV, RR-HDCTD130, Tapered Dome, Color, IP, With Extended Cover, With DVR Recording And Back-Up Viewing [L]**
INFRARED @ 12 POSITION	NOT Available - DEFAULTED
MFD DISPLAY of LUMINATOR CAMERA @ 12 POSITION	**Required**

LUMINATOR BACK-UP CAMERA DISPLAY ACTIVATION	With Transmission In Reverse - Default
LUMINATOR BACK-UP CAMERA DISPLAY	**Displayed On MFD**

Camera 12 Is Exterior Mounted, Upper HVAC Door, Centerline. Camera Views Down And Rear Of Bus.

LUMINATOR CAMERA @ 13 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 13 POSITION	**Required - Built-In Camera**

Camera 13 Is Interior Mounted, Under Air Tank Closeout, Centerline Of Bus. Camera Views 360°

LUMINATOR CAMERA @ 14 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 14 POSITION	**Required - Built-In Camera**

Camera 14 Is Interior Mounted, On Ceiling Panel, At Rear Door, Centerline Of Bus. Camera Views 360°

LUMINATOR CAMERA @ 15 POSITION	**180° x 180° FOV, RR-HDC360IRA, 5MP, Color, With D/N, IP**
INFRARED @ 15 POSITION	**Required - Built-In Camera**

Camera 15 Is Interior Mounted, On Ceiling Panel Forward Of Rear Bulkhead, Centerline Of Bus. Camera Views 360°

NUMBER OF RECORDABLE CAMERA'S THAT ARE ANALOG	**0**
NUMBER OF RECORDABLE CAMERA'S THAT ARE IP	**9**

Standard Camera Viewing Angles Per Camera Layout 19-58148R000

ALL CAMERA'S POSITIONS PER 19-58148R000	Required - DEFAULTED
TOTAL NUMBER OF RECORDABLE LUMINATOR CAMERAS SELECTED PER INSTALLATION 19-58148R000	**9**

VIDEO SURVEILLANCE SYSTEM COMPONENT DETAILS

LUMINATOR DVR	**RoadRunner™ HDR4K12W, (12) Channel DVR, With Wi-Fi, With 4TB HDD**
LUMINATOR DVR POWER SUPPLY	Battery Power (With Knife Switch) - DEFAULTED
LUMINATOR DVR MOUNTING LOCATION	On Top Tray/Shelf Of Street Side Front Wheelwell Storage Box - Default
LUMINATOR EVENT TAGGING SWITCH and/or STATUS INDICATOR DISPLAY	NOT Required - DEFAULTED
LUMINATOR WLAN ANTENNA	Required via Multi-Band 3 Element Antenna (2) WLAN, & (1) GPS - DEFAULTED
LUMINATOR WLAN ANTENNA MOUNTING	GILLIG Installed Antenna & Cable - DEFAULTED
LUMINATOR WLAN ANTENNA LOCATION	**Roof Mounted Antenna - Preferred Option**
LUMINATOR WLAN MODULE	Built In To DVR - DEFAULTED
LUMINATOR IMPACT SENSOR	Built-In To DVR - Default
LUMINATOR GPS ANTENNA	Required via Multi-Band 3 Element Antenna (2) WLAN, & (1) GPS - DEFAULTED
LUMINATOR GPS ANTENNA MOUNTING	GILLIG Installed Antenna & Cable - DEFAULTED
LUMINATOR GPS ANTENNA LOCATION	Roof Mounted Antenna - DEFAULTED

	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL	"FOR YOUR SAFETY AND SECURITY THIS BUS MAY BE UNDER AUDIO/VIDEO SURVEILLANCE", White Letters On Red Background, 8.13"W x 3.62"H, English & Spanish - Default
	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL QUANTITY	1 - DEFAULTED
	LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL MOUNTING	Installed at GILLIG - DEFAULTED
	VIDEO SURVEILLANCE SYSTEM DISCLAMER DECAL MOUNTING LOCATION	Aft Air Tank Closeout Curb Side - Default
	MISCELLANEOUS LUMINATOR TECHNOLOGY GROUP VIDEO SURVEILLANCE SYSTEM NOTES	**(2) Omni-Directional Microphones - Required @ the Driver's area (bottom air tank) and the Passenger area (Ceiling mount mid-bus)**

FOR ANY VIDEO SURVEILLANCE PAINT REQUIREMENT SEE SECTION 71

62. REAR VIEW BACK-UP CAMERA/MONITOR SYSTEM

TS 49.8.1	REAR VIEW BACK-UP CAMERA	NOT Required - DEFAULTED

63. PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM

2/14/22 e-mail	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM TYPE	**Complete System**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM MANUFACTURER	**Luminator INFOTransit**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM PLAYER	**Luminator INFOTransit System Controller**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM PLAYER MOUNTING LOCATION	Street Side Front Wheelwell Storage Box - Default
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM MONITOR SIZE & DISPLAY TYPE	**(2) 18.5" IP Monitors**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM MONITOR LOCATION(S)	**(1) Ceiling Mounted, Aft Of Front Airtank Enclosure & (1) Ceiling Mounted, Mid Bus**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM AUDIO OUTPUT	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM INTERIOR AMBIENT MICROPHONE	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM EXTERIOR AMBIENT MICROPHONE	**Required**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM GPS ANTENNA	**Required**

	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM GPS ANTENNA MOUNTING	GILLIG Installed Antenna & Cable - DEFAULTED
3/15/22 e-mail	MISCELLANEOUS PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM NOTES	**Luminator mSET software and Apollo system connected through the Gillig provided Cradlepoint router (Ref Section 69A)**

64. EXTERIOR TRIM

	WIPER MOTOR ACCESS COVER HARDWARE	Allen Head Fasteners - Default
	FRONT LICENSE PLATE FRAME & HARDWARE	Mounting Hardware With GILLIG Frame - DEFAULTED
TS 66	FRONT LICENSE PLATE FRAME & MOUNTING LOCATION	**Street Side Bracket Mounted To Bottom Of Bumper Channel & Vertical Face Of Energy Absorbing Bumper**
	REAR LICENSE PLATE FRAME & MOUNTING	Mounting Hardware With GILLIG Frame - DEFAULTED

65. BIKE RACK

	FRONT BUMPER MOUNTED BIKE RACK	**Required**

FRONT BUMPER MOUNTED BIKE RACK DETAILS

2/14/22 e-mail	FRONT BIKE RACK MANUFACTURER & MODEL	**Byk-Rak™ 2-Position, Wide-Tire**
**	FRONT BIKE RACK BUMPER BRACKET PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Bumper Mounting Brackets**
**	FRONT BIKE RACK PIVOT PLATE PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Pivot Plate**
	FRONT BIKE RACK ASM PROCUREMENT & INSTALLATION	**GILLIG to Provide & Install Rack Assembly**
	FRONT BIKE RACK ASM COLOR/FINISH	**Brushed Stainless Steel**
	FRONT BIKE RACK MIRROR	NOT Required

66. SAFETY EQUIPMENT

	FIRE EXTINGUISHER	Amerex 5 lbs. (B402), ABC Rated, With Hose - DEFAULTED
TS 75.1.1	FIRE EXTINGUISHER LOCATION	**Mounted Vertically On Drivers Barrier, With Amerex #860 Bracket (2 Rubber Straps)**
	FIRE EXTINGUISHER LABELING	**"FIRE EXTINGUISHER HERE", White Letters On Red Background, 4.75"W x 4.5"H, English & Spanish**
	SAFETY TRIANGLE	Grote®, (3) Triangles With Box - DEFAULTED
TS 75.1.1	SAFETY TRIANGLE LOCATION	**Mounted In Curb Side Front Wheelwell Storage Box**
CRC	FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
	FIRST AID KIT LOCATION	**(Shipped Loose)**
CRC	BLOODBORNE PATHOGENS KIT	**Cintas® 25011**
	BLOODBORNE PATHOGENS KIT LOCATION	**(Shipped Loose)**
CRC	WEB CUTTER	**Sure-Lok #8705**
	WEB CUTTER LOCATION	**(Shipped Loose)**

67. DASH APPLICATIONS NOT PREVIOUSLY SELECTED

	DASH LAYOUT REI	**163476**
	FRONT MAIN DASH ENCLOSURE	**With Wiring Pass Through-Hole**
TS 46.8	TOE SWITCH BRACKET	**3 Switch Bracket With Left-Hand & Right-Hand Turn Signal Switches @ Outer Lower And High Beam Switch @ Center Upper - Preferred Option**

DASH LIGHTING

	DASH PANEL BACKLIGHTING	Incandescent On HVAC Rotary Switch And Dash Panel 3 And Side Panel 5 - DEFAULTED
	DASH PANEL LAMP CONTROL SWITCH	**Dimmer Control Rotary Rheostat @ Dash Panel 2**
	IGNITION SELECTOR SWITCH	4 Position Ignition Rotary Switch & Push Button System Start EV Switch @ Side Panel 5 - DEFAULTED

(Redisplay - From Section 36)

	WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED
	CRIME ALARM SWITCH - GILLIG SUPPLIED	NOT Required

68. DRIVERS AREA INSTRUMENTATION

(Redisplay - From Cover Page)

	MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED

Parking Brake, & Kneeling Visual Indicators Are Displayed On MFD Primary Screen.

