



**PARK CITY PLANNING COMMISSION MEETING  
SUMMIT COUNTY, UTAH  
April 26, 2023**

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, 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.

**SITE VISIT 4:15PM**

**2200 Monitor Drive (Holiday Village Apartments) and 2776 Kearns Boulevard (Parkside Apartments) – HOPA Affordable Master Planned Development and Conditional Use Permit** – The Planning Commission is Scheduled to Visit the Site Proposed for Redevelopment of the Holiday Village and Parkside Apartments to Construct 319 Affordable Units in the Residential Development Zoning District and Frontage Protection Zone Overlay.

**MEETING CALLED TO ORDER AT 5:30 PM.**

1. **ROLL CALL**
2. **MINUTES APPROVAL**
3. **PUBLIC COMMUNICATIONS**
4. **STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES**

**CONTINUATIONS**

**Parcel ASR-1 - Meadows Drive Trailhead & Parking Area Conditional Use Permit-** The Applicant Proposes to Construct a Hard-Surfaced Parking Area with Greater than 5 Parking Spaces at The Meadows Drive Trailhead. PL-23-05575.

(A) Public Hearing; (B) Continuation to May 24, 2023

[Meadows Drive Trailhead Parking Conditional Use Permit Continuation Report](#)

**Parcel PCA-103-A-X - McLeod Creek Trailhead & Parking Area Conditional Use Permit** - The Applicant Proposes to Construct a Hard-Surfaced Parking Area with Greater than 5 Parking Spaces at The McLeod Creek Trailhead. PL-23-05574.

(A) Public Hearing; (B) Continuation to May 24, 2023.

[McLeod Creek Trailhead Parking Conditional Use Permit Continuation Report](#)

**5. REGULAR AGENDA**

**5.A**

**958 Woodside Avenue – Plat Amendment** – The Applicant Proposes to Combine Two and One-Half Lots in the Historic Residential (HR-1) Zoning District. PL-23-



05561

(A) Public Hearing; (B) Possible Recommendation for City Council Consideration on May 25, 2023

[958 Woodside Avenue Staff Report](#)  
[Exhibit A: Draft Ordinance 2023-XX](#)  
[Exhibit B: 958 Survey](#)  
[Exhibit C: Lot Ownership Map](#)

5.B

**Huntsman Estates – Plat Amendment** – The Applicant Proposes to Amend Plat Note 3 to Clarify the Building Envelope and Limits of Disturbance Shown on the Huntsman Estates Plat. PL 23-05540 (30 mins.)

(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on May 25, 2023

[Huntsman Estates Plat Amendment Staff Report](#)  
[Exhibit A: Draft Ordinance 2023-XX](#)  
[Exhibit B: Applicant's 04202020 Submittal Building Pads](#)  
[Exhibit C: Applicant's LOD Exhibit](#)  
[Exhibit D: Applicant's Visual Analysis](#)  
[Exhibit E: Recorded Huntsman Estates Plat](#)

5.C

**2200 Monitor Drive (Holiday Village Apartments) and 2776 Kearns Boulevard (Parkside Apartments) – HOPA Affordable Master Planned Development and Conditional Use Permit** – The Applicant Proposes Redevelopment of the Holiday Village and Parkside Apartments to Construct 319 Affordable Units in the Residential Development Zoning District and Frontage Protection Zone Overlay. PL-22-05473 and PL-23-05511 (60 mins.)

(A) Public Hearing; (B) Continuation to May 24, 2023

[HOPA Affordable Master Planned Development Staff Report](#)  
[Exhibit A: Updated Proposed Plans](#)  
[Exhibit B: Traffic Impact Study](#)  
[Exhibit C: Parking Study and Management Plan](#)

## 6. ADJOURN

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or [planning@parkcity.org](mailto:planning@parkcity.org) 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.**

## **Planning Commission Agenda Item Report**

Meeting Date: April 26, 2023

Submitted by: Rebecca Ward

Submitting Department: Planning

Item Type: Information

Agenda Section: SITE VISIT 4:15PM

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### **Subject:**

**2200 Monitor Drive (Holiday Village Apartments) and 2776 Kearns Boulevard (Parkside Apartments) – HOPA Affordable Master Planned Development and Conditional Use**

**Permit** – The Planning Commission is Scheduled to Visit the Site Proposed for Redevelopment of the Holiday Village and Parkside Apartments to Construct 319 Affordable Units in the Residential Development Zoning District and Frontage Protection Zone Overlay.

### **Suggested Action:**

### **Attachments:**

# Planning Commission Staff Report



**Subject:** Parcel Number ASR-1  
**Application:** PL-23-05575  
**Author:** Virgil Lund, Planner I  
**Date:** April 26, 2023  
**Type of Item:** Conditional Use Permit

## Recommendation

Staff recommends the Planning Commission (I) Open a Public Hearing; and (II) continue the public hearing and consideration of the proposed Conditional Use Permit to build a Trailhead Parking Area at the Meadows Drive Trailhead to May 24, 2023.

## Description

**Applicant:** Park City Municipal Corporation  
Trails and Open Space Department

**Location:** Parcel Number ASR-1, Meadows Drive Trailhead

**Zoning District:** Recreation and Open Space (ROS)

**Adjacent Land Uses:** Residential, Recreation, Open Space

**Reason for Review:** Planning Commission reviews and takes Final Action on parking areas with five (5) or more spaces in the Recreation and Open Space Zoning District<sup>1</sup>

## Background

The Applicant is needing more time to gather required information.

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<sup>1</sup> LMC § [15-2.7-2\(C\)](#)

# Planning Commission Staff Report



**Subject:** Parcel Number PCA-103-A-X  
**Application:** PL-23-05574  
**Author:** Virgil Lund, Planner I  
**Date:** April 26, 2023  
**Type of Item:** Conditional Use Permit

## Recommendation

Staff recommends the Planning Commission (I) Open a Public Hearing; and (II) continue the public hearing and consideration of the proposed Conditional Use Permit to build a Trailhead Parking Area at the McLeod Creek Trailhead to May 24, 2023.

## Description

**Applicant:** Park City Municipal Corporation  
Trails and Open Space Department

**Location:** Parcel Number PCA-103-A-X, McLeod Creek Trailhead

**Zoning District:** Recreation and Open Space (ROS)

**Adjacent Land Uses:** Recreation, Open Space

**Reason for Review:** Planning Commission reviews and takes Final Action on parking areas with five (5) or more spaces in the Recreation and Open Space Zoning District<sup>1</sup>

## Background

The Applicant is gathering additional information for the Commission's consideration.

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<sup>1</sup> LMC § [15-2.7-2\(C\)](#)

# Planning Commission Staff Report



**Subject:** 958 Woodside Avenue Plat Amendment  
**Application:** PL-23-05561  
**Author:** Olivia Cvetko  
**Date:** April 26, 2023  
**Type of Item:** Administrative – Plat Amendment

## Recommendation

(I) Review the requested 958 Woodside Avenue Plat Amendment, (II) hold a public hearing, and (III) consider forwarding a positive recommendation for City Council’s consideration on May 25, 2023, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Ordinance 2023-XX (Exhibit A).

## Description

**Applicant:** Richard and Joan Keiser  
**Location:** 958 Woodside Avenue  
**Zoning District:** Historic Residential – 1 (HR-1)  
**Adjacent Land Uses:** Multi-Unit Dwellings and Single-Family Dwellings  
**Reason for Review:** Plat Amendments require Planning Commission recommendation and City Council action<sup>1</sup>

HDDR Historic District Design Review  
HPB Historic Preservation Board  
HR-1 Historic Residential – 1  
LMC Land Management Code  
SFD Single-Family Dwelling

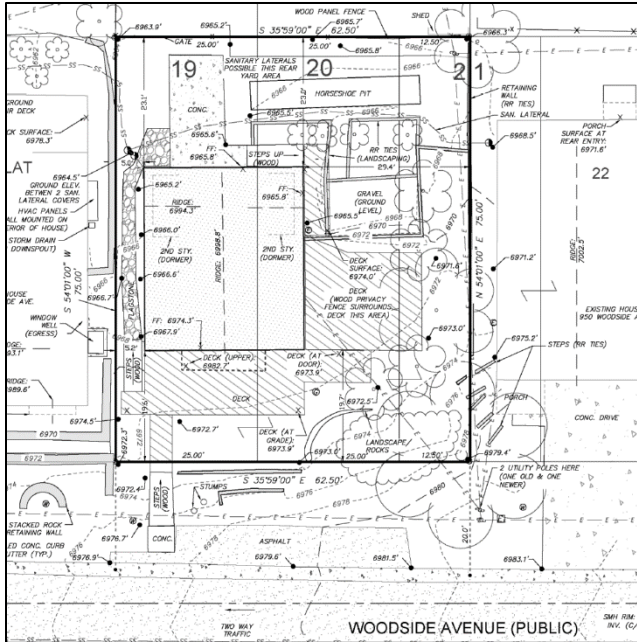
*Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).*

## Summary

The Applicant proposes to combine Lots 19, 20, and the North Half of 21 of the Snyders Addition to Create a Single Lot in the Historic Residential – 1 (HR-1) Zoning District. Existing Lot Lines run under a non-historic Single-Family Dwelling (SFD) as shown in the survey below (Exhibit B: 958 Woodside Avenue Survey):

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<sup>1</sup> LMC [§ 15-7.1-2\(B\)](#)



958 Woodside Avenue Survey



958 Woodside Avenue Street View

## Background

The SFD was built in 1972 over existing Lot lines. Since then, the Site has received two Building Permits, one for a Bathroom Addition and one for a Deck and Stair Remodel, both issued in 2000.

There is a 20% slope between the Right-of-Way (ROW) and property line at 958 Woodside Avenue and on the neighboring property, 968 Woodside Avenue. The lot continues to slope downward towards the north (rear) of the property, though the steepest Slope at any point is roughly 16%. The image below, taken from the front of the SFD, shows the slope adjacent to the front of the property:



958 Woodside Avenue View from Front Door



## Analysis

### **(I) The proposal complies with LMC Chapter 15-2.2 Historic Residential -1 Zoning District Requirements.**

The purpose of the Historic Residential HR-1 District is to:

- A. preserve present land Uses and character of the Historic residential Areas of Park City;
- B. encourage the preservation of Historic Buildings and/or Structures;
- C. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
- D. encourage single family Development on combinations of 25' x 75' Historic Lots;
- E. define Development parameters that are consistent with the General Plan policies for the Historic core; and
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.<sup>2</sup>

Single-Family Dwellings are an Allowed Use in the HR-1 Zoning District.<sup>3</sup>

The table below outlines the HR-1 Zoning District Lot and Site Requirements established in LMC [§ 15-2.2-3](#):

| Requirement                                                                          | Analysis of Proposal                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lot Size: 1,875 for square feet (sf)                                                 | <b>Complies.</b> The proposed lot is 4,687.5 sf.                                                                                                                                                                                                                                                                 |
| Lot Width: 25 feet (ft)                                                              | <b>Complies.</b> The proposed lot is 62.5 ft wide.                                                                                                                                                                                                                                                               |
| Maximum Building Footprint = (Lot Area/2) x 0.9 <sup>Lot Area/1875</sup><br>1,801 sf | <b>Condition of Approval 8.</b> The existing Structure has a Building Footprint of 913 sf.<br><br>Based on the proposed Lot area, the Maximum Building Footprint for this site is 1,801 sf. Condition of approval 8 notes that any new construction shall not exceed the Maximum Building Footprint of 1,801 sf. |
| Front and Rear Setbacks: 10 ft each, or 20 ft total                                  | <b>Complies.</b> The existing Structure complies with front and rear setbacks:<br>Front setback: 19 ft<br>Rear setback: 23 ft                                                                                                                                                                                    |

<sup>2</sup> LMC § [15-2.2-1](#)

<sup>3</sup> LMC § [15-2.2-2\(A\)\(1\)](#)

|                                              |                                                                                                                                                                                                           |
|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Side Setbacks: 5 ft minimum, and 14 ft total | <b>Complies.</b> The existing Structure complies with side setbacks:<br>West setback: 5 ft<br>East setback: 29 ft                                                                                         |
| Building Height: 27 feet                     | <b>Condition of Approval 5.</b><br><br>The existing non-compliant structure is 32 ft high. Any addition to the existing non-historic Structure or new construction shall not increase the non-conformity. |

### Site Compatibility with Surrounding Neighborhood and Nearby Lots

Staff studied the compatibility of the Lot combination with the surrounding Lots regarding the existing streetscape and concept of decreased permitted Building Footprint due to the larger Lot.

The combination of Lots 19, 20, and the North Half of 21 at 958 Woodside Avenue would create one Lot totaling 4,687.5 sf. Nearby SFD Lots include 962 Woodside Avenue at 3719.8 sf, 946 Norfolk Avenue at 4792 sf, and 909 Woodside Avenue at 3750 sf. Also nearby are several Condominium Lots. The proposed new Lot would be consistent with the surrounding properties in this neighborhood.

Below are several images of the streetscape labeled with addresses and a map submitted by the Applicant highlighting the proposed new Lot (in red), previously approved Lot combinations (in blue), and surrounding sites where multiple adjacent lots are developed and under the same ownership (in green) (Exhibit C):



*950 Woodside Avenue (South Neighbor)*



*950 Woodside Avenue (North Neighbor)*

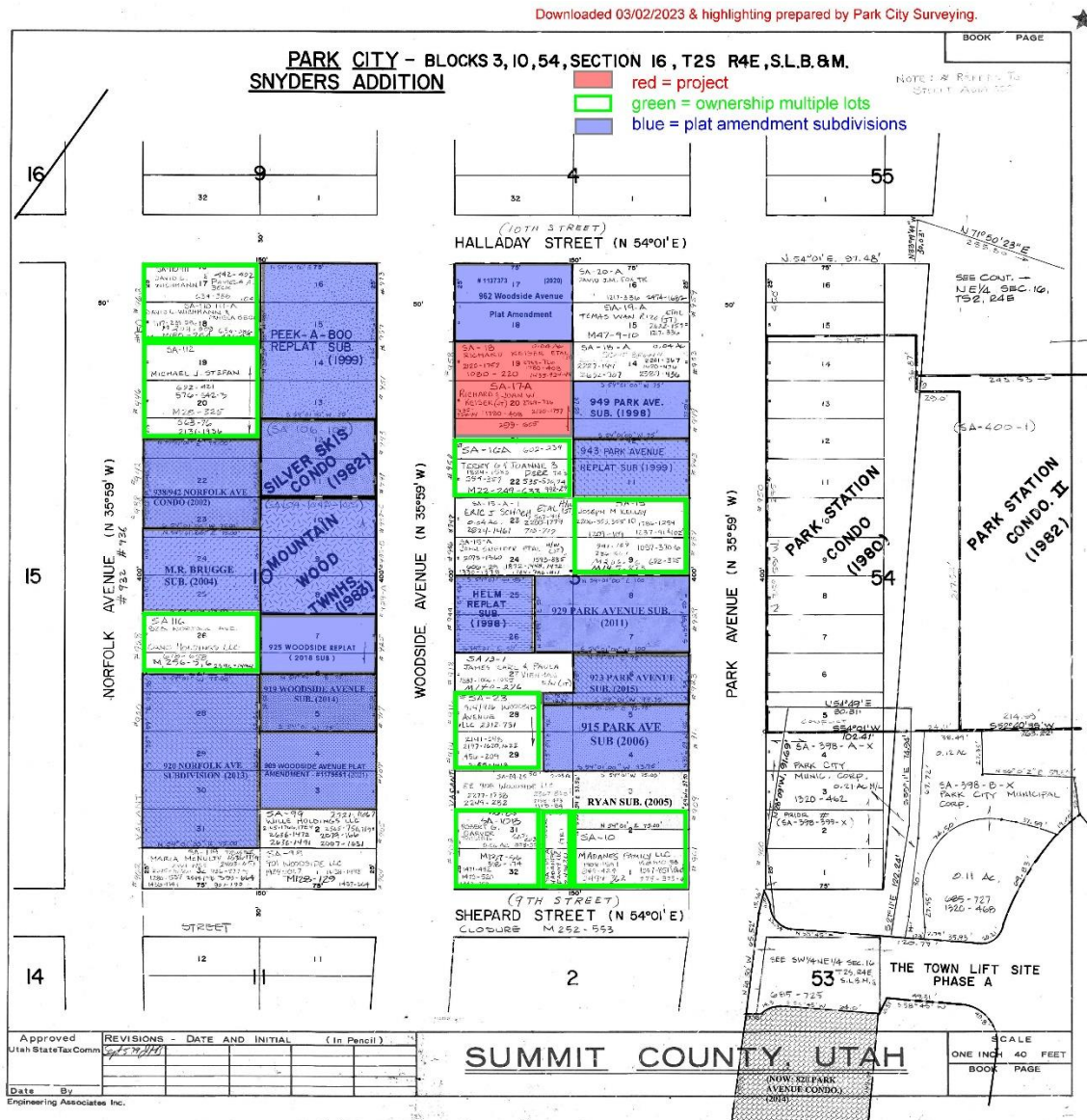




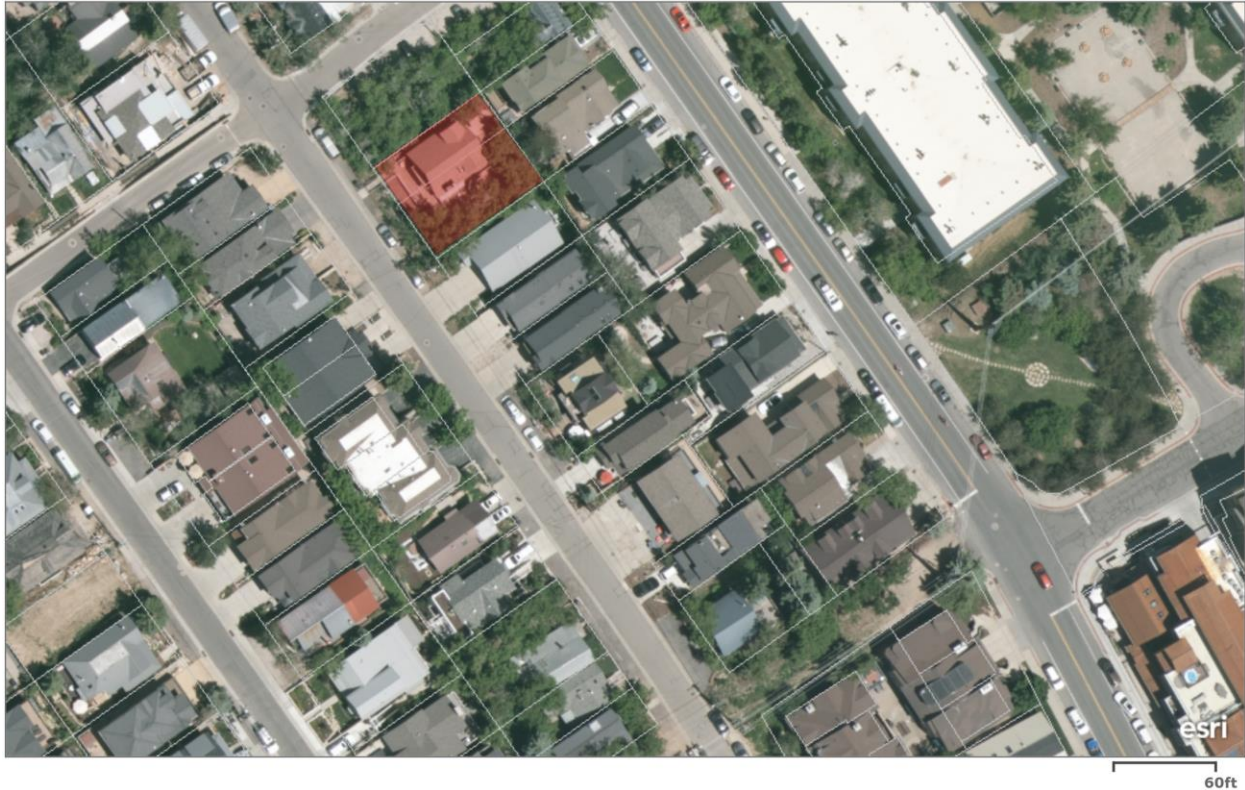
933 Woodside Avenue (Across the Street)



916 Woodside Avenue (Down the Street South)







### Structure Requirements

In addition to the consistency with surrounding Lot sizes, combining the Lots at 958 Woodside Avenue will reduce the overall Density, maximum allowed Building Footprint, and required Parking Spaces by reducing the allowed number of Dwellings at the Site. If redeveloped, the Proposed Lot is allowed one Primary Dwelling with the potential to obtain an Accessory Apartment with the required Administrative Permit. Duplex Units are a Conditional Use in the HR-1 Zoning District, requiring Planning Commission review and approval.<sup>4</sup>

The Building Footprint formula in LMC [§ 15-2.2-3](#) allows a maximum Building Footprint of 1,801 sf for the proposed Lot. If left two and a half Lots, the allowed Building Footprint would be 2,111 sf (or 1,688 sf for two Lots).<sup>5</sup> The proposed Plat Amendment would decrease the overall allowed Maximum Building Footprint by 309 sf.

In addition to a reduction in allowed Building Footprint, the Plat Amendment would decrease required Off-Street Parking Spaces and Driveway Access. The Proposed Lot is required to provide two Off-Street Parking Spaces for a SFD or four for a Duplex. Since the site was developed in 1972, the owners and tenants of this property have utilized City ROW for parking. The site does not currently have designated parking. A Condition of Approval for this Plat Amendment is that any redevelopment of the property will require adhering to the LMC requirements, including the number of required Off-

<sup>4</sup> LMC [§ 15-2.2-2](#) [HR-1] Uses

<sup>5</sup> LMC [§ 15-2.2-3\(E\)](#) Maximum Building Footprint =  $([\text{Lot Area}]/2) \times 0.9[\text{Lot Area}]/1875$

Street Parking Spaces. (See Condition of Approval 6)

#### **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. Any proposed Structure of future development on this site will require the Applicant to submit a Historic District Design Review Application to the Planning Department for review and Compliance with LMC [§ 15-13-8](#) Design Guidelines For New Residential Infill Construction In Historic Districts. (See Condition of Approval 7).

#### **Significant Vegetation**

LMC Chapter [15-5 Architectural Review](#) requires new development to preserve Significant Vegetation. Though this would be revisited upon review of a Building Permit, this site has some existing vegetation that appears to consist of invasive species and small plants. Condition of Approval 9 states that prior to redevelopment, the Applicant must provide a survey of Significant Vegetation and submit a landscape plan that justifies replacement of the vegetation as outlined in LMC [§ 15-5-5\(N\)](#).

**(II) Staff finds Good Cause for the proposed Plat Amendment because (A) this plat amendment resolves an existing non-conformity (B) present land Uses and the Character of the HR-1 Zoning District are retained, (C) no Public Street or Right-of-Way is vacated or amended, and (D) no easement is vacated or amended.**

Plat amendments are reviewed according to LMC [§ 15-7.1-3\(B\)](#), and approval requires 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. This Plat Amendment resolves an existing non-conformity.**

The existing SFD was built in 1972 over the Lot Line platted between Lots 19 and 20 of Snyder’s Addition with a deck that was constructed over the Lot Line platted between Lots 20 and 21 (Exhibit B). This Plat amendment would remove those lot lines and create a single lot for 958 Woodside Avenue.

#### **B. The Historic Residential -1 Zoning District Character is retained.**

LMC [§ 15-2.2-1](#) states that the purposes of the HR-1 Zoning District include encouraging single family Development on combinations of 25' x 75' Historic Lots.

This Plat amendment would support the purpose of the HR-1 Zoning District by allowing development that would be consistent in scale, character, and use with the surrounding neighborhood and create consistency in the streetscape. Additionally, new development will be held to Historic District Design Review criteria outlined in LMC § [15-13-8](#).

As outlined in the Analysis Section of this Staff Report, the proposed Plat Amendment would decrease the overall maximum Building Footprint and required Off-Street Parking Spaces, offering a less-intense development. Additionally, Development on this Lot would provide a smooth transition in use from the existing Condominiums to adjacent Historic Properties.

**C. No Public Street or Right-of-Way is vacated or amended.**

Access to the Lot is from Woodside Avenue. The Applicant's proposal does not vacate or amend any portion of the platted ROW.

**D. No easements are vacated or amended.**

**(III) The Development Review Committee<sup>6</sup> met on March 7, 2023, and requires Conditions of Approval**

The Development Review Committee noted that the existing sewer easement laterals are out to 10th Avenue instead of up to Woodside Avenue. Any remodel or redevelopment will require hooking up to the Woodside Avenue connection, which will include the installation an injector waste pump (See Condition of Approval 10).

**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, mailed courtesy notice to property owners within 300 feet, and posted notice to the property on April 11, 2023. The *Park Record* published notice on April 12, 2023.<sup>7</sup>

**Public Input**

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

**Alternatives**

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<sup>6</sup> 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).

<sup>7</sup> LMC [§ 15-1-21](#).

- The Planning Commission may forward a positive recommendation to the City Council for Ordinance No. 2023-XX, Approving the 958 Woodside Avenue Plat Amendment for consideration on May 25, 2023; or;
- The Planning Commission may forward a negative recommendation to the City Council for Ordinance No. 2023-XX, Denying the 958 Woodside Avenue Plat Amendment and direct Staff to make Findings for this decision; or
- The Planning Commission may request additional information and continue the discussion to a date Certain.

### **Exhibits**

Exhibit A: Draft Ordinance 2023-XX and Proposed Plat

Exhibit B: 958 Woodside Avenue Survey

Exhibit C: Lot Ownership Map

## **Ordinance No. 2023-XX**

### **AN ORDINANCE APPROVING THE 958 WOODSIDE AVENUE PLAT AMENDMENT, LOCATED AT 958 WOODSIDE AVENUE, PARK CITY, UTAH**

WHEREAS, the owners of the property located at 958 Woodside Avenue petitioned the City Council for approval of the 958 Woodside Avenue Plat Amendment; and

WHEREAS, on April 11, 2023, notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on April 11, 2023, courtesy notice was mailed to property owners within 300 feet of 593 Park Avenue; and

WHEREAS, on April 26, 2023, the Planning Commission reviewed the application and held a public hearing; and

WHEREAS, on April 26, 2023, the Planning Commission forwarded a **positive/negative** recommendation for City Council's consideration on May 25, 2023; and

WHEREAS, on May 25, 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 958 Woodside Avenue Plat Amendment, located at 958 Woodside 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**

1. The property is located at 958 Woodside Avenue.
2. The property is listed with Summit County as parcel numbers SA-17-A and SA-18 and consists of Lots 19, 20, and the North half of Lot 21 in the Snyder's Addition.
3. The property is in the Historic Residential-1 (HR-1) Zoning District.
4. The Applicant seeks to Combine Lots 19, 20, and the North half of Lot 21.
5. The site contains an existing Non-Historic Structure built in 1972.
6. The current minimum Lot Size in the HR-1 Zoning District is 1,875 square feet. The Proposed Lot is 4,687 square feet.
7. The current minimum Lot Width in the HR-1 Zoning District is 25 feet. The Proposed Lot is 62.5 feet wide.
8. No remnant Parcels are created with this Plat Amendment.
9. The Proposed Lot Size is consistent with adjacent Lots.



10. The Existing Structure Complies with the Lot and Site Requirements outlined in LMC § 15-2.2-3.
11. A Single-Family Dwelling is an allowed Use in the HR-1 Zoning District.
12. The findings in the Analysis section of the Staff Report are incorporated herein.

### **Conclusions of Law**

1. The Plat Amendment is consistent with the Park City Land Management Code, including LMC Chapter 15-2.2, *Historic Residential (HR-1) Zoning District*, and LMC § 15-7.1-6, *Final Subdivision Plat*.
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 Planning Department, 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. A non-exclusive ten foot (10') public snow storage easement on Woodside Avenue shall be dedicated on the Plat.
5. Any addition to the existing Structure or new construction on 958 Woodside Avenue shall not create any new non-compliance nor shall increase the degree of the existing non-compliances with the LMC.
6. Any new development on Lots 19, 20, and the North half of Lot 21 Avenue, must comply with the Land Management Code at the time of application, including the number of required Off-Street Parking Spaces.
7. Any new development on 958 Woodside Avenue must undergo the Historic District Design Review Process for Compliance with LMC § 15-13-8.
8. New construction shall not exceed a Maximum Building Footprint of 1,801 square feet.
9. Prior to redevelopment, the applicant must provide a survey of significant vegetation and submit a landscape plan that justifies replacement of the vegetation as outlined in LMC 15-5-5(N).
10. Any new development on 958 Woodside Avenue will require connecting to the Woodside Avenue Sewer Connection which will include the installation of an injector waste pump.
11. The Plat shall note that this Lot is subject to Ordinance 2023-Xx.

12. The Engineering Department shall 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 25<sup>th</sup> day of May, 2023.