TS 46.5	MFD CONFIGURATION	**Per MFD-74015-039 Configuration Detail**
	MFD DAY/NIGHT SCREEN MODE	Manual Via Ignition Switch in Day/Night Run Positions - Default
	DRIVER/MAINTENACE MODE SWITCH LOCATION	**Front Electrical Panel In Air Tank Enclosure**

INDEPENDENT GAUGE(S) Or GAUGE DISPLAYS

	AIR SYSTEM PRESSURE GAUGE	**Displayed On MFD Primary Screen**
	12volt VOLTMETER GAUGE	**Displayed On MFD Secondary Screen**
	24volt VOLTMETER GAUGE	**Displayed On MFD Secondary Screen**

(Redisplay - From Section 61)

	CAMERA 12 VIEWING ON MFD	**Required**
	SPEEDOMETER	**Displayed On MFD Primary Screen, With Analog & Digital Display Reading**
	MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	

OVERHEAD & SIDE CONSOLE/PANEL AUXILIARY MOUNTING DETAILS

	STORAGE CLOSEOUT @ OVERHEAD SAWTOOTH	**No**

69. OPTIONAL COMPONENTS MOUNTED AT DASH AREA

TS 47.2	DETAILS for UNDEFINED CUP HOLDER	**Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface Left Side Facing Driver - Required**
TS 47.4	WASTE CONTAINER	**Rubbermaid® #2952, Beige, 2.25 Gallons**
	WASTE CONTAINER MOUNTING	**Attached To Curb Side Package Rack On Standoff, With Removable Container Located Inside Of Forward Rack Area**

THROTTLE & BRAKE PEDAL DETAILS

CRC	ADJUSTABLE THROTTLE & BRAKE PEDAL	NOT Required
	FIXED THROTTLE PEDAL	41° Pedal - DEFAULTED
	FIXED BRAKE PEDAL	41° Pedal - DEFAULTED

69a. APC/ITS		
TS 95	TELEMATICS SYSTEM	Required - DEFAULTED
	TELEMATICS SYSTEM SUBSCRIPTION	**Two Years**
AUTOMATIC PASSENGER COUNTER (APC)		
	APC	**UNDEFINED Full System**
2/14/22 e-mail	DETAILS for UNDEFINED APC	**IRMA Matrix Stand Alone Sensors**
AUTOMATIC PASSENGER COUNTER (APC) DETAILS		
	DETAILS for UNDEFINED APC ANALYZER MOUNTING	**CPU connects through cloud interface**
	APC STANDALONE POWER SUPPLY	Battery Power (With Knife Switch) - Default
	APC SENSOR LOCATION(S)	Front And Rear Door - Default
	BIKE RACK COUNTER	NOT Required
PCO P2	MISCELLANEOUS APC NOTES	**IRMA Hub Road w/SD Card Set, Mobile LTE Router, Model: RUT955 NA-Verizon-certified version including SD Card 4GB - 5-Element Antenna**
(Redisplay - From Cover Page)		
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	NOT Required
PCO P1	MISCELLANEOUS ITS TYPE NOTES (USED WITHOUT A MAIN ITS SELECTIONS)	**GILLIG provided Cradlepoint IBR1700 (MA3-1700120B-NNA) with Low Profile 9 in 1 antenna (PNR-LG-IN2446, 4x MIMO 2G/3G/4G LTE, 4x MIMO WiFi & GPS/GNSS)**
69b. PRE-TRIP INSPECTION SYSTEMS		
	PRE-TRIP INSPECTION SYSTEM	NOT Required - DEFAULTED
69c. ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS)		
	ADVANCED DRIVER ASSISTANCE SYSTEM	NOT Required - DEFAULTED
69d. TAP-CARD READER/WIRELESS PAYMENT SYSTEMS		
	TAP-CARD/WIRELESS PAYMENT SYSTEM MANUFACTURER	NOT Required - DEFAULTED
70. DECALS		
EXTERIOR DECALS THAT HAVE BEEN PREVIOUSLY SELECTED		
	AIR TANK DRAIN VALVE DECAL	"DRAIN AIR TANKS DAILY", Black Letters On White Background, English - DEFAULTED
	KNEELING EXTERIOR DECAL INSTALLATION	"KNEELING", Orange Letters On Black Background, Installed - DEFAULTED
	WHEELCHAIR RAMP EXTERIOR DECAL MOUNTING	"RAMP", Orange Letters On Black Background, Installed - DEFAULTED
	JACKING POINT DECALS	**"JACKING POINT", Black Letters On Safety Yellow Background, 2.63" x 1.38"**
EXTERIOR DECALS NOT PREVIOUSLY SELECTED		
	BATTERY DISCONNECT SWITCH EXTERIOR DECAL	"BATTERY DISCONNECT", Red Letters On White Background, Installed - DEFAULTED
	WHEELCHAIR SYMBOL DECAL	(1) 4.70"H x 4.50"W, White Symbol On Blue Background, Mounted On Midrail Aft Of Front Door - Default

ADDITIONAL WHEELCHAIR SYMBOL DECAL - CURB SIDE MOUNTED	NOT Required

INTERIOR DECALS THAT HAVE BEEN PREVIOUSLY SELECTED

INTERIOR PASSENGER LANGUAGE DECALS	**English & Spanish**
REAR EXIT DOOR DECAL	"EXIT DOOR", White Letters On Red Background, Mounted Above Rear Door - Default
REAR DOOR WARNING DECAL	"CAUTION - STAND BACK FROM DOOR", Black Letters On Yellow Background - DEFAULTED
REAR DOOR PASSENGER SAFETY DECALS	"CAUTION: DO NOT STAND IN DESIGNATED AREA - DO NOT LEAN AGAINST DOOR", Red Letters On White Background - DEFAULTED
Decals Selected In Section 37	
PASSENGER WINDOW EGRESS I.D. DECALS	Polycarbonate - DEFAULTED
PASSENGER WINDOW EGRESS OPERATIONAL INSTRUCTION DECALS	"EMERGENCY EXIT, PULL RED HANDLE DOWN, PUSH WINDOW OUT TO OPEN", Red Letters On Aluminum Plate - DEFAULTED
Decals Selected In Section 61	
LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL	"FOR YOUR SAFETY AND SECURITY THIS BUS MAY BE UNDER AUDIO/VIDEO SURVEILLANCE", White Letters On Red Background, 8.13"W x 3.62"H, English & Spanish - Default
LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL QUANTITY	1 - DEFAULTED
LUMINATOR VIDEO SURVEILLANCE SYSTEM DISCLAIMER DECAL MOUNTING	Installed at GILLIG - DEFAULTED
VIDEO SURVEILLANCE SYSTEM DISCLAMER DECAL MOUNTING LOCATION	Aft Air Tank Closeout Curb Side - Default
Decals Selected In Section 66	
FIRE EXTINGUISHER LABELING	**"FIRE EXTINGUISHER HERE", White Letters On Red Background, 4.75"W x 4.5"H, English & Spanish**

INTERIOR DECALS NOT PREVIOUSLY SELECTED

DRIVERS INSTRUCTIONS & WARNING DECAL	Black Letters On White Background, English - DEFAULTED
STANDEE LINE DECAL	"Passengers Are Not Permitted to Stand Forward of Yellow Line While Bus Is In Motion", White Letters On Black Background - Default
INTERIOR SYMBOL DECALS	(2) ISO Symbols, No Smoking/Eating/Drinking/Radio, Red & Blue Artwork on White Background - DEFAULTED
INTERIOR SYMBOL DECALS MOUNTING LOCATION	(1) @ Rear Bulkhead Electrical Panel Door & (1) @ Aft Air Tank Enclosure Below Stop Request/Information Sign - DEFAULTED
VEHICLE HEIGHT DECAL	"CAUTION - CLEARANCE HEIGHT 11ft. 11in.", Black Letters On Yellow Background, English - DEFAULTED
INTERIOR REAR STEP STANCHION DECALS	"WATCH YOUR STEP", White Letters On Red Background - DEFAULTED
INTERIOR REAR STEP FLOOR DECALS	"WATCH YOUR STEP", White Letters On Red Background - DEFAULTED
ADA PRIORITY SEATING DECALS	"PLEASE OFFER THESE SEATS TO THE ELDERLY AND PERSONS WITH DISABILITIES", Black Letters On Clear Background, English & Spanish - Default

	WHEELCHAIR SECUREMENT DECALS	"WHEELCHAIR SEATING AREA SECUREMENTS ARE LOCATED BELOW THESE SEATS", Black Letters On Optically Clear Background - Default
	PASSENGER STOP REQUEST DECALS	"PULL TO SIGNAL", White Letters On Blue Background - DEFAULTED
	DRIVERS SEAT PLATFORM DECAL	NOT Required
	MISCELLANEOUS INTERIOR DECAL NOTES	

71. PAINT & GRAPHIC DETAILS

	ESTIMATE NUMBER & LINE	**198463_1**
	CUSTOMER	**Summit County**
	STATE OF REGISTRATION	**UT**
	SERIAL NUMBER RANGE	**198463-198466**
	ORDER QUANTITY	**4**
LTR	LENGTH	**40'**

Exterior Paint & Graphic Details Per Approved Paint Layout

PAINT DETAILS

	PAINT MANUFACTURER	Axalta - DEFAULTED
	CLEAR COATING	NOT Required - Default
	DETAILS for UNDEFINED BUS PAINT COLOR	**830730-EX Gloss Black**
	DETAILS for UNDEFINED BUS PAINT COLOR	**830730-EX Gloss Black**
	PAINT PASSES	**3**
	METALLIC (With Clear Coat) PAINT ON ROOF or FAIRINGS	**No**
	LOW FLOOR PLUS FAIRING And ELECTRIC BUS ROOF CLOSEOUT PAINT COLOR	**830730-EX Gloss Black**
	SPECIAL GRILLE PAINT COLOR	**No**
	AXLE HUB COLOR	Satin Black (Aervoe® #344) - DEFAULTED
	PAINT EXTERIOR SIDE CAMERA'S	NOT Required - DEFAULTED
	PAINT BACKUP CAMERA or CAMERA #12	NOT Required - DEFAULTED
	CURB SIDE EXTERIOR MIRROR PAINT	NOT Required - DEFAULTED
	STREET SIDE EXTERIOR MIRROR PAINT	NOT Required - DEFAULTED