PARK CITY MUNICIPAL CORPORATION

\_\_\_\_\_  
Nann Worel, MAYOR

ATTEST:

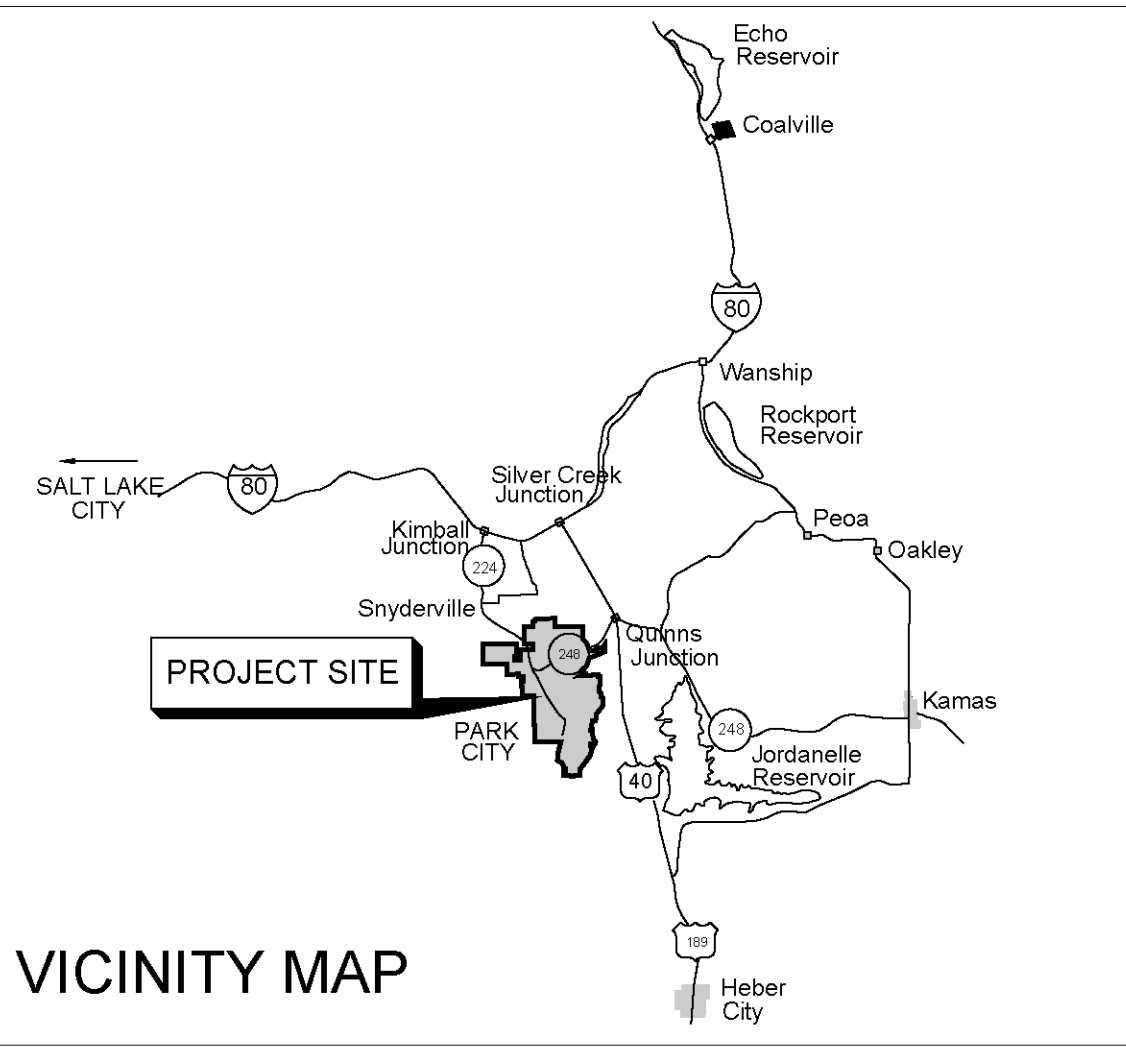
\_\_\_\_\_  
City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney's Office



## VICINITY MAP



GRAPHIC SCALE

40 0 20 40



1 INCH = 40 FEET

THIS MAP PRINTS TO SCALE  
AT SIZE 24"X36" PAPER

 FOUND STREET MONUMENT

NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARY LINES OF THE SUBJECT PROPERTY & TO OBTAIN GROUND ELEVATIONS AND EXISTING CONDITIONS OF THE PROPERTY. THIS SURVEY WAS REQUESTED BY THE LANDOWNERS.

THE CURRENT LANDOWNERS ARE RICHARD KEISER AND JOAN W. KEISER.  
SEE DEED ENTRY 1199759, BOOK 2769 PAGE 0726.

THIS SURVEY MAP WAS GENERATED USING 2 (TWO) FOOT CONTOURS.

VERTICAL DATUM:  
NAVD 88 (NORTH AMERICAN VERTICAL DATUM)  
VERTICAL N.G.S. BENCHMARK MONUMENT USED: CHISELED SQUARE 3.  
PID L00236  
SUMMIT COUNTY, UTAH  
USGS QUAD "PARK VALLEY EAST" (1955)  
NAVD 88 ELEVATION (ORTHO): 6563.44'  
THIS BENCHMARK IS ALONG THE RAIL TRAIL AND LIES WITHIN SUMMIT COUNTY PARCEL ID  
SS-64-A.

EXISTING SURVEY MONUMENTS IN ADJACENT ROADWAYS WERE USED TO REESTABLISH THE PROPERTY CORNERS.

THE BASIS OF BEARINGS IS SHOWN HEREON. ALL BEARINGS AND DISTANCES SHOWN  
HEREON ARE THE EQUIVALENT OF RECORD, UNLESS NOTED.

EXISTING BUILDING LOCATION IS TO AS-BUILT LOCATION OF BUILDING WALL CORNERS.  
ACTUAL FOUNDATION LOCATION MAY DIFFER.

RTK GPS AND ROBOTIC TOTAL STATION INSTRUMENTS WERE USED ON THIS SURVEY.

SURVEY COMPLETED: 11/15/2022

SEE SAID OFFICIAL SNYDERS ADDITION TO PARK CITY SUBDIVISION PLAT FOR ANY EASEMENTS, SETBACK REQUIREMENTS, BUILDING ENVELOPES AND BUILDING LOT RESTRICTIONS.  
NOTE: OTHERS MAY APPLY.

SEE "PARK CITY, UTAH MONUMENT CONTROL MAP", PREPARED BY BUSH & GUDGELL.  
BE AWARE THAT THERE ARE TWO SEPARATE BUSH & GUDGELL MONUMENT CONTROL  
MAPS.  
ENTRY 197765, RECORDED 11/02/1982 (A 3 SHEET SURVEY)  
AND  
ENTRY 199887, RECORDED 12/30/1982 (AMENDMENT OF SHEET 3 OF 3 OF ENTRY  
197765)

THE OWNER OF THE PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT. THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS SHOWN HEREON.

EVIDENCE FOR THIS SURVEY WAS TAKEN FROM RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL FOUND EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

THIS SURVEY IS IN COMPLIANCE WITH THE GENERALLY ACCEPTED STANDARDS OF CARE AND STANDARDS OF ACCURACY FOR THIS TYPE OF SURVEY IN THIS LOCALE.

LEGAL DESCRIPTION

LOT 19, 20 & THE NORTH HALF OF LOT 21 IN BLOCK 3 OF THE SNYDERS ADDITION TO  
PARK CITY SUBDIVISION, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT  
COUNTY RECORDER.

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 8910903, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

MARTINA NELSON  
P.L.S. 8910903

S0011162 B: 0003 P: 0625

Page 1 of 3

Rhonda Francis, Summit County Utah Recorder

02/14/2023 09:05:46 AM Fee \$120.00

By PARK CITY SURVEYING

Electronically Recorded by Simplifile

RECORD OF SURVEY & EXISTING CONDITIONS MAP  
LOT 19, 20 & NORTH HALF OF 21  
SNYDERS ADDITION TO PARK CITY SUBDIVISION

FOR: RICHARD & JOAN KEISER

DWG: 958 WOODSIDE ROS-ASB.dwg

SURVEYED BY:  
MN  
DRAFTED BY:  
MN  
CHECKED BY:  
KR

DATE:  
DECEMBER 20, 2022

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SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 8910903, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.



# RECORD OF SURVEY & EXISTING CONDITIONS MAP

LOT 19, LOT 20 & THE NORTH HALF OF LOT 21 OF THE  
SNYDERS ADDITION TO PARK CITY SUBDIVISION  
LYING WITHIN THE NORTHEAST QUARTER OF  
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST  
SALT LAKE BASE & MERIDIAN  
SUMMIT COUNTY, UTAH

NARRATIVE:

THE PURPOSE OF THIS SHEET IS TO SHOW THE BOUNDARY INFORMATION.

ANY FOUND LOT CORNER EVIDENCE MORE THAN 0.10 FROM THE CALCULATED CORNER POSITIONS ARE NOTED AS OUT OF POSITION USING A BEARING & DISTANCE NOTE.

SANITARY SEWER EASEMENTS SHOWN HEREON ARE PER TITLE REPORT 29975, EFFECTIVE DATE APRIL 14, 2022 AT 8:00 AM. ISSUED BY COALITION TILE, PARK CITY, UTAH.

ENTRY 353694, BOOK 644 PAGE 645, RECORDED FEBRUARY 05, 1992.  
BENEFITS 958 WOODSIDE AVENUE BUT NO PARTS OF THIS RECORDED EASEMENT ARE CURRENTLY IN USE. THIS SANITARY SEWER EASEMENT IS DESCRIBED SO VAGUELY, IT'S DIFFICULT TO TELL THE INTENTION. PARK CITY SURVEYING COMMUNICATED WITH THE SNYDERVILLE BASIN WATER RECLAMATION DISTRICT AND ALLIANCE ENGINEERING (ALLIANCE ENGINEERING BEING A LONG-STANDING EXPERT ON OLD TOWN PROPERTY ISSUES) ON THE POSSIBLE LOCATIONS AND CONFIGURATION OF THE 4 SEPARATE EASEMENTS CONTAINED WITHIN ENTRY 353694.

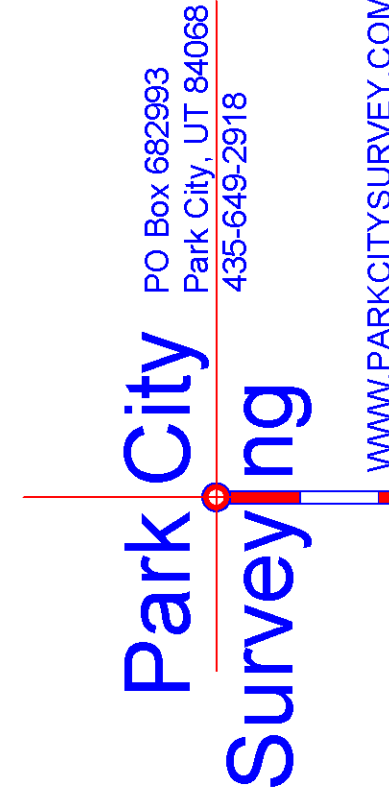
THIS EASEMENT ENTRY 353694 WAS ABANDONED USING ENTRY 1199856, BOOK 2769 PAGE 1167, RECORDED 01/19/2023 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER. SEE ALSO AFFIDAVIT CORRECTION, ENTRY 1200533, BOOK 2771 PAGE 0476, RECORDED 02/07/2023.

ENTRY 1172940, BOOK 2691 PAGE 1767, RECORDED 09/13/2021.

BENEFITS 958 WOODSIDE AVENUE.  
THIS EASEMENT IS DESCRIBED USING ONLY A HAND-DRAWN SKETCH. THERE IS NOT ENOUGH INFORMATION TO PLOT THIS EASEMENT. REFER TO THE SKETCH IN THE RECORDED EASEMENT.

ENTRY 1172941, BOOK 2691 PAGE 1770, RECORDED 09/13/2021.

BENEFITS 950 WOODSIDE AVENUE.  
THIS EASEMENT IS DESCRIBED USING ONLY A HAND-DRAWN SKETCH. THERE IS NOT ENOUGH INFORMATION TO PLOT THIS EASEMENT. REFER TO THE SKETCH IN THE RECORDED EASEMENT.



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LOT 19, 20 & NORTH HALF OF 21  
SNYDERS ADDITION TO PARK CITY SUBDIVISION

DWG: 958 WOODSIDE ROS-ASB.dwg

FOR: RICHARD & JOAN KEISER

SHEET 2 OF 3

S0011162 B: 0003 P: 0625  
Page 2 of 3  
Rhonda Francis, Summit County Utah Recorder  
02/14/2023 09:05:46 AM Fee \$120.00  
By PARK CITY SURVEYING  
Electronically Recorded by Simplifile

BLOCK 55

TOWN POINTE  
CONDOS

BLOCK 54  
PARK STATION CONDOS

PARK AVENUE  
(A PUBLIC ROAD)

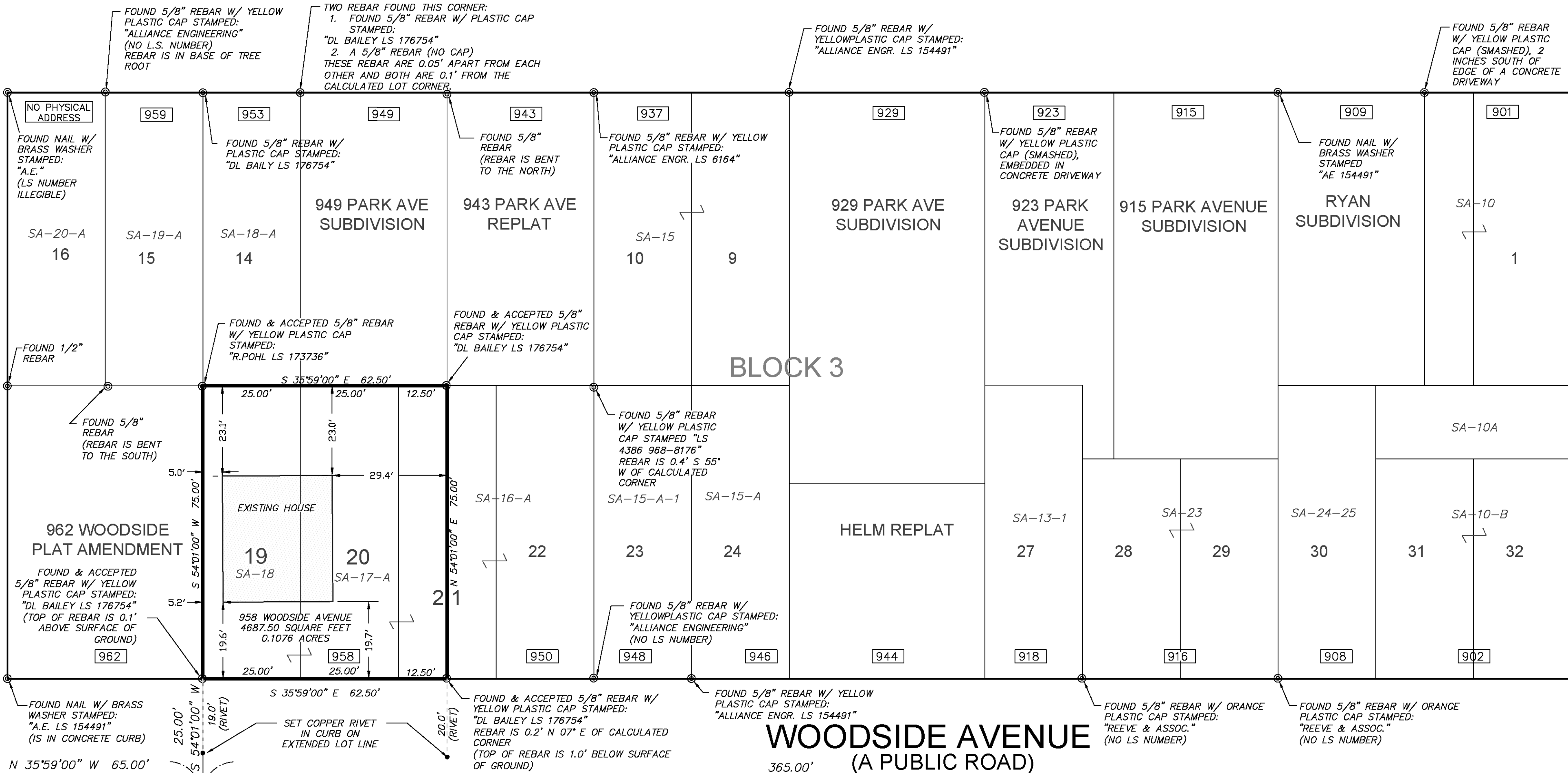
S 35°59'00" E 430.00'

FOUND & ACCEPTED STREET  
MONUMENT:  
A BRASS CAP IN CONCRETE BASE, ALL  
IN A ROUND STEEL CASING

BLOCK 4

10th STREET  
(A PUBLIC ROAD)

S 54°01'00" W 200.00'



PARKWOOD CONDO  
(PARK PHASE)

BLOCK 2

PARKWOOD CONDO  
(WOODWARD  
PHASE)



GRAPHIC SCALE  
1 INCH = 20 FEET  
THIS MAP PRINTS TO SCALE  
AT SIZE 24"x36" PAPER

LEGEND

- FOUND STREET MONUMENT
- FOUND REBAR W/ CAP (AS DESCRIBED)
- ADDRESS
- SA-18 SUMMIT COUNTY PARCEL IDENTIFICATION
- 32 SNYDERS ADDITION ORIGINAL LOT NUMBER

BLOCK 9

PEEK-A-BOO REPLAT

SILVER SKIS  
CONDO

MOUNTAIN WOOD  
TOWNHOUSES (CONDO)

925 WOODSIDE  
REPLAT

919 WOODSIDE  
AVENUE  
SUBDIVISION

839 WOODSIDE  
PLAT AMENDMENT

BLOCK 11

BLOCK 10

FOUND 5/8" REBAR W/ PLASTIC  
CAP STAMPED:  
"J. HARMON 176966"  
(REBAR IS LOOSE IN THE GROUND,  
BUT UPRIGHT)

FOUND & ACCEPTED 5/8" REBAR  
W/ YELLOW PLASTIC CAP  
STAMPED:  
"ALPINE 359005"

FOUND 5/8" REBAR W/ ORANGE  
PLASTIC CAP STAMPED:  
"C.BRAUN PLS 5152604"  
(REBAR IS BENT AND 1.1' WEST OF  
CALCULATED POSITION. CONSTRUCTION  
CHAIN LINK FENCE IS ADJACENT.)