(Redisplay - From Section 12)

AE 18	JACKING POINTS PAINT	**Painted - Safety Yellow**

EXTERIOR GRAPHIC DETAILS

LTR	EXTERIOR GRAPHICS	**Yes**

ROOF EXTERIOR BUS NUMBER DETAILS

	ROOF EXTERIOR BUS NUMBER	**No**

EXTERIOR BUS NUMBER DETAILS

	EXTERIOR BUS NUMBER	**Yes**
	EXTERIOR BUS NUMBER RANGE	**22001-22004**
	EXTERIOR BUS NUMBER QUANTITY	4 - DEFAULTED

	EXTERIOR BUS NUMBER SIZE	4" - Default
	EXTERIOR BUS NUMBER COLOR	**White Reflective (Helvetica)**
	EXTERIOR BUS NUMBER LOCATION	**Ref Layout**

INTERIOR BUS NUMBER DETAILS

	INTERIOR BUS NUMBER	**Yes**
	INTERIOR BUS NUMBER RANGE	**22001-22004**
	INTERIOR BUS NUMBERS QUANTITY, COLOR & LOCATION	(2) Helvetica Font - (1) White, Centered On Destination Sign Door & (1) Black, At Aft Air Tank Closeout Curb Side - DEFAULTED
	INTERIOR BUS NUMBER SIZE	**2"**

72. SHIP LOOSE ITEMS

WHEEL(S)/TIRE(S)

CRC	SPARE WHEEL	**One Front (Match Aluminum Wheels Specified On Bus)**
LTR	WHEEL SIZE	22.5" x 9.0" Front And 22.5" x 8.25" Rear - DEFAULTED
	WHEEL MOUNTING TYPE FOR FRONT & REAR AXLES	Hub Piloted Wheel Mounting, 10 Hole, 335mm Bolt Center - DEFAULTED
	WHEEL MATERIAL	**Aluminum Wheels**
PCO F7	FRONT ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO**
PCO F7	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
PCO F7	REAR ALUMINUM WHEEL TREATMENT	**Alcoa® Dura-Bright® EVO & Dura-Flange®**
PCO F7	REAR WHEEL MANUFACTURER & FINISH	**Alcoa®, (4) Mirror Polish**
	SPARE TIRE	**One**
	SPARE TIRE MANUFACTURER	**Goodyear®**
	SPARE TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
	SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
PPMTG	WHEEL TRIM	NOT Required

If webbing loops are provided with a seat kit ship these will be shipped loose.

CRC	FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
CRC	BLOODBORNE PATHOGENS KIT	**Cintas® 25011**
CRC	WEB CUTTER	**Sure-Lok #8705**
	STANDARD KEY SETS QUANTITY (PER BUS)	1 - DEFAULTED
	EMERGENCY SHUTDOWN CARD	Laminated Card, Shipped Loose In Drivers Overhead Storage Box - DEFAULTED

72a. MISC REQUIREMENTS (TESTING, ADDITIONAL PRODUCTION NOTES, MISC QUALITY CONTROL/INSPECTION NOTES)

72c. DELIVERY DETAILS

	CUSTOMER	**Summit County**
	STATE OF REGISTRATION	**UT**
	SERIAL NUMBER RANGE	**198463-198466**

	BATTERY STATE OF CHARGE (SOC) LEVEL	90% Charged - DEFAULTED
	BUS WASHED	Required - Default
	BUS INSPECTION RECORD	**Electronic Copy Required - Preferred Option**

RE-DISPLAYED FROM PREVIOUS SELECTIONS

REAR AXLE DETAILS

	REAR AXLE GEAR OIL	SAE 80W-90 Chevron® Multigear™ EP-5 - DEFAULTED

TIRE DETAILS

	FRONT TIRE MANUFACTURER	**Goodyear®**
	FRONT TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
	FRONT TIRE MAXIMUM RATED SPEED (MPH)	**75**
	REAR TIRE MANUFACTURER	**Goodyear®**
	REAR TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
	REAR TIRE MAXIMUM RATED SPEED (MPH)	**75**

HYDRAULIC SYSTEM DETAILS

	HYDRAULIC OIL	Castrol® TranSynd® TES 295® Synthetic - DEFAULTED

SHIP LOOSE ITEMS

	SPARE TIRE	**One**
	SPARE TIRE MANUFACTURER	**Goodyear®**
	SPARE TIRE SIZE/TREAD/PLY	**B315/80R22.5, G652 RTB™, Metro Miler™ (L)**
	SHIP SPARE TIRE(S) AND/OR WHEEL(S)	Shipped Loose Inside Bus - Default
CRC	FIRST AID KIT	**Cintas® 24 Unit First Aid Kit**
CRC	WEB CUTTER	**Sure-Lok #8705**
	STANDARD KEY SETS QUANTITY (PER BUS)	1 - DEFAULTED

72d. BUS ACCEPTANCE

72e. VENDOR CERTIFICATIONS

73. PUBLICATIONS

	NAME ON MANUAL COVER	**Utah Transit Authority**

BUS ORDER DETAILS

	ORDER QUANTITY	**4**
LTR	LENGTH	**40'**
	SERIAL NUMBER START	**198463**
	SERIAL NUMBER RANGE	**198463-198466**
	EXTERIOR BUS NUMBER RANGE	**22001-22004**

GILLIG MANUALS

	ELECTRONIC GILLIG MANUALS	**PDF (Via FTP Link) & USB**
	ELECTRONIC GILLIG MANUALS USB QUANTITY	**2**
	DRIVERS MANUAL	**Printed Paper Copy**

	DETAILS for UNDEFINED DRIVERS MANUAL PRINTED PAPER QUANTITY	**4**
	SERVICE MANUAL	**Printed Paper Copy**
	DETAILS for UNDEFINED SERVICE MANUAL PRINTED PAPER QUANTITY	**4**
	ELECTRICAL MANUAL	**Printed Paper Copy**
	DETAILS for UNDEFINED ELECTRICAL MANUAL PRINTED PAPER QUANTITY	**4**
	PARTS MANUAL	**Printed Paper Copy**
	DETAILS for UNDEFINED PARTS MANUAL PRINTED PAPER QUANTITY	**4**
VENDOR MANUALS		
	MOTOR	**Cummins TM4**
	DETAILS for UNDEFINED POWERTRAIN MANUAL QUANTITY	**(4) Paper Copies for Cummins**
REAR AXLE MANUALS		
	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
	REAR AXLE MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
BRAKES MANUALS		
WABCO SmartTrac™ ABS Brake System - DEFAULTED		
TS 37.4	FRONT AXLE BRAKES	EX+™ Disc - DEFAULTED
TS 37.4	REAR AXLE BRAKES	EX+™ Disc - DEFAULTED
	BRAKE MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
WHEELS MANUALS		
	WHEEL MATERIAL	**Aluminum Wheels**
PCO F7	FRONT WHEEL MANUFACTURER & FINISH	**Alcoa®, (2) Mirror Polish, Outside Surface**
	WHEEL MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
DESTINATION/BACKLIT LOGO SIGN MANUALS		
	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**
	DESTINATION/BACKLIT LOGO SIGN MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
WHEELCHAIR RAMP MANUALS		
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
HVAC MANUALS		
	HEATER ONLY / HVAC UNIT MANUFACTURER	**Thermo-King**
	HEATER ONLY / HVAC MANUAL QUANTITY	1 Electronic PDF - DEFAULTED
DRIVERS HEATER MANUALS		
	DRIVERS HEATER MANUFACTURER & STYLE	**MCC® Brushless Motors, 62,000 BTU**

	DRIVERS HEATER MANUAL QUANTITY	1 Electronic PDF - DEFAULTED

DRIVERS SEAT MANUALS

	DRIVERS SEAT MANUFACTURER	**Recaro**
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
	DRIVERS SEAT MANUAL QUANTITY	1 Electronic PDF - DEFAULTED

74. WARRANTY

BASIC BUS WARRANTY

WR 1.1.2	BASIC BUS STANDARD WARRANTY	12 Months/50,000 Miles - DEFAULTED

BODY STRUCTURAL WARRANTY

WR 1.1.3	BODY STRUCTURAL STANDARD WARRANTY	36 Months/150,000 Miles - DEFAULTED

STRUCTURAL INTEGRITY/CORROSION WARRANTY

	STRUCTURAL INTEGRITY/CORROSION STANDARD WARRANTY	84 Months/350,000 Miles - DEFAULTED
WR 1.1.3	STRUCTURAL INTEGRITY/CORROSION EXTENDED WARRANTY	**60 Months/150,000 Miles**

WATER LEAKS WARRANTY

	WATER LEAKS STANDARD WARRANTY	12 Months/50,000 Miles - DEFAULTED

POWERTRAIN WARRANTY

	MOTOR	**Cummins TM4**
	POWERTRAIN STANDARD WARRANTY	36 Months/100,000 Miles - DEFAULTED
AE 39	POWERTRAIN EXTENDED WARRANTY	**24 Months/150,000 Miles**

ELECTRONIC COOLING PACKAGE WARRANTY

	ELECTRONIC COOLING PACKAGE	Modine® System - DEFAULTED
	ELECTRONIC COOLING PACKAGE STANDARD WARRANTY	36 Months/Unlimited Miles - DEFAULTED

AIR COMPRESSOR WARRANTY

	AIR COMPRESSOR & DISCHARGE HOSE	Powerex®, Electric Driven, 13.3 CFM, With Danfoss® FC350 Hose - DEFAULTED
	AIR COMPRESSOR STANDARD WARRANTY	12 Months/5,000 Hours - DEFAULTED

BATTERY PACKS WARRANTY

	ENERGY STORAGE SYSTEM (ESS)	**6 Battery Packs (74 kwh Ea.), 2.5 BEB - DEFAULTED [L]**
	BATTERY PACKS STANDARD WARRANTY	72 Months/300,000 Miles (80% Of Original Usable Capacity) - DEFAULTED
WR 1.1.4	BATTERY PACKS EXTENDED WARRANTY	**72 Months/200,000 Miles (80% Of Original Usable Capacity/Pack Depth Charge 80%)**

AXLE WARRANTY

	FRONT AXLE MANUFACTURER & MODEL	Meritor® FH-946™ - DEFAULTED
	REAR AXLE MANUFACTURER & MODEL	Meritor® 79163™ - DEFAULTED
	FRONT AXLE STANDARD WARRANTY	60 Months/300,000 Miles - Default
	REAR AXLE STANDARD WARRANTY	60 Months/300,000 Miles - Default

AXLE BRAKE WARRANTY		
	AXLE BRAKE STANDARD WARRANTY	24 Months/100,000 Miles - DEFAULTED
	MGM e•STROKE® CCM/ECU, CABLES, SENSORS & HARNESSES STANDARD WARRANTY	12 Months/Unlimited Miles - DEFAULTED
	MGM e•STROKE® FRONT AXLE SERVICE BRAKES STANDARD WARRANTY	36 Months/Unlimited Miles - DEFAULTED
	MGM e•STROKE® REAR AXLE SERVICE BRAKES STANDARD WARRANTY	48 Months/Unlimited Miles - DEFAULTED
SHOCK ABSORBERS WARRANTY		
TS 31.3.2	FRONT SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	FRONT SHOCK ABSORBER STANDARD WARRANTY	36 Months/300,000 Miles - DEFAULTED
TS 31.3.2	REAR SHOCK ABSORBERS	Koni EVO Series - DEFAULTED
	REAR SHOCK ABSORBER STANDARD WARRANTY	36 Months/300,000 Miles - DEFAULTED
AIR DRYER WARRANTY		
TS 39.5	AIR DRYER	Bendix® Single AD-IP® With Puraguard Cartridge, 24v - DEFAULTED
	AIR DRYER STANDARD WARRANTY	12 Months/100,000 Miles - DEFAULTED
HYDRAULIC PUMP WARRANTY		
	HYDRAULIC PUMP TYPE	Concentric, Electric Driven, 24v, Calma Series, 11.3cc - DEFAULTED
	HYDRAULIC PUMP STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
WHEELCHAIR RAMP WARRANTY		
TS 81.3	WHEELCHAIR RAMP MANUFACTURER / MODEL / LOCATION	**Lift-U® "Dual-Mode" LU18, Front Door Ramp**
	WHEELCHAIR RAMP STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
HVAC WARRANTY		
	HVAC UNIT MANUFACTURER	**Thermo-King**
AE 31	HEATER ONLY / HVAC UNIT MODEL	**TE18 All-Electric Unit**
	HVAC STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
AUXILIARY COOLANT HEATER WARRANTY		
AE 33	COOLANT HEATER MODEL	**Valeo, Dual Mode, Electric & Fuel-Fired, Thermo H (68,000 BTU Electric/78,000 BTU Diesel), 5,001-7,499 ft Altitude [L]**
	AUXILIARY COOLANT HEATER STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
PASSENGER DOOR SYSTEM WARRANTY		
	PASSENGER DOOR SYSTEM STANDARD WARRANTY	36 Months/150,000 Miles - DEFAULTED
PASSENGER SEATS WARRANTY		
LTR	PASSENGER SEAT MODEL (Passenger & Settee Seats)	**InSight-Prime+®**
	PASSENGER SEATS STANDARD WARRANTY	60 Months/Unlimited Miles - DEFAULTED

DRIVERS SEAT WARRANTY		
	DRIVERS SEAT MODEL	Ergo Metro AM80 - Default
	DRIVERS SEAT STANDARD WARRANTY	12 Months/Unlimited Miles - DEFAULTED
WR 1.1.7	DETAILS for UNDEFINED DRIVERS SEAT EXTENDED WARRANTY	**12 Months/Unlimited Miles**
PASSENGER WINDOW WARRANTY		
CRC	WINDOW MANUFACTURER	**Ricon®**
	PASSENGER WINDOW STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED
INTERIOR LIGHTING SYSTEM & AIR DUCT WARRANTY		
CRC	INTERIOR LAMP KIT MANUFACTURER	**Pretoria**
	INTERIOR LIGHTING SYSTEM & AIR DUCT STANDARD WARRANTY	144 Months/Unlimited Miles - DEFAULTED
DESTINATION SIGN WARRANTY		
	DESTINATION/BACKLIT LOGO SIGN MANUFACTURER	**Luminator Technology Group**
CRC	FRONT SIGN	Amber, 16 Row X 160 Column, Horizon Gen 4 - Default
	FRONT SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED FRONT SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**
LTR	CURB SIDE SIGN	**Amber, 14 Row X 112 Column, Exterior Viewable, Horizon**
	CURB SIDE SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED CURB SIDE SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**
2/14/22 e-mail	STREET SIDE SIGN	**Amber, 8 Row X 96 Column, Exterior Viewable, Horizon**
	STREET SIDE SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
TS 83	REAR SIGN	**Amber, 16 Row X 48 Column, Horizon - Preferred Option**
	REAR SIGN STANDARD WARRANTY	72 Months/Unlimited Miles - DEFAULTED
WR 1.1.6	DETAILS for UNDEFINED REAR SIGN EXTENDED WARRANTY	**72 Months/Unlimited Miles**
SUBFLOOR WARRANTY		
TS 28.5	SUBFLOOR PANEL MATERIAL	Full Composite (Milwaukee Composites Inc. (MCI)) - DEFAULTED
	SUBFLOOR STANDARD WARRANTY	144 Months/500,000 Miles - DEFAULTED
RUBBER FLOOR WARRANTY		
	FLOOR COVERING MANUFACTURER	**Altro**
	RUBBER FLOOR STANDARD WARRANTY	180 Months/Unlimited Miles - DEFAULTED
EXTERIOR MIRROR WARRANTY		
	STREET SIDE MIRROR MANUFACTURER	**Safe Fleet**
	CURB SIDE MIRROR MANUFACTURER	**Safe Fleet**
	EXTERIOR MIRROR STANDARD WARRANTY	12 Months/Unlimited Miles - DEFAULTED
MULTIPLEXING WARRANTY		

	MULTIPLEXING CONTROL SYSTEM	I/O Controls G5 - DEFAULTED
	MULTIPLEXING STANDARD WARRANTY	24 Months/Unlimited Miles - DEFAULTED

PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM WARRANTY

	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM MANUFACTURER	**Luminator INFOTransit**
	PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM STANDARD WARRANTY	36 Months/Unlimited Miles - DEFAULTED

PAINT WARRANTY

	PAINT MANUFACTURER	Axalta - DEFAULTED
	PAINT STANDARD WARRANTY	48 Months/Unlimited Miles (Months 25-48 Are Prorated) – DEFAULTED

MISCELLANEOUS WARRANTY DETAILS

	TOWING CONTRACT WARRANTY DETAILS	**GILLIG To Pay (Initial Basic Bus Warranty)**
WR 2.3.5	LABOR RATE CONTRACT WARRANTY	**$75 / Hour (Includes Fringe & Overhead)**
	LABOR RATE ANNUAL ADJUSTMENT	NOT Required
	THIRD PARTY SERVICE PROVIDER	NOT Required - Default
	MISCELLANEOUS WARRANTY NOTES	**2.3.6 - 15% Parts Handling Costs** **1.1.7 - Exterior Paint - 24 Months / Unlimited miles**

75.TRAINING

	BASIC BUS TRAINING	Provided By GILLIG Field Service Representative At Post-Delivery Inspection (PDI) - DEFAULTED
	MAINTENANCE TRAINING (i.e. Air & Hydraulic System, Passenger Doors, Suspension, Body)	NOT Required
	ELECTRICAL SYSTEMS TRAINING	NOT Required
TS 5.6	MISCELLANEOUS TRAINING NOTES	**9 Classes budgeted (TBD on breakdown)**

76. MISCELLANEOUS TOOLS & SPARE PARTS

	BUS SPARES	**Yes**

I/O CONTROLS TOOLS

	MISCELLANEOUS I/O CONTROLS TOOLS NOTES	**TBD Special Tools budgeted**

MISCELLANEOUS TOOLS

MISCELLANEOUS SPARE PARTS

IP 1	MISCELLANEOUS SPARE PARTS NOTES	**Qty: 16 Alcoa Wheels (8 Front wheels and 8 rear wheels)**