FOUND METAL SURVEY SPIKE W/  
WASHER (LARGE, GALVANIZED.  
(IF THERE IS AN LS NUMBER ON  
WASHER, IT'S ILLEGIBLE DUE TO THE  
LARGE DIAMETER OF THE SURVEY  
SPIKE.)

17  
SA-110-111

18  
SA-110-111-A

19  
SA-112

20

21

938/942 NORFOLK  
CONDO

M.R. BRUGGE  
SUBDIVISION  
LOT 1 LOT 2

26

27

LOT 1

920 NORFOLK  
SUBDIVISION  
LOT 2

LOT 3

32  
SA-119



# RECORD OF SURVEY & EXISTING CONDITIONS MAP

LOT 19, LOT 20 & THE NORTH HALF OF LOT 21 OF THE  
SNYDERS ADDITION TO PARK CITY SUBDIVISION  
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SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST  
SALT LAKE BASE & MERIDIAN  
SUMMIT COUNTY, UTAH

## NARRATIVE:

THE PURPOSE OF THIS SHEET IS TO SHOW THE TOPOGRAPHIC DETAILS.

CONTOURS SHOWN ARE AT 2' (TWO) INTERVALS.

SEE SHEET 2 FOR BOUNDARY RELATED DETAILS (FOUND LOT CORNER INFORMATION).

THE SANITARY SEWER LATERALS SHOWN IN THE REAR (NORTH PORTION) OF THE PROJECT WERE FIELD LOCATED USING SONDE TECHNOLOGY. PARK CITY SURVEYING CONTRACTED WITH ROTO-ROOTER OF SALT LAKE CITY FOR THIS PLUMBING FIELD WORK. THE GROUND SURFACE MARKINGS BY ROTO-ROOTER WERE THEN IMMEDIATELY FIELD LOCATED BY PARK CITY SURVEYING.



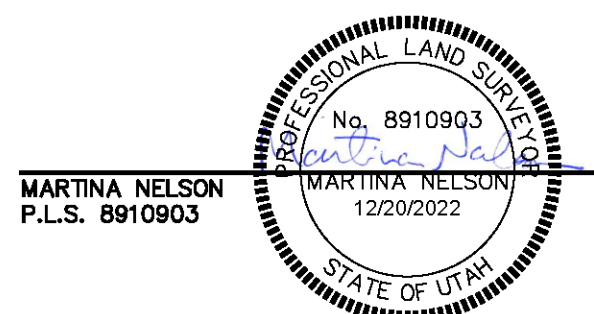
GRAPHIC SCALE  
1 INCH = 10 FEET  
THIS MAP PRINTS TO SCALE  
AT SIZE 24"X36" PAPER

## LEGEND

- FOUND REBAR W/ CAP  
(SEE SHEET 2 FOR DETAILS)
- 19 ORIGINAL SNYDERS ADDITION LOT NUMBER
- EXISTING GROUND ELEVATION
- ROOF PEAK OR RIDGE ELEVATION
- FIRE HYDRANT
- WATER VALVE
- GAS VALVE
- WATER MANHOLE
- SANITARY SEWER MANHOLE
- STORM DRAIN MANHOLE
- UTILITY LATERAL
- CATCH BASIN
- WATER METER
- ELECTRIC METER
- GAS METER
- ELECTRIC BOX/TRANSFORMER
- SEWER CLEAN OUT
- UTILITY POLE
- SIGN
- LANDSCAPING
- FENCE
- RETAINING WALL (RAILROAD TIES  
UNLESS OTHERWISE DESCRIBED)
- OVERHEAD ELECTRIC  
(& OTHER OVERHEAD UTILITIES)
- SANITARY SEWER LINE
- TREE DIAMETER SHOWN TO EDGE OF DRIPLINE
- DECIDUOUS TREE

## SURVEYOR'S CERTIFICATE

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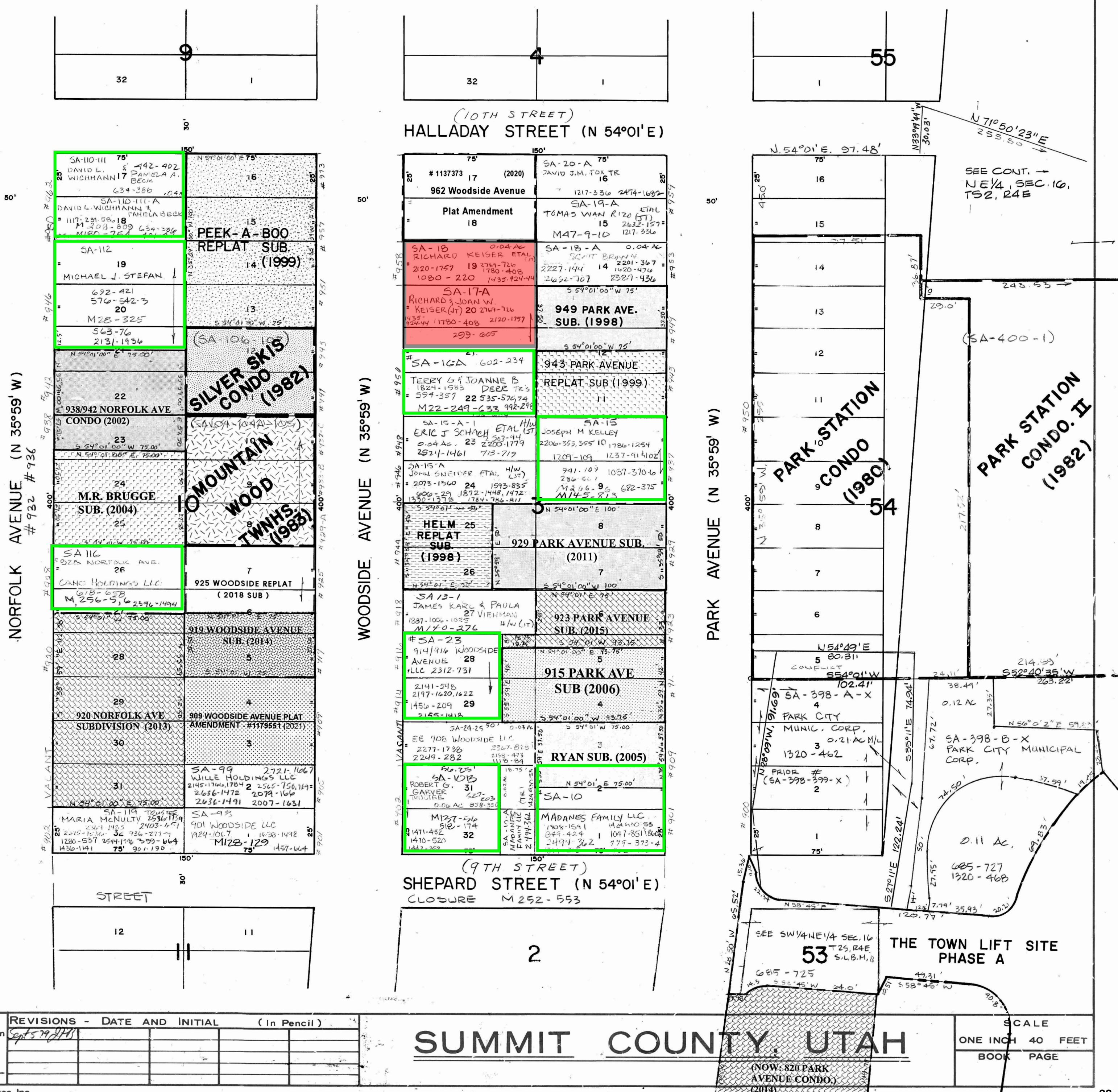


PARK CITY - BLOCKS 3, 10, 54, SECTION 16, T2S R4E, S.L.B. & M.  
SNYDERS ADDITION  red = project

red = project

green = ownership multiple lots

NOTE: \* REFERS TO  
STREET ADDRESS

[illegible]

SUMMIT COUNTY, UTAH

|          |      |      |
|----------|------|------|
| SCALE    |      |      |
| ONE INCH | 40   | FEET |
| BOOK     | PAGE |      |



## Planning Commission Agenda Item Report

Meeting Date: April 26, 2023

Submitted by: Rebecca Ward

Submitting Department: Planning

Item Type: Staff Report

Agenda Section: REGULAR AGENDA

---

### Subject:

**Huntsman Estates – Plat Amendment** – The Applicant Proposes to Amend Plat Note 3 to Clarify the Building Envelope and Limits of Disturbance Shown on the Huntsman Estates Plat. PL 23-05540 (30 mins.)

(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on May 25, 2023

### Suggested Action:

#### Attachments:

[Huntsman Estates Plat Amendment Staff Report](#)

[Exhibit A: Draft Ordinance 2023-XX](#)

[Exhibit B: Applicant's 04202020 Submittal Building Pads](#)

[Exhibit C: Applicant's LOD Exhibit](#)

[Exhibit D: Applicant's Visual Analysis](#)

[Exhibit E: Recorded Huntsman Estates Plat](#)

# Planning Commission Staff Report



**Subject:** Huntsman Estates Plat Amendment  
**Application:** PL-23-05540  
**Author:** Alexandra Ananth, Sr. Planner  
**Date:** April 26, 2023  
**Type of Item:** Administrative – Plat Amendment

## Recommendation

(I) Review the requested Huntsman Estates Plat Amendment; (II) hold a public hearing; and (III) consider forwarding a recommendation for City Council’s consideration on May 25, 2023, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Ordinance 2023-XX (Exhibit A).

## Description

Applicant: Benjamin Wu, represented by Alliance Engineering  
Location: Legacy Court and Legacy Way, accessed off Royal Street  
Zoning District: Residential Development, Deer Valley MPD (RD-MPD)  
Adjacent Land Uses: Residential, Resort, Open Space  
Reason for Review: Plat Amendments require Planning Commission recommendation and City Council action<sup>1</sup>

BE Building Envelope  
LOD Limits of Disturbance  
MPD Master Planned Development  
RD Residential Development

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

## Summary

On July 9, 2020, the City Council approved [Ordinance 2020-31](#), creating the 15-Lot Huntsman Estates Subdivision. The subdivision contains just over 40-acres and is zoned RD with an MPD Overlay (the property is subject to the [Deer Valley Master Planned Development](#) where it is allocated 15 units of Density). Lots vary in size from 0.54-acres to 3.04-acres, except for Lot 12, which is 23.77-acres and contains the original Huntsman House built in 1989. The Plat includes a 10-foot-wide non-exclusive public trail easement which was recorded with the Plat.

There is no Maximum House Size in the Subdivision, or Deer Valley MPD. Lots in the Huntsman Estates Subdivision include a “Building Envelope/LOD Area” shown on the Plat, that is roughly proportionate to the Lot size. Because the BE and LOD are combined on the plat, the responsibility of building within the LOD falls on the applicant.

---

<sup>1</sup> LMC [§ 15-7.1-2\(B\)](#)



It is more typical that either the Building Envelope or the LOD is shown on the plat and the two are not combined as they are different. LOD's are often larger than the Building Envelope and allow for construction disturbance beyond the Building Envelope. The BEs/LODs shown on the Plat do not connect to the street, which raises the question of if driveway area should count against the BE/LOD.

To maximize the size of homes on these lots, the Applicant is requesting to modify Plat Note 3, to clarify that driveways and auto courts shall be excluded from the Building Envelope/LOD calculation, and that the LOD line shall be an additional 10 feet of temporary construction disturbance allowed outside of the Building Envelope/LOD Area.

The Language of Plat Note 3 currently reads as follows:

*All Lots are limited to single family dwellings and accessory units. All buildings must be within the Building Envelopes (BE)/Limits of Disturbance (LOD) areas as shown on this Plat. Minor adjustments to the BE/LOD area shall be allowed by the Planning Director so long as the size of the BE/LOD area on the Lot remains the same.*

The Applicant is proposing to add the following sentences to the end of Plat Note 3 which staff believes goes against Planning Department and Planning Commissioners' concerns at the time of approval which were heavily focused on house size and Significant Vegetation protection;

*Driveway and auto court shall be excluded from the BE/LOD calculation. Building structure is allowed to the BE/LOD line and an additional ten (10 feet of temporary construction disturbance shall be allowed, restored, and re-vegetated.*

The Applicant's proposal to not count driveway and auto court area effectively allows the LOD area to be expanded beyond what is currently allowed.

A water easement is being added to the Plat and the Planning Department is also recommending a new Condition of Approval for Lot 12, which contains the existing Huntsman family house, in the case that that Lot is redeveloped.

## **Background**

The Huntsman Estates Subdivision is a 15-Lot Subdivision Approved in 2020 by [Ordinance 2020-31](#).

- The Planning Commission held a Work Session on the project on February 12, 2020 ([Staff Report](#), [Minutes](#) beginning on p. 2). Discussion was focused on potential limits on maximum house size; visual impact from Vantage Points; removal of Significant Vegetation; and if a traffic study should be required.
- The Planning Commission held a Public Hearing on the project on May 27, 2020 ([Staff Report](#), [Minutes](#) beginning on p. 45). Discussion was focused on proposed LODs; visual impact of the development; average house size in the area (~7,000

square feet); Significant Vegetation and forest health. The Commission voted unanimously to forward a positive recommendation to City Council for consideration.