Dash Details From Selections

DASH LAYOUT REI	*163476*
**** FRONT MAIN DASH ENCLOSURE PASS THRU HOLE REQUIREMENT ****	
FRONT MAIN DASH ENCLOSURE	*With Wiring Pass Through-Hole*
**** LIGHTING REQUIREMENTS ****	
DASH PANEL BACKLIGHTING	Incandescent On HVAC Rotary Switch And Dash Panel 3 And Side Panel 5 - DEFAULTED
**** DASH PANEL 1 ****	
TIRE CHAIN CONTROLS	*Toggle Switch With Guard @ Dash Panel 1*
FRONT SUSPENSION OVER RAISE CONTROL	*(1) Maintained Toggle Switch @ Dash Panel 1*
INTERIOR LAMP DIMMING CONTROLS	*Maintained Toggle Switch Mounted @ Dash Panel 1*
**** DASH PANEL 2 ****	
MULTIFUNCTION DISPLAY (MFD)	I/O Controls MFD 2 Display @ Dash Panel 2 - DEFAULTED
MFD INDICATORS	*Parking Brake, Low Brake Air, Low State Of Charge Visual Indicators Are Displayed On Primary Screen.*
DIESEL FUEL GAUGE	Displayed On MFD Secondary Screen - DEFAULTED
DASH FAN CONTROL	*(2) Toggle Switches HI/OFF/LOW Fan Control @ Dash Panel 2*
DASH PANEL LAMP CONTROL SWITCH	*Dimmer Control Rotary Rheostat @ Dash Panel 2*
AIR SYSTEM PRESSURE GAUGE	*Displayed On MFD Primary Screen*
12volt VOLTMETER GAUGE	*Displayed On MFD Secondary Screen*
24volt VOLTMETER GAUGE	*Displayed On MFD Secondary Screen*
CAMERA 12 VIEWING ON MFD	*Required*
SPEEDOMETER	*Displayed On MFD Primary Screen, With Analog & Digital Display Reading*
**** DASH PANEL 3 ****	
DRIVERS HEATER CONTROLS	Electronic Controls (TEMP. SELECT, FLOW SELECT, HEATER/DEFROST FAN) @ Dash Panel 3 - DEFAULTED
WINDSHIELD WIPER CONTROLS	(1) Intermittent Rotary Switch @ Dash Panel 3 - DEFAULTED
**** SIDE PANEL 4 ****	
TRANSMISSION SHIFT SELECTOR	Arens Controls 3 Button (Top R-N-D Bottom) @ Side Panel 4 - DEFAULTED
**** SIDE PANEL 5 ****	
MOTOR SHUTDOWN OVERRIDE SWITCH	Toggle Switch With Guard @ Side Panel 5 - DEFAULTED

Dash Details From Selections

STOP REQUEST AUDIO & VISUAL INDICATOR CONTROL	Momentary Toggle Switch @ Side Panel 5 - 2 Position "Single/Reset" - Default
HAZARD SWITCH CONTROL	Toggle Switch @ Side Panel 5 - DEFAULTED
INTERIOR LAMP SWITCH	All/Off/Normal Toggle Switch @ Side Panel 5 - DEFAULTED
IGNITION SELECTOR SWITCH	4 Position Ignition Rotary Switch & Push Button System Start EV Switch @ Side Panel 5 - DEFAULTED
**** SIDE PANEL 6 ****	
REGEN DISABLE CONTROL SWITCH	Momentary Toggle Switch With Guard @ Side Panel 6 - Default
ATC MUD & SNOW CONTROL	***Toggle Switch With Guard @ Side Panel 6***
FRONT DOOR AIR RELEASE VALVE	Lever Air Dump Valve @ Side Panel 6 - DEFAULTED
**** DASH PANEL 7 ****	
FRONT WHEELCHAIR RAMP INDICATOR LAMPS	***Power & Operate On Door Controller Command Switches @ Side Panel 28 And Indicator Lamps @ Dash Panel 7***
**** OVERHEAD PANEL 9 ****	
DRIVERS HVAC VENTILATION DIFFUSER LOCATION	@ Overhead Panel 9 - Default
**** OVERHEAD PANEL 10 ****	
DRIVERS COURTESY/MAP LAMP	Peterson LED Lamp Mounted At Overhead Panel 10, With Base Mounted Switch (Ignition Power) - DEFAULTED
LUMINATOR CAMERA @ 1d POSITION	***NONE***
**** OVERHEAD PANEL 11 ****	
OCU MOUNTING LOCATION	Overhead Panel 11 - DEFAULTED
OPERATOR CONTROL UNIT (OCU)	***Independent Control***
**** OVERHEAD PANEL 12 ****	
HEATER ONLY / HVAC UNIT CONTROL(S) & LOCATION	***Rotary Switch @ Overhead Panel 12, IntelligAIRE™ Display Module @ HVAC Unit***
HVAC ROTARY SWITCH FUNCTION	6 Position Switch, (Off/Cool/Vent High/Vent Low/Heat Low/Heat High) - DEFAULTED
**** SIDE PANEL 28 ****	
KNEEL & RAISE CONTROL	***Kneel And Raise On Door Controller Command Switches @ Side Panel 28***
FRONT WHEELCHAIR RAMP CONTROLS	***Power & Operate On Door Controller Command Switches @ Side Panel 28 And Indicator Lamps @ Dash Panel 7***
DOOR CONTROL	***5 Position Vapor Digital Controller, With Knob Handle, With 5 Command Switches @ Side Panel 28***
**** SIDE PANEL AREA NEXT TO PANEL 4 ****	

Dash Details From Selections

**** LAMP BAR # 51 ****	
**** FRONT MAIN DASH ENCLOSURE ****	
**** ITEMS on SIDE CONSOLE ASM other Than Panels ****	
PARKING BRAKE VALVE	PP-1® Valve With Yellow Bendix® 1.75"W Handle @ Top Surface Of Side Console Aft Of Door Control - Default
**** ITEMS on OVERHEAD CONSOLE ASM other Than Panels ****	
SPEAKEASY®2 MOUNTING LOCATION	Bottom Of Overhead Sawtooth - DEFAULTED
HAND/LAPEL MICROPHONE CONNECTION LOCATION	(1) XLR Connector Mounted At Bottom Flat Surface Of Overhead Sawtooth - DEFAULTED
FIRE ALARM AUDIO INDICATOR LOCATION	Bottom Surface of Overhead Console - Default
**** STEERING COLUMN / TOE SWITCH BRACKET ****	
HEADLAMP HIGH/LOW BEAM CONTROL SWITCH	Maintained Button Toe Switch, Floor Bracket Mounted - DEFAULTED
TURN SIGNAL SWITCH CONTROL	Momentary Button Toe Switches Floor Bracket Mounted - DEFAULTED
TOE SWITCH BRACKET	***3 Switch Bracket With Left-Hand & Right-Hand Turn Signal Switches @ Outer Lower And High Beam Switch @ Center Upper - Preferred Option***
**** OTHER FLOOR AREA OPTIONS ****	
MICROPHONE SWITCH ACTIVATION	Heel Clamshell Switch At Floor Area - DEFAULTED
**** SUPPLEMENTAL REQUIREMENTS ****	
DETAILS for UNDEFINED e•STROKE® INDICATOR LAMP	***Amber LED Lamp mounted in drivers overhead auxiliary compartment***
DASH AREA POSITON for UNDEFINED e•STROKE® INDICATOR LAMP	***Other Position Not Listed. Specify In Miscellaneous Notes Text Box At The End Of The Section.***
DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	***(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label "Driver's Booster Fan" controls vent @ overhead panel 9, Label "Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver***
HEATER CONTROLS THAT ARE SHARED VIA ONE CONTROL	***Front Door Threshold Heater, Rear Curb Side Floor Heater, And Rear Street Side Floor Heater Controlled By HVAC In Heat Mode***
ADDITIONAL DETAILS for HEATER CONTROLS BEING SHARED	
DETAILS for UNDEFINED AUXILIARY STOP REQUEST VISUAL INDICATOR LAMP	***Day Bright Amber Semi-Domed LED Lamp @ Dash Panel 3 With Dimmer (Ref 51-69331-009)***
DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	***Audio indicator Single chime for std pullcord & double chime for ADA***
DETAILS for UNDEFINED HAZARD SWITCH EXTENSION	***Red Switch Extension with Adhesive to permanently attach to switch***

Dash Details From Selections

AUXILIARY POWER SUPPLY	*USB Module Recessed @ Right-Hand Side Of Dash Enclosure Vertical Surface, Facing Driver*
DETAILS for UNDEFINED HEATED GLAZING SWITCH	*Built into American Technologies Remote Controller on Side Panel 6*
DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	*In Conjunction With An American Technologies Remote Controller, And A Maintained Flat/Convex Toggle Switch, Both Mounted @ Side Panel #6*
MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	
STORAGE CLOSEOUT @ OVERHEAD SAWTOOTH	*No*
DETAILS for UNDEFINED CUP HOLDER	*Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface Left Side Facing Driver - Required*

Text Data Entries

CoverSheet	
ESTIMATE NUMBER & LINE	198463_1
CUSTOMER	Summit County
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	198463-198466
PROJECTED PRODUCTION SCHEDULE DATE	10/24/2022
REFERENCE CONTRACT & DATE	SALT LAKE CITY All Electric RFP 20-03267PP
MISCELLANEOUS COVER PAGE NOTES	

1-2. Motor/Transmission	
MISCELLANEOUS MOTOR NOTES	TS 10.1 - Modine Radiator to have E-Coat TS 10.1.2 - Checkfluid KP18NV sample valve - required for Coolant sampling

3-5. Driveline & Axles	
DETAILS for UNDEFINED e•STROKE® INDICATOR LAMP	Amber LED Lamp mounted in drivers overhead auxiliary compartment
MISCELLANEOUS FRONT AXLE NOTES	
MISCELLANEOUS REAR AXLE NOTES	