- The Council held a Public Hearing on June 25, 2020 ([Staff Report](#), [Minutes](#) beginning on p. 13) and continued the item to July 9, 2020 ([Staff Report](#), [Minutes](#) beginning on p. 14) for more information on house size in the surrounding area. On July 9, 2020, the Council approved the subdivision by a vote of 4 to 1 (Council Member Gerber) and chose not to limit house size since very few other subdivisions within the Deer Valley MPD have maximum size limits, and the Applicant had proposed LOD's.

Lots in the Subdivision are limited to Single-Family Dwellings and accessory units. Plat Notes include:

- The overall development shall contain a minimum of 88% Open Space; and
- A certified arborists assessment is required for each lot prior to the issuance of Building Permits.

### Analysis

Limits of Disturbance, maximum house size, and Significant Vegetation preservation were topics of discussion at every Planning Commission and City Council meeting held on the original Subdivision. The applicant opposed a maximum house size limit, noting that there was no limit in the Deer Valley MPD.

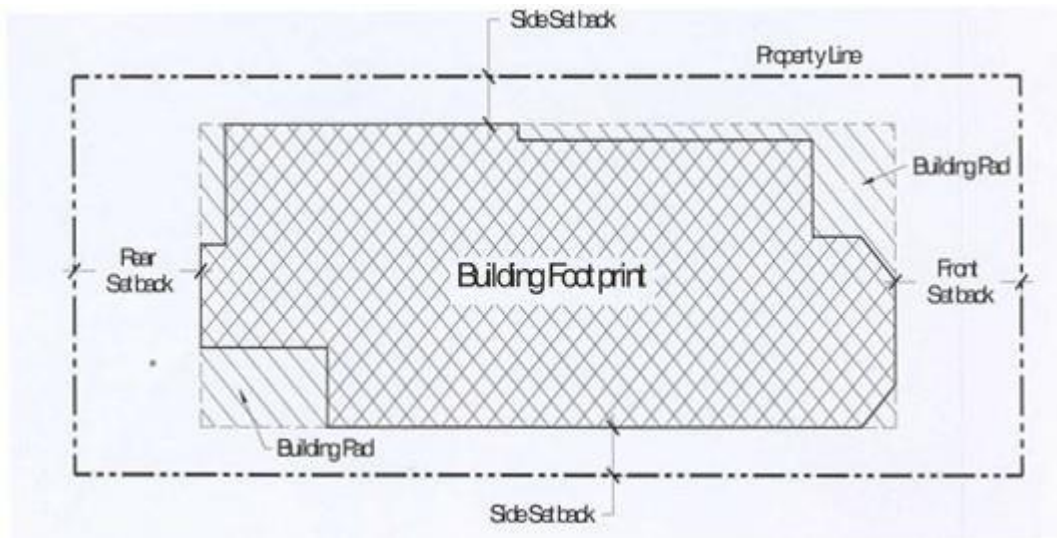
On April 20, 2020, the Applicant submitted a letter with Exhibits (Exhibit B), addressing house size. The letter acknowledges Planning Commission and staff discussions around maximum house size and Exhibit C to the letter identifies proposed "building pads" on the Lots. Table 1 of the letter is titled Huntsman *Building Pad* Sizes. Exhibit C is titled Lot Exhibit and contains the same table as the letter, with a column labeled "Building Envelope" Area. Building Envelope and Building Pad can be used interchangeably in most cases. Building Envelope is three-dimensional and Building Pad is two-dimensional and includes the area in which the footprint must be located.

LMC 15-1 defines Building Envelope, Building Pad, and Limits of Disturbance follows.

**BUILDING ENVELOPE.** The Building Pad, Building Footprint, and Height restrictions that defines the maximum Building Envelope in which all Development must occur.

**BUILDING PAD.** The exclusive Area, as defined by the Setbacks, in which the entire Building Footprint may be located. See the following example; also see Limits of Disturbance.

**LIMITS OF DISTURBANCE.** The designated Area in which all Construction Activity must be contained.



The subsequent Staff Report for May 27, 2020, Planning Commission meeting refers to what the Applicant labeled as Building Pad/Building Envelope Area as “Limits of Disturbance.”

LMC § [15-7.3-2\(C\)](#) requires a Limits of Disturbance/Vegetation Protection for Subdivisions, and § [15-7.3-2\(J\)](#) states that "Limits of Disturbance or Building Pad lines shall be shown on the Preliminary and Final Plats if the staff determines that there is Significant Vegetation on the Site or if it is important to clearly designate future Building locations. "Significant Vegetation" includes large trees of six-inch (6") caliper or greater, groves of five (5) or more smaller trees, or clumps of oak or maple covering an Area of fifty square feet (50 sq. ft.) to the drip lines. Limits of Disturbance or Building Pad lines with definitions as approved by the Staff must be reflected on the Final Plat. Because Limits of Disturbance or Building Pad lines are sometimes varied by the Planning Director, the plat will not reflect the final location of the limits."

Exhibit M to the May 27, 2020 Staff Report (Exhibit C to this Staff Report), includes the same table but with a column labeled “LOD.”

Based on the above, it is Staff’s best guess that the Applicant intended these Exhibits to illustrate propose Building Envelopes/Pads, however, Alliance Engineering and Planning Department Staff interpreted these as Limits of Disturbance, within which all construction activity must be limited. The May 27, 2020 Staff Report and Minutes consistently refer to LODs.

In [Ordinance 2020-31](#), LODs are referenced in Finding of Fact #18, and Conditions of Approval #7 & #9. There is no mention of the terms Building Envelope or Building Pad in Ordinance 2020-31.

The final recorded Huntsman Estates Plat, Note 3, combines Building Envelopes and Limits of Disturbance, and reads:



*All Lots are limited to single family dwellings and accessory units. All buildings must be within the Building Envelopes (BE)/Limits of Disturbance (LOD) areas as shown on this Plat. Minor adjustments to the BE/LOD area shall be allowed by the Planning Director so long as the size of the BE/LOD area on the Lot remains the same.*

The Applicant is proposing to add the following sentences to the end of Plat Note 3, which staff believes goes against Planning Department and Planning Commissioners' concerns and understanding at the time of approval;

*Driveway and auto court shall be excluded from the BE/LOD calculation. Building structure is allowed to the BE/LOD line and an additional ten (10) feet of temporary construction disturbance shall be allowed, restored, and re-vegetated.*

Staff agrees with the Applicant that there should be some allowance to connect the LOD to the Street, but finds that excluding longer than necessary driveways or auto courts from the LOD compromises the intention of the plat LODs and the preservation of Significant Vegetation on the lots and therefore, should be included in the LOD calculation given the generous nature of the LODs shown on the Plat.

To allow for a sufficient connection from the BE/LOD to the street, Staff recommends new **Condition of Approval 4** which reads:

A Plat Note shall indicate that all construction activity must be within the LOD Area shown on Lot Exhibit dated 4/15/20. Minor adjustments to the LOD Area shall be allowed by the Planning Director so long as the size of the LOD Area on the lot remains the same. LODs shown on the Plat are LODs and not Building Envelopes, and all construction activity must remain within the LOD, except for driveways. Driveways shall be limited to a single curb cut and a maximum width of 16 feet connecting the LOD to the right of way. Any driveway exceeding 16 feet in width shall have the excess area count towards the LOD.

Staff notes that Legacy Way and Legacy Court can be used for overflow parking in the case of a party or special event.

**Applicant's Lot Area Table dated 5/21/20 with a column added by the Planning Department illustrating the size of the LOD in square feet**

| Lot Number | Lot Area (Acre) | LOD (Acre) | LOD/Lot Area (%) | Building Envelope/LOD Square Feet (SF) |
|------------|-----------------|------------|------------------|----------------------------------------|
| 1          | 0.69            | 0.21       | 0.30             | 9,148                                  |
| 2          | 3.04            | 0.58       | 0.19             | 25,265                                 |

|                 |       |      |      |        |
|-----------------|-------|------|------|--------|
| 3               | 2.78  | 0.49 | 0.18 | 21,344 |
| 4               | 0.97  | 0.3  | 0.31 | 13,068 |
| 5               | 1.2   | 0.4  | 0.33 | 17,424 |
| 6               | 0.82  | 0.23 | 0.28 | 10,019 |
| 7               | 0.67  | 0.21 | 0.31 | 9,148  |
| 8               | 0.62  | 0.21 | 0.34 | 9,148  |
| 9               | 0.63  | 0.21 | 0.33 | 9,148  |
| 10              | 0.6   | 0.25 | 0.42 | 10,890 |
| 11              | 0.54  | 0.25 | 0.46 | 10,890 |
| 12 <sup>2</sup> | 22.06 | NA   | NA   | NA     |
| 13              | 0.7   | 0.31 | 0.44 | 13,504 |
| 14              | 0.66  | 0.28 | 0.42 | 12,197 |
| 15              | 0.67  | 0.29 | 0.43 | 12,632 |

Planning Staff finds that the allowed BE/LOD areas are sufficient to allow for significantly sized houses, including basements and second stories, given the Planning Commission and City Council's desire to limit the Maximum House Size and protect Significant Vegetation on the Lots.

The Planning Department researched other Subdivision Plats within the Deer Valley MPD and notes the following:

- Red Cloud Subdivision - Lots include Approximate Building Locations for each lot as well as the requirement for Design Review Board approval. To encourage lower building forms, the maximum building footprint is allowed up to the total area shown within the Approximate Building Location. The second story square footage cannot be more than 2/3rds of the first floor. Total Limits of Disturbance cannot extend more than 20 feet beyond the outside walls of the building. Driveways are an exception to this restriction. The maximum Gross Floor Area is 10,000 square feet. Garages up to a maximum area of 600 square feet are not considered Gross Floor Area. Basement Area below Final Grade is not considered Gross Floor Area. The square footage of all Accessory Structures is deducted from the house Gross Floor Area. Approximate Building Locations do not connect to the street and auto courts are not discussed. The Subdivision was recorded in 2005.
- Belleterre Subdivision - Lots include Area of Disturbance. The Plat does not discuss maximum home size or garage exclusions. Areas of Disturbance for driveway construction are shown on the Plat. The Subdivision was originally recorded in 1990.
- Bald Eagle Club Subdivision - Lots include Building Pads in which all building and construction disturbance may occur. Plat Notes indicate that when the actual building footprint is established, limits of construction disturbance may not extend beyond 15 feet of the foundation wall. The Subdivision was recorded in 1989.

<sup>2</sup> The existing Huntsman House was previously constructed on this lot and is proposed to remain.

- American Flag Subdivision – Lots do not include Limits of Disturbance or Building Envelopes and there is no maximum house size. The Subdivision was originally recorded in 1980.

Exhibit B, submitted by the Applicant, includes an analysis of Home Sizes in the Bald Eagle, Evergreen, Red Cloud, and American Flag Subdivisions. Of the 178 homes in the four Deer Valley single-family neighborhoods, 23 homes exceed 10,000. While American Flag has the lowest average home size at 6,330 square feet per lot, the Bald Eagle and Red Cloud subdivisions have significantly larger average home sizes at 9,120 and 11,490 square feet respectively. The Applicant's Visual Analysis, submitted with the Subdivision Application in 2020 is attached (Exhibit D) and includes homes that are 10,000 SF.

To date one building permit has been issued in the subdivision. Zillow has the house listed at [4815 Legacy Court #3](#) and the Zillow listed house size is 11,854 square feet.

The Planning Department also notes that Limits of Disturbance were not put on Lot 12, which contains the existing Huntsman Family house. The Planning Department recommends a new **Condition of Approval 5**, In the event that Lot 12 is redeveloped, the Lot shall be limited to a maximum of 25,000 square feet of Gross Floor Area, as defined by the LMC in effect at the time of application. The existing house is just over 20,000 square feet not including accessory structures.

## **(II) Staff finds Good Cause for the proposed Plat Amendment.**

Plat Amendments are 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.”

Staff finds Good Cause for the proposed Plat Amendment as it will provide clarity to the intention of existing Plat Note 3, allows for the addition of a water easement, and adds a Condition of Approval for Lot 12 in the case that lot is redeveloped.

No Public Street Right-of-Way, or easement is vacated or amended by the proposed Plat Amendment.

## **Department Review**

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



Application went to DRC on 4/18/23. No significant issues were raised.

### **Notice**

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on April 12, 2023. Staff mailed courtesy notices to property owners within 300 feet on April 12, 2023. The *Park Record* published notice on April 12, 2023.<sup>3</sup>

### **Public Input**

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

### **Alternatives**

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

### **Exhibits**

Exhibit A: Draft Ordinance and Plat Amendment  
Exhibit B: Applicant's Original House Size Submittal dated 4/20/20  
Exhibit C: Applicant's Lot Area Table dated 5/21/20  
Exhibit D: Applicant's Visual Analysis from  
Exhibit E: Recorded Subdivision Plat

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<sup>3</sup> LMC [§ 15-1-21](#)

**Ordinance No. 2023-Xx**

**AN ORDINANCE APPROVING THE HUNTSMAN ESTATES FIRST AMENDED PLAT,  
PARK CITY, UTAH**

WHEREAS, the owner of the Huntsman Estates Subdivision, located at 5000 Royal Street, petitioned the City Council for approval to amend the Conditions of Approval, of the fifteen lot (15-lot) Huntsman Estates Subdivision; and

WHEREAS, on April 12, 2023, the property was posted and notice was mailed according to the requirements of the Land Management Code; and

WHEREAS, legal notice was published in the Park Record on April 12, 2023, according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a Public Hearing on April 26, 2023, to receive input on the Plat Amendment; and

WHEREAS, the Planning Commission forwarded a \_\_\_\_\_ recommendation to City Council; and

WHEREAS, on May 25, 2023, the City Council held a public hearing to receive input on the Plat Amendment; and

WHEREAS there is good cause and 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 Plat Amendment as shown in Attachment 1 is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval.

**Findings of Fact:**

1. The Huntsman Estates Subdivision contains 40.69 acres, is zoned Residential Development, and is located within the Deer Valley MPD Overlay (RD-MPD).
2. The Parcel was originally known as the Westview Parcel located in the North Silver Lake Community of Deer Valley and is assigned 15 Density Units in Exhibit 1 of the Twelfth Amendment and Restated Deer Valley MPD with one Unit already developed.
3. The Subdivision is classified as a Major Subdivision according to LMC Section 15-7.1-3(A)(2) as it contains four (4) or more lots. The subdivision contains 16 lots including one common parcel.
4. On July 9, 2020, City Council approved Ordinance 2020-31, and vacated the previous Westview MPD.

5. Building Height is limited to 28 feet with an exception for the existing house which was granted in 1987 as part of the Conceptual MPD approval for the Westview MPD.
6. The proposed Plat Amendment was reviewed for compliance with all Sections of LMC Chapter 15-7, Subdivision General Provisions.
7. Single Family Dwellings are an allowed Use within the RD District.
8. Lockout Units require a CUP.
9. Nightly Rentals are allowed in the area unless HOA rules prohibit them.
10. All future buildings shall be reviewed for compliance with the Architectural Design Guidelines of LMC Chapter 15-5.
11. The applicant submitted a Forrester Assessment from a certified arborist with their Subdivision Application, that evaluated the health and viability of the site and makes recommendations on thinning and removing dead standing trees in order to balance the need for tree removal for forest health, build out and wildfire prevention with the visibility of the site.
12. Care shall be taken in the siting of houses and driveways to limit the removal of Significant Vegetation. The applicant submitted LOD Areas for each of the individual lots in a file titled Lot Exhibit dated 4/15/20.
13. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance.
14. This Plat Amendment seeks to clarify Plat Note 3, to add a water easement to the Plat, and restrictions to Lot 12 should it be redeveloped.