6. Wheels & Tires	
SPARE TIRE(S) SIZE/TREAD/PLY	B315/80R22.5, G652 RTB™, Metro Miler™ (L)
MISCELLANEOUS WHEELS & TIRES NOTES	Valve Stems in all wheels - Dill Grommet seal Valve Stem Valve Stem caps in all wheels - Myers V2B Flow thru Caps

10. Rear Run Box Controls	
MISCELLANEOUS REAR RUN BOX GAUGE NOTES	

11. Air Systems	
MISCELLANEOUS AIR SYSTEM NOTES	

12-13. Frame & Batteries	
MISCELLANEOUS FRAME NOTES	
MISCELLANEOUS INSULATION, UNDERCOATING & CORROSION PROTECTION NOTES	TS 10.1 - Threads of all bolts/nuts used to mount the radiator shall be coated with anti-seize TS 42.6 - All positive and negative wire connections under bus, in HVAC compartment, in battery box compartment & Power Train compartment require: hard flat washers with zinc chromate covering under bolt head & lock nut for grounding (No star or lock washers permitted)
MISCELLANEOUS SUPER/ULTRA CAPACITOR, BATTERIES, SHORE POWER, & VEHICLE VOLTAGE INVERTER NOTES	Provide Proximity switches on both charge port access doors to prevent bus from Activating (driveable) with either door open

15-16. Body & WChair Ramp	
DETAILS for UNDEFINED WHEELCHAIR RAMP MANUAL RELEASE TOOL	Provide 2 hooks on fwd side of driver's barrier to hang ramp tool along with foam attached by 2 sided tape to keep tool from making noise while bus is in motion.
MISCELLANEOUS WHEELCHAIR RAMP NOTES	.

Text Data Entries

17. Heater Only/HVAC Unit	
DETAILS for UNDEFINED HVAC AIR RETURN FILTER	Airfilope dual density Filter @ HVAC Unit
DETAILS for UNDEFINED DRIVERS BOOSTER FAN CONTROL	(2) High/Off/Low Toggle Switches @ Dash Panel 3 - Label "Driver's Booster Fan" controls vent @ overhead panel 9, Label "Driver's Ovhd A/C-Heat Blower" controls 2 diffusers above driver
18-21. Heaters/Dash Fan	
ADDITIONAL DETAILS for HEATER CONTROLS BEING SHARED	
22-23. Front & Rear Doors	
MISCELLANEOUS REAR DOOR NOTES	Optical Pressure switch to be High Altitude version from Vapor (PN: 5145063104)
24-26. S Box/E Dor/Ad Frm	
MISCELLANEOUS STORAGE BOX NOTES	- Provide (4) Plug connector pigtails (51-75951-002_ shipped loose)
28. Passenger Seats	
PASSENGER SEAT MOUNTED USB MODULES QUANTITY & LOCATIONS	Maximum Quantity per seat layout
PASSENGER SEAT LAYOUT # or REI #	163475
28a. Drivers Seat	
DETAILS for UNDEFINED DRIVERS SEAT BELT or CUSHION PROGRAMMING	Seat Alarm activates with Belt Disengaged, Park Brake not set & operator out of seat. It has High/Low Audio Alarm (like European police siren) from special alarm mounted in sawtooth (51-12096-018), Cushion alarm also programmed in MFD to flash full screen "Set Parking Brake"
29. Passenger Signals	
DETAILS for UNDEFINED AUXILIARY STOP REQUEST VISUAL INDICATOR LAMP	Day Bright Amber Semi-Domed LED Lamp @ Dash Panel 3 With Dimmer (Ref 51-69331-009)
DETAILS for UNDEFINED PASSENGER STOP REQUEST AUDIO INDICATOR	Audio indicator Single chime for std pullcord & double chime for ADA
30-32. D Barr/Int. Panels	
MISCELLANEOUS DRIVERS BARRIER NOTES	Driver's barrier schedule holders need to have sharp edges removed/sanded -Use Bolts instead of Rivets to secure the schedule holder slots to the Driver's Barrier
DETAILS for UNDEFINED STREET SIDE FRONT WHEELWELL CLOSEOUT KICK PANEL	Stainless Steel 21" Tall Panel, also include Extended to Driver's Platform (size appropriately on extention portion)
33-35. Hook/Holdr/P-Assit	
DETAILS for UNDEFINED DRIVERS COAT HOOK	HD aluminmum with strap mounted on Driver's Barrier behind seat
DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #1 VENDOR MODEL or MATERIAL & SIZE	19/31 8PW 2L, Black
DETAILS for UNDEFINED DISPLAY/SCHEDULE HOLDER #2 VENDOR MODEL or MATERIAL & SIZE	17"W x 10"H x 4"D Plastic Clipboard Holder (Mount With Bolts, Washers, And Nylock Nuts)(Ref#15-0902-67796A)

Text Data Entries

38-39. Exterior Lamps	
MISCELLANEOUS FOG LAMP/DRIVING LAMP/HEADLAMP NOTES	The Cornering lights are to be programmable through the bus multiplex system. Program the cornering lights to be 100% bright when when turn signal is activated left or right and 30% bright all other times.
DETAILS for UNDEFINED HAZARD SWITCH EXTENSION	Red Switch Extension with Adhesive to permanently attach to switch
MISCELLANEOUS EXTERIOR LAMPS NOTES	- Parking Brake to activate Brake Lights
40. Interior Lamps	
MISCELLANEOUS INTERIOR LAMP NOTES	Additional Access door on streetside Air duct aft of the standard access door over the Wheelwell storage box
42. PA, VA, Speakr & Mics	
DETAILS for UNDEFINED INSIDE SPEAKERS	(8) Premium Speakers (JC54WP-4A)
DETAILS for UNDEFINED OUTSIDE SPEAKER/LOCATION(s)	2 Speaker mounted curbside aft of front wheel & fwd of rear door - Speakers to be on a removable brackets with built in shield like design. Accessible through an oversize access door with speaker grill with flip latch. (door to open from back to front)
44-45. Farebox/T-Cutter	
MISCELLANEOUS FAREBOX NOTES	
48-49. Floor Panels/Cover	
MISCELLANEOUS FLOOR COVERING & TRIM NOTES	1" reflective tape on rear door step nosing exterior edge
53-55. Ext & Int Mirrors	
MISCELLANEOUS STREET SIDE EXTERIOR MIRROR NOTES	
DETAILS for UNDEFINED HEATED GLAZING SWITCH	Built into American Technologies Remote Controller on Side Panel 6
DETAILS for UNDEFINED REMOTE GLAZING CONTROLS	In Conjunction With An American Technologies Remote Controller, And A Maintained "Flat/Convex" Toggle Switch, Both Mounted @ Side Panel #6
57. Multiplexing/Electric	
MISCELLANEOUS MULTIPLEXING CONTROLS NOTES	- Driver's Lamp, Farebox , Defroster Fan Motors, & Communication Radio Automatic Shutdown With Rotary Run Switch Off - Reduce MFD shutdown/screen off time to 10 seconds When Ignition Is turned off - All Lights On The Dash Including Auxiliary Indicators Need To Light Up With Ignition Start Up.
58-60. Shade/Fire/Traff	
MISCELLANEOUS TRAFFIC LIGHT PREEMPTION SYSTEM NOTES	System to de-activate with 4-way flashers on
61-63. Video/Camera Sys	
MISCELLANEOUS LUMINATOR TECHNOLOGY GROUP VIDEO SURVEILLANCE SYSTEM NOTES	(2) Omni-Directional Microphones - Required @ the Driver's area (bottom air tank) and the Passenger area (Ceiling mount mid-bus)
MISCELLANEOUS PASSENGER INFORMATION VIDEO MONITOR DISPLAY SYSTEM NOTES	Luminator mSET software and Apollo system connected through the Gillig provided Cradlepoint router (Ref Section 69A)

Text Data Entries

67-69. Dash Details	
DASH LAYOUT REI	163476
CAMERA 12 VIEWING ON MFD	Required
MISCELLANEOUS DRIVERS AREA INSTRUMENTATION NOTES	
DETAILS for UNDEFINED CUP HOLDER	Big Gulp Mounted on Side Panel 6 & Euramtec S701 Folding Style Mounted On Dash Enclosure Vertical Surface Left Side Facing Driver - Required

69a. APC/ITS	
DETAILS for UNDEFINED APC	IRMA Matrix Stand Alone Sensors
DETAILS for UNDEFINED APC ANALYZER MOUNTING	CPU connects through cloud interface
MISCELLANEOUS APC NOTES	IRMA Hub Road w/SD Card Set, Mobile LTE Router, Model: RUT955 NA-Verizon-certified version including SD Card 4GB - 5-Element Antenna
MISCELLANEOUS ITS TYPE NOTES (USED WITHOUT A MAIN ITS SELECTIONS)	GILLIG provided Cradlepoint IBR1700 (MA3-1700120B-NNA) with Low Profile 9 in 1 antenna (PNR-LG-IN2446, 4x MIMO 2G/3G/4G LTE, 4x MIMO WiFi & GPS/GNSS)

70. Decals	
MISCELLANEOUS INTERIOR DECAL NOTES	

71. Paint & Graphic	
ESTIMATE NUMBER & LINE	198463_1
CUSTOMER	Summit County
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	198463-198466
DETAILS for UNDEFINED BUS PAINT COLOR	830730-EX Gloss Black
DETAILS for UNDEFINED BUS PAINT COLOR	830730-EX Gloss Black
LOW FLOOR PLUS FAIRING And ELECTRIC BUS ROOF CLOSEOUT PAINT COLOR	830730-EX Gloss Black
EXTERIOR BUS NUMBER RANGE	22001-22004
EXTERIOR BUS NUMBER LOCATION	Ref Layout
INTERIOR BUS NUMBER RANGE	22001-22004