#### **Conclusions of Law:**

1. There is Good Cause for the Plat Amendment. The proposed Amendment complies with the Land Management Code requirements and the Deer Valley MPD and is within the Density previously approved for the parcel in 1987.
2. The Amendment is consistent with the 2014 Park City General Plan and the Park City Land Management Code including Sections 15-7.1-3(C) and 15-12-15(B)(4) and (9) and applicable State Law regarding Subdivisions.
3. Neither the public nor any person will be materially injured by the proposed Amendment.
4. Approval of this Amendment 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 Amendment for compliance with State Law, the Land Management Code, and the Conditions of Approval, prior to recordation of the Plat Amendment.
2. The applicant will record the Plat Amendment 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 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. All Plat Notes on the Huntsman Estates Subdivision Plat shall be carried forward with the Exception of Plat Note 3, which shall be modified as noted below.



4. A Plat Note shall indicate that all construction activity must be within the LOD Area shown on Lot Exhibit dated 4/15/20. Minor adjustments to the LOD Area shall be allowed by the Planning Director so long as the size of the LOD Area on the lot remains the same. LODs shown on the Plat are LODs and not Building Envelopes, and all construction activity must remain within the LOD, with the exception of driveways. Driveways shall be limited to a single curb cut and a maximum width of 16 feet connecting the LOD to the right of way. Any driveway exceeding 16 feet in width shall have the excess area count towards the LOD.
5. A Plat Note shall indicate that if Lot 12 is redeveloped, the Lot shall be limited to a maximum of 25,000 square feet of Gross Floor Area, as defined by the LMC in effect at the time of application.
6. Should the applicant move forward with Phase 2 of this project, a Condition of Approval will be placed on the Plat Amendment that the applicant shall deed the adjacent parcel to the City as natural Recreational Open Space.
7. A Construction Management Plan that explicitly prohibits parking on Royal Street during construction will be required prior to the issuance of any building permits.
8. The Huntsman Estates Subdivision development exceeds one (1) acre and shall meet the requirements of the municipal separate storm sewer system (MS4) storm water program. A plat note shall indicate that each lot within this common development shall be required to obtain a MS4 storm water permit prior to any construction activity.
9. A Plat Note shall indicate that the Plat is subject to Ordinance 2023-XX.

**SECTION 2. EFFECTIVE DATE.** This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 25<sup>th</sup> day of May, 2023.

PARK CITY MUNICIPAL CORPORATION

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MAYOR, Nann Worel

ATTEST:

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City Recorder, Michelle Kellogg

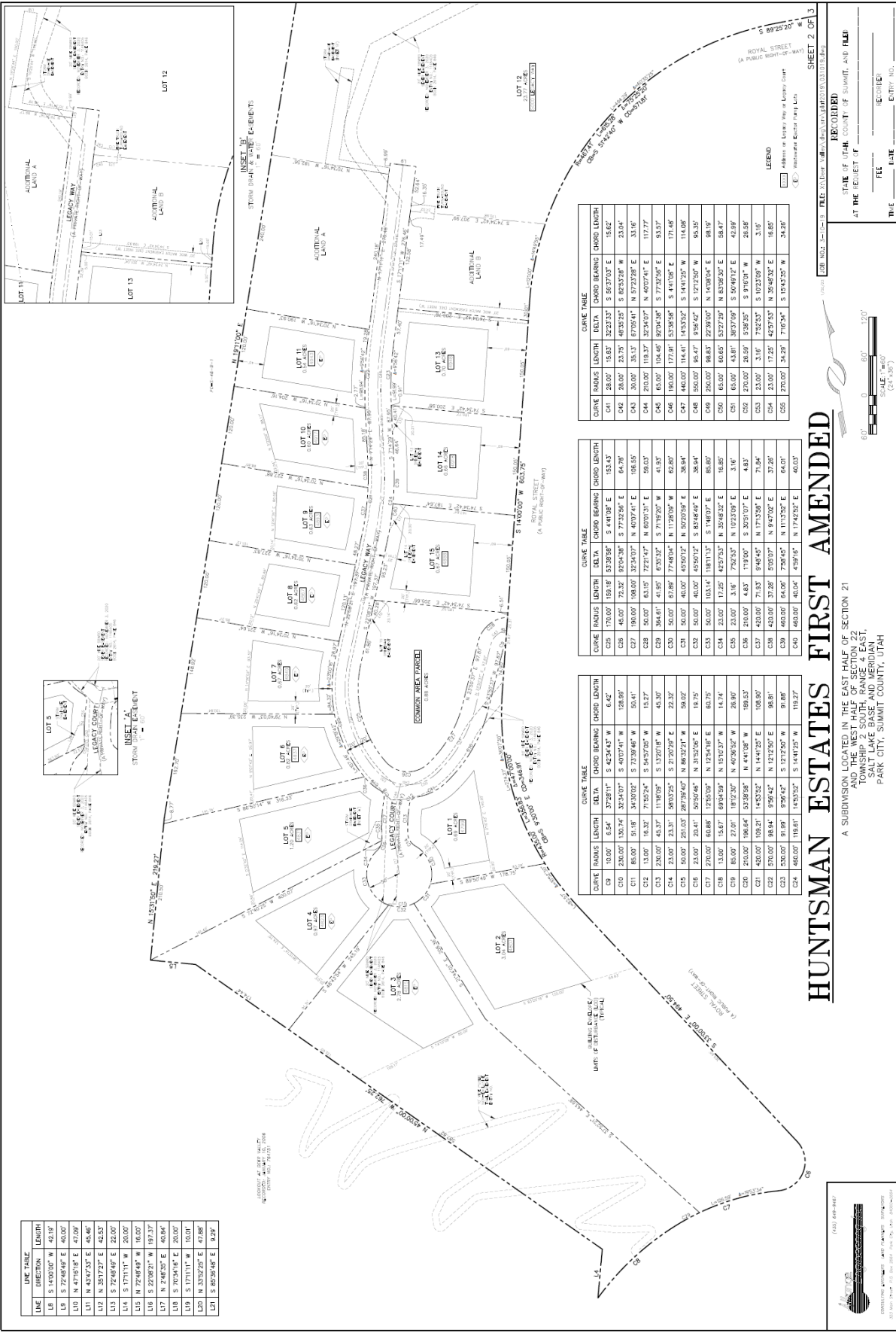
APPROVED AS TO FORM:

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City Attorney's Office

Attachment A:            Plat Amendment





| LINE | DIRECTION     | LENGTH |
|------|---------------|--------|
| 1    | S 14°00'00" W | 43.19' |
| 2    | S 72°48'48" E | 40.50' |
| 3    | N 47°18'30" E | 47.59' |
| 4    | N 43°47'33" E | 45.46' |
| 5    | N 20°12'27" E | 42.53' |
| 6    | S 72°48'48" E | 22.00' |
| 7    | S 17°11'11" W | 20.00' |
| 8    | N 72°48'48" E | 16.00' |
| 9    | S 22°08'21" W | 19.73' |
| 10   | N 74°48'35" E | 40.84' |
| 11   | N 70°34'16" E | 20.00' |
| 12   | S 17°11'11" W | 10.01' |
| 13   | N 33°22'25" E | 47.88' |
| 14   | S 80°26'48" E | 9.29'  |

| CURVE | RADIUS  | LENGTH  | DELTA     | CHORD BEARING | CHORD LENGTH |
|-------|---------|---------|-----------|---------------|--------------|
| C41   | 28.00'  | 15.83'  | 32°23'37" | S 56°27'03" E | 15.62'       |
| C42   | 28.00'  | 23.79'  | 48°33'26" | S 82°53'28" W | 23.04'       |
| C43   | 30.00'  | 55.13'  | 87°05'41" | N 57°23'28" E | 33.16'       |
| C44   | 210.00' | 118.37' | 32°34'07" | N 40°07'41" E | 117.77'      |
| C45   | 65.00'  | 104.48' | 90°04'36" | S 77°52'54" E | 93.57'       |
| C46   | 160.00' | 177.81' | 53°38'58" | S 44°10'08" E | 171.48'      |
| C47   | 440.00' | 114.41' | 14°33'52" | S 14°47'25" W | 114.08'      |
| C48   | 500.00' | 96.47'  | 9°56'42"  | S 12°12'50" W | 90.30'       |
| C49   | 250.00' | 96.83'  | 22°38'50" | N 14°58'04" E | 98.19'       |
| C50   | 65.00'  | 60.65'  | 53°27'26" | N 83°58'30" E | 58.47'       |
| C51   | 65.00'  | 43.81'  | 36°37'09" | S 50°49'12" E | 42.89'       |
| C52   | 270.00' | 26.59'  | 5°38'25"  | S 91°01'07" E | 26.58'       |
| C53   | 23.00'  | 3.16'   | 7°42'53"  | S 10°22'59" W | 3.16'        |
| C54   | 23.00'  | 17.25'  | 42°57'53" | N 25°48'32" E | 16.85'       |
| C55   | 270.00' | 34.29'  | 7°16'34"  | S 18°43'35" W | 34.28'       |

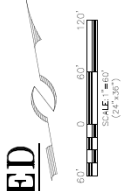
| CURVE | RADIUS  | LENGTH  | DELTA     | CHORD BEARING | CHORD LENGTH |
|-------|---------|---------|-----------|---------------|--------------|
| C26   | 175.00' | 159.18' | 83°29'38" | S 44°10'08" E | 153.43'      |
| C28   | 440.00' | 72.32'  | 8°07'38"  | S 77°32'41" E | 64.78'       |
| C27   | 190.00' | 108.00' | 32°24'07" | N 40°07'41" E | 106.55'      |
| C28   | 50.00'  | 63.10'  | 72°21'47" | N 60°07'31" E | 59.03'       |
| C29   | 364.61' | 41.95'  | 8°35'32"  | S 71°19'20" W | 41.83'       |
| C30   | 50.00'  | 67.89'  | 77°48'04" | N 17°28'59" W | 62.80'       |
| C31   | 50.00'  | 40.00'  | 45°07'12" | N 50°20'59" E | 38.84'       |
| C32   | 50.00'  | 40.00'  | 45°07'12" | S 83°46'48" E | 38.84'       |
| C33   | 50.00'  | 103.14' | 18°11'33" | S 14°07'07" E | 85.80'       |
| C34   | 23.00'  | 17.25'  | 42°57'53" | N 32°48'32" E | 16.85'       |
| C35   | 23.00'  | 3.16'   | 7°42'53"  | S 10°22'59" E | 3.16'        |
| C36   | 210.00' | 4.83'   | 11°00'07" | S 30°51'07" E | 4.83'        |
| C37   | 420.00' | 32.86'  | 5°05'07"  | N 84°27'02" E | 37.26'       |
| C38   | 420.00' | 32.86'  | 5°05'07"  | N 84°27'02" E | 37.26'       |
| C39   | 460.00' | 40.94'  | 4°59'16"  | N 17°42'50" E | 40.03'       |

| CURVE | RADIUS  | LENGTH  | DELTA     | CHORD BEARING | CHORD LENGTH |
|-------|---------|---------|-----------|---------------|--------------|
| C9    | 150.00' | 6.54'   | 37°28'11" | S 42°34'43" W | 6.42'        |
| C10   | 230.00' | 130.74' | 32°34'07" | S 40°07'41" W | 128.99'      |
| C11   | 85.00'  | 51.18'  | 34°30'02" | S 73°39'46" W | 50.41'       |
| C12   | 13.00'  | 18.32'  | 71°05'24" | S 84°57'05" W | 15.27'       |
| C13   | 230.00' | 45.37'  | 11°18'09" | S 13°20'18" W | 45.30'       |
| C14   | 23.00'  | 23.31'  | 58°03'25" | S 21°20'28" E | 22.32'       |
| C15   | 50.00'  | 251.03' | 28°39'40" | N 80°32'21" W | 59.02'       |
| C16   | 23.00'  | 20.41'  | 50°50'46" | N 31°52'06" E | 19.75'       |
| C17   | 270.00' | 66.86'  | 12°50'09" | N 12°54'18" E | 62.75'       |
| C18   | 13.00'  | 15.87'  | 89°04'59" | N 15°10'27" W | 14.74'       |
| C19   | 85.00'  | 27.01'  | 18°12'30" | N 40°56'52" W | 26.90'       |
| C20   | 270.00' | 198.64' | 53°28'58" | N 44°10'08" E | 189.53'      |
| C21   | 420.00' | 109.31' | 14°53'52" | N 14°47'25" W | 108.90'      |
| C22   | 570.00' | 88.94'  | 9°56'42"  | S 12°12'50" E | 98.91'       |
| C23   | 570.00' | 91.99'  | 9°56'42"  | S 12°12'50" E | 91.86'       |
| C24   | 460.00' | 118.81' | 14°33'52" | S 14°47'25" W | 119.27'      |

# HUNTSMAN ESTATES FIRST AMENDED

A SUBDIVISION LOCATED IN THE EAST HALF OF SECTION 21  
AND THE WEST HALF OF SECTION 22  
TOWNSHIP 2 SOUTH, RANGE 4 EAST,  
SALT LAKE COUNTY, UTAH  
PARK CITY, SUMMIT COUNTY, UTAH

DATE AND TIME: \_\_\_\_\_  
FILED BY: \_\_\_\_\_  
STATE OF UTAH: \_\_\_\_\_  
COUNT OF SUMMIT AND RLD: \_\_\_\_\_  
AT THE REQUEST OF: \_\_\_\_\_  
FEE: \_\_\_\_\_  
RECORDED: \_\_\_\_\_  
TIME: \_\_\_\_\_  
DATE: \_\_\_\_\_  
ENTRY NO.: \_\_\_\_\_







April 20, 2020

Alexandra Amanth, Senior Planner  
Park City Planning Department  
Park City Municipal Corporation  
PO Box 1450  
445 Marsac Avenue,  
Park City, UT 84060

**RE: House Size/Building Pad Discussion Regarding Huntsman Subdivision/Westview Parcel**

Alex,

I hope this letter finds you and your family safe and well. As you are aware, we have discussed potentially limiting house sizes in the Huntsman Estates Subdivision at both the Staff level and the Planning Commission level. The Applicant in this case is reluctant to agree to voluntarily reducing house sizes as they feel that it will severely impact the economics of the project and, to our knowledge, this has not been requested to date of other single-family communities in the Deer Valley MPD. As always, we are desirous of working towards a solution that may be considered acceptable to all parties involved in this discussion.

For many years, Park City has had a love/hate relationship with very large houses. While they utilize a lot of resources and impact greater areas than smaller homes, they also generate huge amounts of tax revenue and their design, construction and continuing sales and rentals positively impact large segments of the Park City economy. In recent years, it seems that dialogue has become more strident as sustainability and energy conservation have become more mainstream. In any event, it may be the case in the future that house sizes, for whatever reason, are limited in size within Park City limits for reasons other than setbacks, height restrictions, etc. Currently, however, according to our research, they are not, at least not in the Deer Valley MPD.

According to Steve Issowits, the Vice-President of Deer Valley, the Deer Valley MPD specifically addressed unit sizes in development parcels that had high amounts of density and low amounts of open space but did not on development parcels that had low amounts of density and high amounts of open space. The Westview Parcel clearly fell into the latter category described above. The Westview Parcel, which was identified on the original Deer Valley Master Plan, was assigned 15 units on 40.69 acres. To

date, one house was built in the subdivision, a 22,000-sf home that was the Huntsman Family home. The property is largely separate from other developments in the area and essentially is situated in its own area that is very well screened from other neighborhoods.

The language that most directly affects house sizes is located in the Deer Valley Resort Twelfth Amended and Restated Large-Scale Master Planned Development Permit, dated November 30<sup>th</sup>, 2016 (attached as Exhibit A). The house size issue, at least as it pertains to the Deer Valley MPD area, is specifically addressed in Section B. The language is clear and unambiguous. The Section reads:

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

The only passage in the LMC that concerns house size restrictions for the benefit of neighborhood compatibility is in Section 15-2.11-6 Maximum House Size and Setbacks *on Combined Lots*. As the title of the Section indicates, the LMC language is restricted to Staff and Commission decisions on combined lots. There is no other language in the LMC that supports limiting house sizes for neighborhood compatibility. In fact, the language in the 12<sup>th</sup> Amendment to the Deer Valley MPD suggests that the City has, in fact, made its compatibility determinations and that "...there shall be no size limitation...". In addition, the fact that Section B above goes on to state that the development must otherwise comply with applicable zoning regulations (i.e., the development must comply with applicable zoning requirements *other than* any pertaining to size limitation) further clarifies that any size limitation provisions contained in the applicable zoning regulations would not apply here.

Nonetheless, the Applicant is desirous of presenting a plan that is supported by the Staff and the Commission and would like to seek a solution that takes everyone's interests into consideration and work towards a compromise. The truth is, while a potential buyer may make their decision to purchase a lot with the thought that they could build a 12,000 sf mega-home, very few actually do. Attached to this report as Exhibit B is a list of all of the lots in the current single-family neighborhoods in Deer Valley and the corresponding square footages of the houses built upon them. Of the 178 existing homes in the six Deer Valley single-family neighborhoods, only 23 exceed 10,000 sf, or a little less than 13% choose to build a truly massive house. Interestingly, no other single-family neighborhoods located within the Deer Valley MPD area is subject to pre-determined house size restrictions yet the reduced house size is still prevalent. By the time a potential home builder actually constructs a house and determines the expense and need, the house size will typically be reduced significantly.

There was considerable dialogue during the Commission meeting and in Staff review regarding identifying building footprints on the individual lots. At the request of the Staff and the Commission, we have further developed a plan that identifies the building pads on the proposed lots to better understand the situating of the homes in the project. That is attached as Exhibit C. The building pads range from 9,147 square feet to 25,264 square feet. Table 1. below, shows the building pad sizes:



Table 1. Huntsman Building Pad Sizes.

| Lot #  | Building Pad Size | Total A Maximum Square Feet |
|--------|-------------------|-----------------------------|
| Lot 1  | 0.21 acres        | 9,147 sf                    |
| Lot 2  | 0.58 acres        | 25,264 sf                   |
| Lot 3  | 0.49 acres        | 21,344 sf                   |
| Lot 4  | 0.30 acres        | 13,068 sf                   |
| Lot 5  | 0.40 acres        | 18,624 sf                   |
| Lot 6  | 0.23 acres        | 10,018 sf                   |
| Lot 7  | 0.21 acres        | 9,147 sf                    |
| Lot 8  | 0.21 acres        | 9,147 sf                    |
| Lot 9  | 0.21 acres        | 9,147 sf                    |
| Lot 10 | 0.25 acres        | 10,890 sf                   |
| Lot 11 | 0.25 acres        | 10,890 sf                   |
| Lot 12 | Existing House    | @22,000 sf                  |
| Lot 13 | 0.31 acres        | 14,433 sf                   |
| Lot 14 | 0.28 acres        | 12,196 sf                   |
| Lot 15 | 0.29 acres        | 13,502 sf                   |

Exhibit C also serves as our amended site plan. We have included the building pads of the 15 lots allowed for by the Deer Valley MPD declaration. We have also modified the fire truck turnaround. Additionally, we have included two additional areas, "Additional Land West" and "Additional Land East" that could accommodate the density transfer that we have discussed at both the Staff and the Commission level. This pertains to a possible transfer of density from the 20-acre parcel of property that is located directly adjacent to the subject property to the west. The Applicant, the Staff, the Planning Commission, adjacent neighbors and Deer Valley have all indicated that this was a discussion that was worthy of pursuing and this land-plan allows for that to occur in the future. The concept is only allowable by way of an amendment to the Deer Valley MPD which may take place in the future. It does require active participation by Deer Valley. The Applicant would like to discuss this concept with the City in the future, but due to the time commitments that the MPD Amendment would require, is not something the Applicant wants to pursue with this current Subdivision Plat application.

We appreciate the Staff and Commission's consideration of this proposal. We are open to ideas and dialogue and look forward to addressing any concerns or questions you may have. Thank you for the opportunity to present this project and please do not hesitate to contact us.

Sincerely,



Rory Murphy  
DV Lodge, LLC





When recorded, Mail to:  
Park City Recorder  
PO Box 1480  
Park City, UT 84060

**DEER VALLEY RESORT TWELFTH AMENDED AND RESTATED  
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT  
November 30, 2016**

WHEREAS, Royal Street Land Company, a Utah corporation ("Royal Street") heretofore submitted to the Planning Commission of Park City ("Commission") certain items with relation to a residential, commercial, and recreational development project known as Deer Valley / Lake Flat Area Development ("Project") which items were listed in the original Permit granted for the Project by Commission and are incorporated herein by reference; and

WHEREAS, Commission found that such items submitted by Royal Street complied with and satisfied all applicable requirements of the Park City Land Management Code as then in force, to permit the construction of the Project as a planned unit development pursuant to the planned unit development exception then contained in the Park City Land Management Code; and

WHEREAS, Commission heretofore issued to Royal Street a Special Exception Permit dated September 27, 1977, with relation to the Project, which Special Exception Permit was amended by an Amended Special Exception Permit dated June 27, 1979 issued to Royal Street and by a Second Amended and Restated Special Exception Permit dated January 27, 1982, a Third Amendment to Special Exception Permit dated May 17, 1984, a Fourth Amendment to Special Exception Permit dated February 21, 1985, a Fifth Amended and Restated Special Exception Permit dated December 23, 1986, a First Amendment to Fifth Amended and Restated Special Exception Permit dated November 29, 1989, a Second Amendment to Fifth Amended and Restated Special Exception Permit dated April 11, 1990, a Sixth Amended and Restated Special Exception Permit dated October 10, 1990, a Seventh Amended and Restated Large Scale Master Planned Development Permit dated April 14, 1993, an Eighth Amended and Restated Large Scale Master Planned Development Permit dated April 25, 2001, a Ninth Amended and Restated Large Scale Master Planned Development Permit dated June 28, 2006, a Tenth Amended and Restated Large Scale Master Planned Development Permit dated August 12, 2009, and an Eleventh Amended and Restated Large Scale Master Planned Development Permit dated March 23, 2011, which were issued to Deer Valley Resort Company ("Permittee"), as assignee and successor to the rights of Royal Street under the Special Exception Permit; and

WHEREAS, Permittee and Commission desire to further amend and restate the Large Scale Master Planned Development Permit to reflect actions approved by the Commission with respect to the combination of vacant Deer Valley MPD Silver Lake Village Lots F, G, and H into one Lot I and to transfer 843 square feet of existing residential density (0.4215 unit equivalents (UE)) from Deer Valley MPD Silver Lake Village Lot D (existing Goldener Hirsh Inn) to the new Deer Valley MPD Silver Lake Village Lot I, to accommodate connection, access and circulation between the Goldener Hirsch Inn on Parcel D and the future Goldener Hirsch Residences proposed on Parcel I.

WHEREAS, Permittee has requested modification to the Large Scale Master Planned Development Permit and Commission is willing to grant said modifications as herein set forth; and



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

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

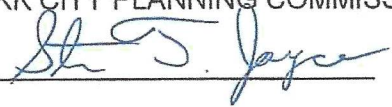
The Sewer District has previously reviewed both the Upper and Lower Deer Valley sewer systems and made the following comments: Upper System (American Flag / Silver Lake Community) - There are two sections of sewer within the American Flag Subdivision that limit upstream, new growth to approximately 325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

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

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

Approved this 30<sup>th</sup> day of November, 2016.

PARK CITY PLANNING COMMISSION

By 

Planning Commission Chair

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

| PARCEL NAME                                                                 | PERMITTED<br>DENSITY<br>(UNITS) | DEVELOPED<br>DENSITY<br>(UNITS) | NOTES    | HEIGHT<br>(FEET) | PARCEL<br>SIZE<br>(ACRES) |
|-----------------------------------------------------------------------------|---------------------------------|---------------------------------|----------|------------------|---------------------------|
| <b>DEER VALLEY COMMUNITY</b>                                                |                                 |                                 |          |                  |                           |
| Stonebridge & Boulder Creek Multi-Family                                    | 50                              | 54                              | 1        | 28               | 10.23                     |
| Aspenwood Multi-Family                                                      | 30                              | 30                              |          | 28               | 9.21                      |
| Pine Inn & Trails End Multi-Family                                          | 40                              | 45                              | 1        | 35               | 8.52                      |
| In The Trees (South Multi-Family) Multi-Family                              | 14                              | 14                              |          | 28-45            | 2.87                      |
| Black Diamond Lodge (Snow Park Lodge Multi-Family)                          | 29                              | 27                              |          | 28-75            | 5.70                      |
| Courcheval Multi-Family                                                     | 13.5                            | 27                              | 1        | 35               | 1.82                      |
| Daystar Multi-Family                                                        | 24                              | 24                              |          | 28               | 9.84                      |
| Fawngrove Multi-Family                                                      | 50                              | 50                              |          | 28               | 12.05                     |
| Chateaux Fawngrove Multi-Family                                             | 10.5                            | 11                              | 2        | 28               | Incl                      |
| Bristlecone Multi-Family                                                    | 20                              | 20                              |          | 28               | Incl                      |
| Lakeside Multi-Family                                                       | 60                              | 60                              |          | 28               | 6.49                      |
| Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks)            | 274                             | 274                             |          | 28               | 237.81                    |
| Pinnacle Multi-Family                                                       | 86                              | 86                              |          | 28               | 36.80                     |
| Cornstock Lodge (East Bench Multi-Family)                                   | 10.5                            | 21                              | 1        | 35               | 3.50                      |
| Red Stag Lodge                                                              | 8.5                             | 11                              | 1        | 35               | Incl                      |
| Powder Run Multi-Family                                                     | 25                              | 33                              | 1        | 35               | 3.20                      |
| Wildflower (Deer Valley North Lot 1 Multi-Family)                           | 11                              | 14                              | 1        | 28               | 1.04                      |
| Glenfiddich (Deer Valley North Lot 2 Multi-Family)                          | 12                              | 12                              |          | 28               | 1.45                      |
| Chapparral (Deer Valley North Lot 3 Multi-Family)                           | 15                              | 20                              | 1        | 28               | 1.44                      |
| Northeast Multi-Family:                                                     |                                 |                                 |          |                  | 12.65                     |
| Lodges @ Deer Valley                                                        | 73.25                           | 85                              | 3        | 28-35            |                           |
| Silver Baron Lodge                                                          | 42.75                           | 50                              | 12       | 28-35            |                           |
| Snow Park Village (Snow Park Hotel & Parking Sites)                         | 209.75                          | 0                               | 4        | 28-45            | 14.93                     |
| Total Deer Valley Community                                                 | 1108.75                         |                                 |          |                  |                           |
| <b>AMERICAN FLAG COMMUNITY</b>                                              |                                 |                                 |          |                  |                           |
| American Flag Single Family                                                 | 93                              | 93                              |          | 28               | 83.04                     |
| LaMacconnerie Multi-Family                                                  | 15                              | 15                              |          | 28               | 6.19                      |
| Total American Flag Community                                               | 108                             |                                 |          |                  |                           |
| <b>NORTH SILVER LAKE COMMUNITY</b>                                          |                                 |                                 |          |                  |                           |
| Westview Single Family                                                      | 15                              | 1                               |          | 28               | 40.69                     |
| Evergreen Single Family                                                     | 36                              | 36                              |          | 28               | 27.60                     |
| NSL Homesite Parcel #1                                                      | 1                               | 1                               |          | 35               | 1.90                      |
| Belleterre Single Family                                                    | 10                              | 10                              |          | 28               | 11.42                     |
| Bellevue Townhomes (NSL Subdivision Lot 1)                                  | 24                              | 14                              | 10       | 28               | 4.62                      |
| Belmont Townhomes (NSL Subdivision Lots 2A and 2A-1)                        | 18                              | 12                              | 10       | 28               | 3.75                      |
| NSL Subdivision Lot 2B                                                      | 54                              | 0                               |          | 45               | 5.96                      |
| BelleArbor Townhomes (NSL Subdivision Lot 2C)                               | 43                              | 21                              | 10       | 28-35            | 8.25                      |
| NSL Subdivision Lot 2D Open Space Lot                                       | 0                               | 0                               | 5        | 0                | 4.03                      |
| Total North Silver Lake Community                                           | 201                             |                                 |          |                  |                           |
| <b>SILVER LAKE COMMUNITY</b>                                                |                                 |                                 |          |                  |                           |
| Stag Lodge Multi-Family                                                     | 50                              | 52                              | 6        | 28-35            | 7.34                      |
| Cache Multi-Family                                                          | 12                              | 12                              |          | 28               | 1.77                      |
| Sterlingwood Multi-Family                                                   | 18                              | 18                              |          | 28-35            | 2.48                      |
| Deer Valley Club                                                            | 20                              | 30                              | 1        | 28-45            | 1.53                      |
| Double Eagle (SL East Parcel 2 Multi-Family)                                | 18                              | 18                              |          | 28-35            | 2.26                      |
| Stein Eriksen Lodge Multi-Family                                            | 66.75                           | 65                              | 11       | 28-35            | 10.86                     |
| Little Belle Multi-Family                                                   | 20                              | 20                              |          | 28               | 3.66                      |
| Chateaux At Silver Lake Lot 23 Deer Valley Club Estates Subdivision)        | 65                              | 78                              | 1        | 28-45            | 3.24                      |
| Sterling Lodge (Lot 2 Silver Lake East Subdivision)                         | 14                              | 14                              |          | 28-45            | 0.61                      |
| Royal Plaza Multi-Family (Silver Lake Village Lot A)                        | 7.6215                          | 13                              | 1        | 59 (A)           | 0.48                      |
| Mt. Cervin Plaza Multi-Family (Silver Lake Village Lot B)                   | 7.5                             | 7                               |          | 59 (A)           | 0.54                      |
| Inn at Silver Lake (Silver Lake Village Lot C)                              | 10                              | 8                               |          | 59 (A)           | 0.50                      |
| Goldener Hirsch Inn (Silver Lake Village Lot D)                             | 5.5785                          | 18                              | 1        | 59 (A)           | 0.35                      |
| Mt Cervin Multi-Family (Silver Lake Village Lot E)                          | 16                              | 15                              |          | 59 (A)           | 0.53                      |
| Silver Lake Village Lot F                                                   | 0                               | 0                               |          | 59 (A)           | 0.35                      |
| Silver Lake Village Lot G                                                   | 0                               | 0                               |          | 59 (A)           | 0.38                      |
| Silver Lake Village Lot H                                                   | 0                               | 0                               |          | 59 (A)           | 0.44                      |
| Silver Lake Village Lot I (combination of Silver Lake Village lots F, G, H) | 34.4215                         | 38                              | 13,14,15 | 59 (A)           | 1.17                      |
| SL Knoll Condominiums                                                       | 4                               | 4                               |          | 35               | 0.76                      |
| Knoll Estates Single Family                                                 | 21                              | 21                              |          | 35               | 9.90                      |
| Black Bear Lodge (Lot 22 Deer Valley Club Estates Subdivision)              | 51                              | 51                              |          | 35               | 1.39                      |
| Knollheim Single Family                                                     | 20                              | 5                               | 7        | 35               | 1.84                      |
| Alpen Rose Single Family                                                    | 2                               | 2                               |          | 35               | 0.66                      |
| Silverbird Multi-Family                                                     | 6                               | 6                               |          | 35               | 0.80                      |
| Ridge Multi-Family                                                          | 24                              | 24                              |          | 35               | 2.34                      |