72. Ship Loose Items	
SPARE TIRE SIZE/TREAD/PLY	B315/80R22.5, G652 RTB™, Metro Miler™ (L)

72c. Delivery Details	
CUSTOMER	Summit County
STATE OF REGISTRATION	UT
SERIAL NUMBER RANGE	198463-198466
FRONT TIRE MAXIMUM RATED SPEED (MPH)	75
REAR TIRE MAXIMUM RATED SPEED (MPH)	75
SPARE TIRE SIZE/TREAD/PLY	B315/80R22.5, G652 RTB™, Metro Miler™ (L)

Text Data Entries

73. Publications

NAME ON MANUAL COVER	Utah Transit Authority
SERIAL NUMBER RANGE	198463-198466
EXTERIOR BUS NUMBER RANGE	22001-22004
DETAILS for UNDEFINED DRIVERS MANUAL PRINTED PAPER QUANTITY	4
DETAILS for UNDEFINED SERVICE MANUAL PRINTED PAPER QUANTITY	4
DETAILS for UNDEFINED ELECTRICAL MANUAL PRINTED PAPER QUANTITY	4
DETAILS for UNDEFINED PARTS MANUAL PRINTED PAPER QUANTITY	4
DETAILS for UNDEFINED POWERTRAIN MANUAL QUANTITY	(4) Paper Copies for Cummins

74. Warranty

DETAILS for UNDEFINED DRIVERS SEAT EXTENDED WARRANTY	12 Months/Unlimited Miles
DETAILS for UNDEFINED FRONT SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
DETAILS for UNDEFINED CURB SIDE SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
DETAILS for UNDEFINED REAR SIGN EXTENDED WARRANTY	72 Months/Unlimited Miles
LABOR RATE CONTRACT WARRANTY	$75 / Hour (Includes Fringe & Overhead)
MISCELLANEOUS WARRANTY NOTES	2.3.6 - 15% Parts Handling Costs 1.1.7 - Exterior Paint - 24 Months / Unlimited miles

75. Training

MISCELLANEOUS TRAINING NOTES	9 Classes budgeted (TBD on breakdown)

76. Spares

MISCELLANEOUS I/O CONTROLS TOOLS NOTES	TBD Special Tools budgeted
MISCELLANEOUS SPARE PARTS NOTES	Qty: 16 Alcoa Wheels (8 Front wheels and 8 rear wheels)

MEMORANDUM



Date: March 15, 2021

To: Washington School House, LLC

From: Hales Engineering

Subject: Washington School House Inn Parking Study

UT21-1830

This memorandum discusses the parking study completed for the Washington School House Inn in Park City, Utah. The study identifies the parking supply included in the site plan, the parking supply rates required by the City and parking demand rates identified by the Institute of Transportation Engineers (ITE). A discussion of the anticipated parking demand for special events on the property is also included.

Project Description

The Washington School House is located at 543 Park Avenue. A vicinity map of the project site is shown in Figure 1, and a full site plan is found in Appendix A. The Washington School House operates as a boutique bed and breakfast. It serves a limited number of guests that seek a small, private, and exclusive destination. The Washington School House has been recognized in the media, including Travel + Leisure, as a destination draw for Park City.

The owners of the property applied for a conditional use permit to change the Washington School House's current operations as a Bed and Breakfast Inn to a Hotel Minor land use under Park City code. The hotel will have 12 rooms. The property site plan identifies a total of 12 stalls (11 stalls located in a lot across Park Avenue and authorized by easement and 1 parking stall planned for the west end of the property on Woodside Avenue). A driveway on the property offers 2 additional stalls that do not meet the City's off-street parking dimensions.



Figure 1: Site vicinity map of the project in Park City, Utah

Park City Parking Code

The Park City code specifies parking rates for various land use types. According to section 15-3-6B of the code, the City requires "1 space per room or suite, and one space per 200 sf of separately leasable commercial space." This property doesn't include any separately leasable commercial space. Based on these requirements, the Washington School House is required to provide a total of 12 off-street parking spaces. This requirement will be met with the 11 current off-street parking spaces and the 1 proposed parking space.

ITE Parking Demand Rates

While the planned usage of the Washington School House is unique and smaller than a typical hotel, it is comparable to the Institute of Transportation Engineers (ITE), *Parking Generation*, 5th Edition, 2019, business hotel land use. The average parking demand rate for a business hotel (ITE land use 312 is 0.72 parking stalls per hotel room, with an 85th percentile demand rate of 0.83 stalls per room and a maximum observed rate of 0.85 parking stalls per room. This is based on 11 study sites across the United States since the year 1980, with an average parking supply of 1.1 spaces per room. The number of stalls needed based on each of these rates for the proposed project is shown in Table 1.

Table 1: ITE Parking Generation

Park City - Washington School House Inn ITE Parking Generation (LU 312)		
Rate Type	Rate (stalls/dwelling unit)	Stalls
Average	0.72	9
85th Percentile	0.83	10
Maximum	0.85	11
ITE Parking Generation, 5th Edition, 2019		
Source: Hales Engineering, February 2021		

It is typically recommended that the parking demand be increased by 10% to provide an adequate parking supply for the property. If the 85th percentile parking demand of 10 stalls is used, then a parking supply of 11 stalls is advisable. A summary of the parking rates from the existing site plan, the Park City code, and ITE data can be found in Table 2.

Table 2: Parking Rate Comparison

Park City - Washington School House Inn Parking Rate Comparison		
Source	Rate (stalls / room)	# of Stalls
Park City Parking Code	1.00	12
ITE 85th Percentile Parking Demand	0.83	10
Existing Site Parking (off-street)	1.00	12
ITE Parking Generation, 5th Edition, 2019		
1. Two driveway parking spaces exist and have not been included in these numbers		
Source: Hales Engineering, February 2021		

The proposed site plan, which includes 12 off-street parking spaces, exceeds the recommended ITE parking supply. Moreover, the property owner reports, based on experience with the bed and breakfast, that only about 25% of guests require parking during their stay. This results in use of about 3 of the available parking spaces. The remaining guests arrive via transit, ridesharing services, or private transportation services and use these same services during their stay. Guests using transportation services are picked up and dropped off in a pull out located in front of the Washington School House.

Special Events

The Hotel (Minor) land use would allow the Washington School House to host small, private events. These special events are anticipated to include small corporate retreats, and small, private celebrations for weddings or other milestone events.

The property owners have indicated that no more than 60 guests would be permitted on the property for special events. This is due to the private, exclusive nature of the property and the small nature of the gathering spaces. This number includes up to 34 overnight guests (which is the Washington School House's full occupancy, based on sleeping areas available in the 12 guest rooms). The balance of special event guests would arrive from offsite.

As described above, the property owner stated that most overnight guests utilize ridesharing services for transportation to and from the Washington School House. Approximately 25% of overnight guests bring their own vehicles and require parking. If 25% of the overnight guests use parking spaces, then only 3 of the 12 spaces on the property are being used by these guests. That leaves more than adequate parking capacity for non-overnight, special event guests (estimated at 26 for special events when the Washington School House is completely rented out), the majority of which will also likely use ridesharing or other transportation services. Guests arriving by rideshare, or other transportation service, will be picked up and dropped off in the pull out in front of the Washington School House. The Washington School House will manage parking during special events through use of a valet service.

Conclusions and Recommendations

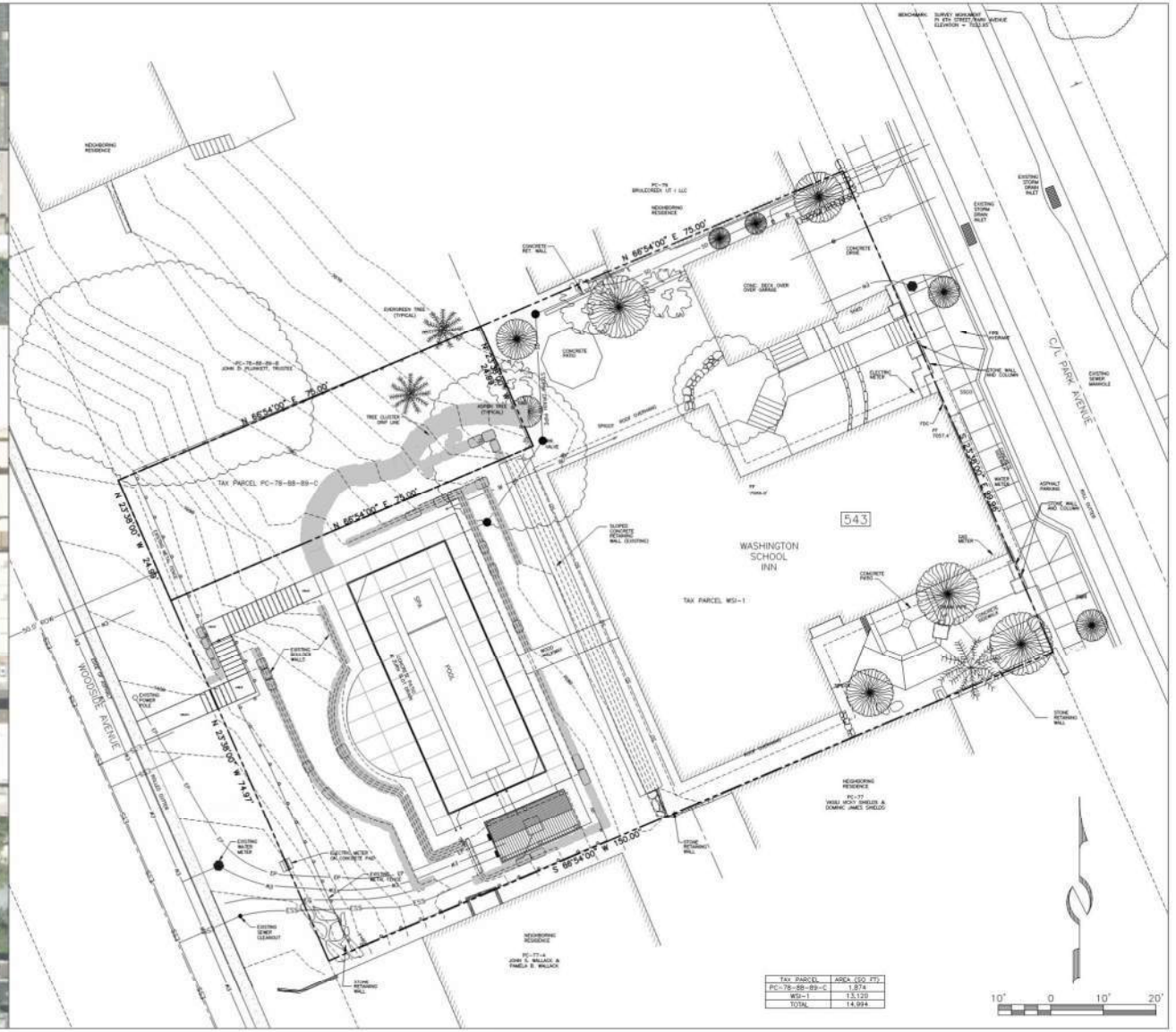
Hales Engineering makes the following conclusions for parking at the proposed Washington School House Hotel in Park City, Utah:

- The proposed site plan for the Washington School House Hotel identifies a total of 12 off-street parking spaces, with 2 additional spaces available in the driveway at the property. This equals a parking supply of 1 parking space per room.
- Section 15-3-6B of the Park City code would require 12 parking spaces for the Washington School House property under the "Hotel (minor)" land use. This translates to a parking supply rate of 1.0 parking space per room.
- The ITE 85th percentile parking demand rate for a business hotel is 0.83 parking stalls per room, translating to 10 parking stalls. With a 10% increase to parking demand, a parking supply of 11 parking stalls is recommended.
    - The current site plan meets the number of parking spaces required in the Park City code and exceeds the number recommended by the ITE data.
    - Based on past parking usage at the property, overnight guests will only use approximately 3 of the 12 available spots.
- The Washington School House is a small, private, exclusive destination that is meant to provide a high level of service to a limited number of guests. It may host small, private, special events under the new "Hotel (minor)" land use.
    - The events will largely cater to overnight guests, with a limited number of additional special event guests who are not staying at the Hotel.
    - Based on past experience, most guests at the Hotel will use ridesharing services and do not require on-site parking. It is not anticipated that parking demand will exceed the 12 supplied parking spaces during special events.

APPENDIX A

Site Plan





TAX PARCEL	AREA (SQ. FT.)
PC-78-88-89-C	1,874
WSI-1	13,120
TOTAL	14,994

(435) 649-9467

CONSULTING ENGINEERS (AND PLANNERS) SURVEYORS

357 Main Street P.O. Box 2864 Park City, Utah 84060-2864

STAFF: MICHAEL DEMKOWICZ, RYAN BETZ

DATE: 2/12/20

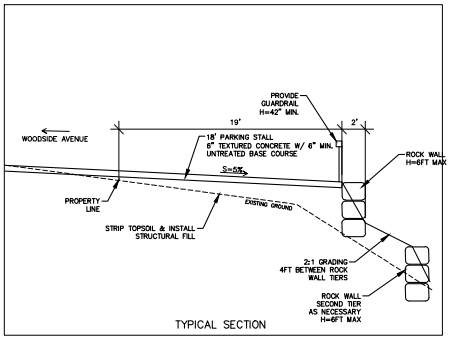
2020 EXISTING CONDITIONS & VICINITY
543 PARK AVENUE
WASHINGTON SCHOOL INN

FOR: TRIP BENNETT

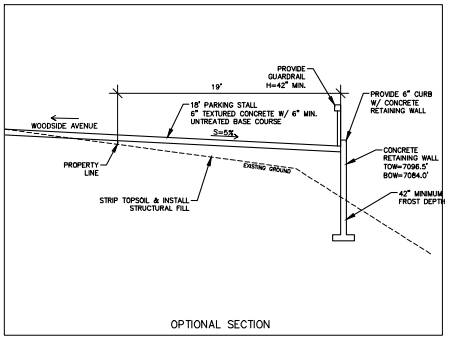
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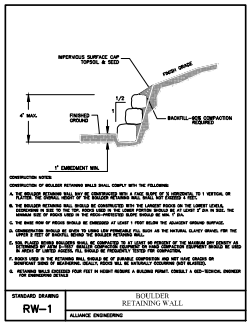
SHEET 1 OF 2

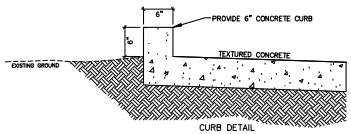


TYPICAL SECTION



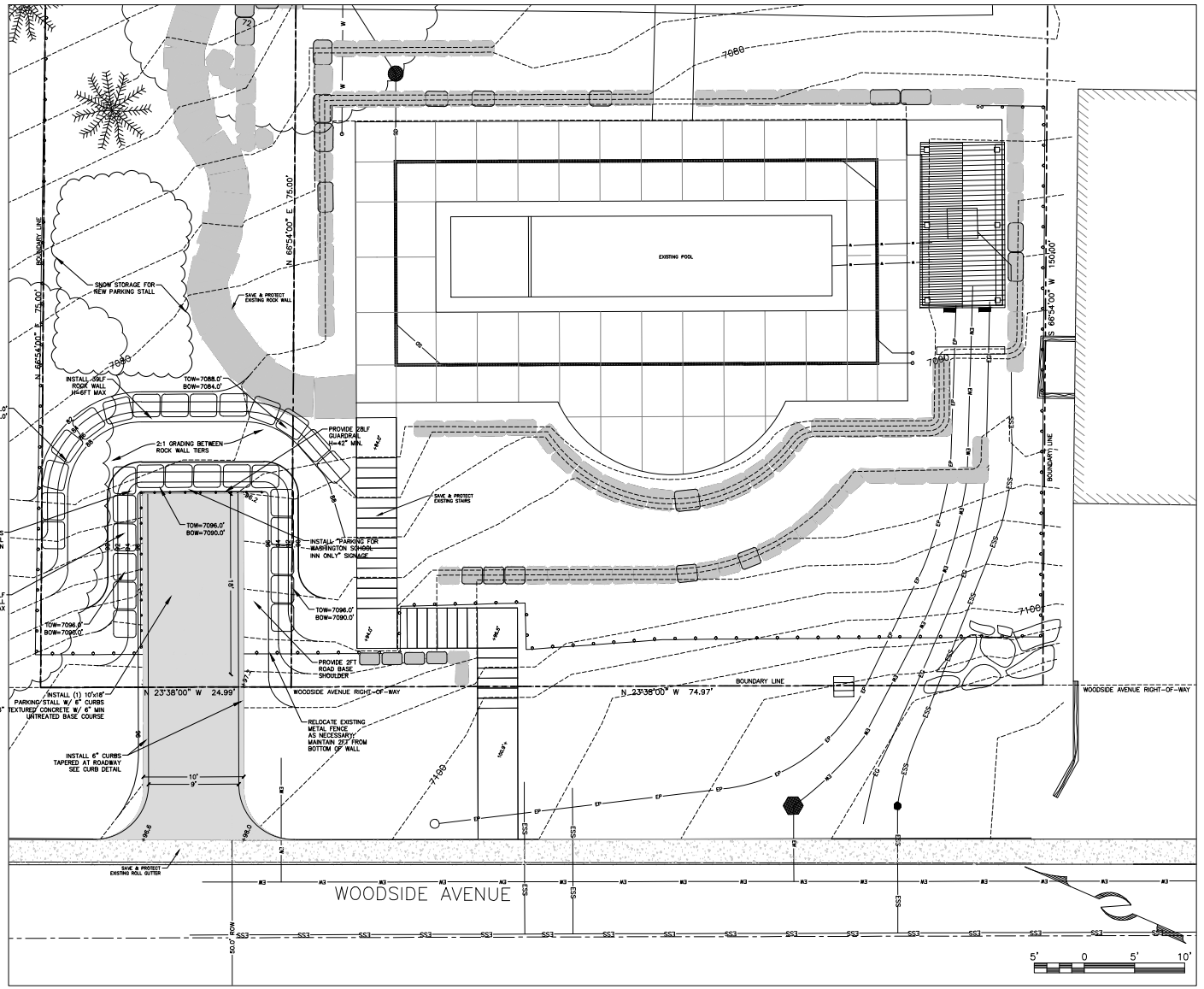
OPTIONAL SECTION





CURB DETAIL

DETAILS



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

STAFF:
MICHAEL DEMKOWICZ
RYAN BETZ

DATE: 2/12/20

2020 IMPROVEMENTS
543 PARK AVENUE
WASHINGTON SCHOOL INN

FOR: TRIP BENNETT
JOB NO.: 20-7-17
FILE: X:\ParkCitySurvey\dwg\7-4-10\2017 improvements\WSI-civil.dwg

SHEET 2 OF 2