DEER VALLEY RESORT  
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EXHIBIT 1  
DEVELOPMENT PARCELS

| PARCEL NAME                         | PERMITTED<br>DENSITY<br>(UNITS) | DEVELOPED<br>DENSITY<br>(UNITS) | NOTES | HEIGHT<br>(FEET) | PARCEL<br>SIZE<br>(ACRES) |
|-------------------------------------|---------------------------------|---------------------------------|-------|------------------|---------------------------|
| Enclave Multi-Family                | 17                              | 17                              |       | 28-35            | 1.79                      |
| Twin Pines Multi-Family             | 8                               | 8                               |       | 28-35            | 1.33                      |
| Cottages Single Family              | 11                              | 11                              |       | 28               | 7.06                      |
| Alta Vista Subdivision              | 7                               | 7                               |       | 35               | 6.02                      |
| Woods Multi-Family                  | 16                              | 7                               | 8     | 28-35            | 2.41                      |
| Trailside Multi-Family              | 9                               | 9                               |       | 28-35            | 1.46                      |
| Aspen Hollow Multi-Family           | 16                              | 16                              |       | 28-35            | 3.18                      |
| Ridgepoint Multi-Family             | 38                              | 38                              |       | 28-35            | 5.60                      |
| Total Silver Lake Community         | 614.8715                        |                                 |       |                  |                           |
| <b>BALD EAGLE COMMUNITY</b>         |                                 |                                 |       |                  |                           |
| Bald Eagle Single Family            | 78                              | 58                              | 9     | 28               | 35.65                     |
| Total Bald Eagle Community          | 78                              |                                 |       |                  |                           |
| <b>TOTAL CONVENTIONAL UNITS</b>     | 2110.6215                       |                                 |       |                  |                           |
| <b>EMPLOYEE HOUSING UNITS</b>       |                                 |                                 |       |                  |                           |
| Little Belle                        | 1                               |                                 |       |                  |                           |
| Slag Lodge                          | 1                               |                                 |       |                  |                           |
| Sterlingwood                        | 1                               |                                 |       |                  |                           |
| Bald Eagle                          | 2                               |                                 |       |                  |                           |
| Mt. Cervin                          | 1                               |                                 |       |                  |                           |
| Deer Valley Club                    | 1                               |                                 |       |                  |                           |
| <b>TOTAL EMPLOYEE HOUSING UNITS</b> | 7                               |                                 |       |                  |                           |

**NOTES:**

1. These projects have been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density than base permitted density.
  2. One small unit was separately permitted in this project using .5 unit of density.
  3. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (85) than base permitted density (73.25).
  4. This parcel is required to use the Unit Equivalent Formula contained in Section 10.12 of the Code.
  5. This parcel has been platted as open space, with the open space applying to the open space requirement of Lot 2B.
  6. Two additional units were permitted in this project on land that was not a part of the Deer Valley MPD.
  7. This parcel was originally permitted as 20 MF units but subsequently developed as 5 single family homesites.
  8. This parcel was permitted as 16 units. Subsequently 9 of the unit development rights were acquired by the homeowners and dedicated as open space.
  9. This parcel was originally permitted as a combination of single family and multi-family. The multi-family uses were converted to single family with a density reduction from 78 to 58 units.
  10. The development density on these parcels is less than the original permitted density at the election of the developer.
  11. The transfer of 1.75 Unit Equivalents to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on June 28, 2006.
  12. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (50) than base permitted density (42.75). The transfer of 1 Unit Equivalent to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on March 23, 2011.
  13. Prior to issuance of a building permit on Lot I, the Property owner shall submit an Historic Mine Waste report.  
If Historic Mine Waste is located on the site, a mitigation plan shall also be submitted compliant with the Park City Soils Boundary Ordinance.
  14. Building on Lot I shall be designed to be broken into more than one volumetric mass above final grade, exhibiting both horizontal and vertical articulation. Common underground parking is permitted.
  15. The transfer of 0.4215 UE from Lot D to Lot I was approved by Planning Commission on November 30, 2016.
- A. Lots in the Silver Lake Village Subdivision have a development height limitation tied to a base elevation of 8122' with peak of roof not to exceed elevation 8186'.



DEER VALLEY RESORT  
TWELFTH AMENDED AND RESTATED  
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT  
EXHIBIT 2  
COMMERCIAL AND SUPPORT SPACE

| LOCATION                         | RETAIL | RESTAURANT (3) | COMM'L<br>OFFICES | ADMIN.,<br>SUPPORT &<br>OTHER | TOTAL  | TRANSFER<br>TO<br>RESIDENTIAL DEVELOPED | REMAINING |
|----------------------------------|--------|----------------|-------------------|-------------------------------|--------|-----------------------------------------|-----------|
| SNOW PARK LODGE                  | 13807  | 26958          |                   | 85578                         | 126343 | 126343                                  | 0         |
| SNOW PARK TICKET SALES BUILDING  |        |                |                   | 5112                          | 5112   | 5112                                    | 0         |
| SNOW PARK PLAZA BUILDING         | 3100   |                | 16000             | 4180                          | 23280  | 23280                                   | 0         |
| GENERAL SNOW PARK COMMERCIAL (1) | 21890  |                |                   |                               | 21890  | 0                                       | 21890     |
| SILVER LAKE LODGE                | 1200   | 29160          |                   | 15790                         | 46150  | 46150                                   | 0         |
| EMPIRE LODGE (4)                 |        | 22456          |                   | 12544                         | 35000  | 30453                                   | 4547      |
| SILVER LAKE COMMUNITY (2)        | 27962  |                | 4265              | 12938                         | 45165  | 1243                                    | 31954     |
| NORTH SILVER LAKE COMMUNITY      | 8000   |                |                   | 6525                          | 14525  | 0                                       | 14525     |
| MAINTENANCE, WHSE, & SHOPS       |        |                |                   | 31724                         | 31724  | 31724                                   | 0         |
| TOTAL                            | 75959  | 78574          | 20265             | 174391                        | 349189 | 295016                                  | 52930     |

NOTES:

(1) General Snow Park Commercial may only be utilized on certain parcels with approval of Commission and Permittee. 18110 square feet of General Snow Park Commercial has previously been allocated to and is included in totals for Snow Park Lodge.

(2) 10125 square feet of Silver Lake Community commercial has previously been allocated to and is included in totals for Silver Lake Lodge (1994 Silver Lake Lodge expansion 6990 sf and 1998 Silver Lake Lodge expansion 3135 sf).

Remainder of Silver Lake Community commercial consists of:

Developed Space:

|                         |                    |
|-------------------------|--------------------|
| Royal Plaza             | 14312              |
| Mt. Cervin Plaza        | 8080               |
| Goldener Hirsch Inn     | 2062 (see note #5) |
| Chateaux at Silver Lake | 7500               |
| Total                   | 31954              |

Transferred to Royal Plaza Residential

1243

Allocated but Undeveloped Space:

|                           |       |
|---------------------------|-------|
| Silver Lake Village Lot C | 7000  |
| Remainder Unallocated     | 4968  |
| Total                     | 45165 |

(3) Includes kitchen, receiving and storage.

(4) Maximum size of Empire Lodge is 35000 sf of which 30453 sf has been developed.

(5) Commercial uses on Silver Lake Village Lot D includes 2,062 sf as allocated from this Amended and Restated Large Scale MPD, plus support commercial uses.

| Bald Eagle |       |         |
|------------|-------|---------|
| Lot        | Acres | Home SF |
| BEC-1      | 0.17  | 12,109  |
| BEC-2      | 0.11  | 9,457   |
| BEC-3      | 1.48  | 12,500  |
| BEC-4      | 0.47  | 4,099   |
| BEC-5      | 0.61  | 8,177   |
| BEC-6      | 0.88  | 7,741   |
| BEC-7-8    | 1.57  | 14,100  |
| BEC-9      | 0.7   | 11,064  |
| BEC-10     | 0.47  | 5,329   |
| BEC-11     | 0.6   | 9,329   |
| BEC-12     | 0.46  | 6,827   |
| BEC-13     | 0.65  | 9,356   |
| BEC-14     | 0.22  | 10,180  |
| BEC-15     | 0.51  | 5,600   |
| BEC-16     | 0.63  | 8,000   |
| BEC-17     | 0.64  | 9,358   |
| BEC-18     | 0.55  | 8,999   |
| BEC-19     | 0.47  |         |
| BEC-20     | 0.41  | 8,413   |
| BEC-21     | 0.48  |         |
| BEC-22     | 0.72  | 9,389   |
| BEC-23     | 0.75  | 8,584   |
| BEC-24     | 0.78  | 6,883   |
| BEC-25     | 0.92  | 8,457   |
| BEC-26     | 0.72  |         |
| BEC-27     | 0.46  | 7,800   |
| BEC-28     | 0.05  | 13,000  |
| BEC-29     | 0.18  | 3,600   |
| BEC-30     | 0.41  | 11,092  |
| BEC-31     | 0.51  | 9,040   |
| BEC-32     | 0.74  | 7,119   |
| BEC-33     | 0.7   | 12,187  |
| BEC-34     | 0.1   | 8,918   |
| BEC-35     | 0.41  | 6,900   |
| BEC-36     | 0.57  | 14,106  |
| BEC-37     | 0.6   | 9,272   |
| BEC-38     | 0.42  | 8,507   |
| BEC-39     | 0.92  | 8,825   |
| BEC-40     | 0.68  | 8,402   |
| BEC-41     | 0.51  | 10,179  |
| BEC-42     | 0.71  | 9,003   |
| BEC-50-1AM | 0.12  | 7,036   |
| BEC-51-1AM | 0.34  | 6,739   |
| BEC-54-2AM | 1.26  | 11,380  |
| BEC-55-2AM | 1.11  | 15,708  |
| BEC-56-2AM | 1.16  | 9,202   |
| BEC-57-2AM | 0.63  | 9,570   |
| BEC-58-2AM | 0.64  | 8,863   |
| AVG:       | 0.61  | 9,120   |

| Evergreen |       |         |
|-----------|-------|---------|
| Lot       | Acres | Home SF |
| EVG-1     | 0.39  |         |
| EVG-2     | 0.83  | 8,470   |
| EVG-3     | 1.25  |         |
| EVG-4     | 1.48  | 10,517  |
| EVG-5     | 1.2   |         |
| EVG-6-AM  | 1.21  | 6,614   |
| EVG-8     | 0.38  | 5,659   |
| EVG-9     | 0.4   | 7,054   |
| EVG-10-AM | 0.56  | 11,056  |
| EVG-11    | 0.54  | 6,046   |
| EVG-12    | 0.42  | 6,322   |
| EVG-13    | 0.31  | 4,500   |
| EVG-14    | 0.24  | 5,052   |
| EVG-15-AM | 0.29  | 5,520   |
| EVG-16-AM | 0.59  | 10,230  |
| EVG-18    | 0.52  | 8,730   |
| EVG-19    | 0.62  | 6,997   |
| EVG-20    | 0.39  | 8,100   |
| EVG-21    | 0.75  | 11,983  |
| EVG-22    | 0.93  | 7,035   |
| EVG-23-AM | 1.1   | 9,140   |
| EVG-24    | 0.23  | 6,587   |
| EVG-25    | 0.29  | 7,068   |
| EVG-26    | 0.44  | 4,570   |
| EVG-27    | 0.53  | 7,100   |
| EVG-28    | 0.4   | 7,000   |
| EVG-29    | 0.4   | 5,656   |
| EVG-30    | 0.38  | 7,872   |
| EVG-31    | 0.4   | 6,042   |
| EVG-32    | 0.53  | 6,543   |
| EVG-33    | 0.41  | 7,348   |
| EVG-34    | 0.3   | 6,061   |
| AVG:      | 0.58  | 7,271   |

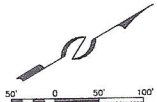
| Red Cloud |       |         |
|-----------|-------|---------|
| Lot       | Acres | Home SF |
| RCLD-1-AM | 1.45  |         |
| RCLD-2-AM | 1.22  |         |
| RCLD-3-AM | 1.5   |         |
| RCLD-4-AM | 2.72  |         |
| RCLD-5    | 1.01  | 9,032   |
| RCLD-6    | 1.73  |         |
| RCLD-7    | 1.7   | 8,200   |
| RCLD-8    | 1.46  |         |
| RCLD-9    | 1.22  | 8,126   |
| RCLD-10   | 1     |         |
| RCLD-11   | 1.01  | 8,146   |
| RCLD-12   | 1.1   | 12,021  |
| RCLD-13   | 1.82  |         |
| RCLD-14   | 2.01  | 31,225  |
| RCLD-15   | 1.08  | 9,693   |
| RCLD-16   | 1.01  | 8,103   |
| RCLD-17   | 1.95  |         |
| RCLD-18   | 1.13  |         |
| RCLD-19   | 1.08  |         |
| RCLD-20   | 2.02  |         |
| RCLD-21   | 2.08  | 11,360  |
| RCLD-22   | 1.32  | 11,649  |
| RCLD-23   | 1.49  |         |
| RCLD-24   | 1.83  | 11,883  |
| RCLD-25   | 1.03  | 8,438   |
| RCLD-26   | 1.1   |         |
| RCLD-27   | 1.08  |         |
| RCLD-28   | 1.02  |         |
| RCLD-29   | 1.21  |         |
| RCLD-30   | 1.44  |         |
| AVG:      | 1.43  | 11,490  |

| American Flag |       |         |
|---------------|-------|---------|
| Lot           | Acres | Home SF |
| AF-1          | 0.68  |         |
| AF-2          | 0.43  | 3,926   |
| AF-3          | 0.43  | 4,868   |
| AF-4          | 0.44  | 6,786   |
| AF-5          | 0.71  | 5,901   |
| AF-6          | 0.56  |         |
| AF-7          | 0.81  | 8,894   |
| AF-8          | 3.8   |         |
| AF-9          | 3.4   | 6,471   |
| AF-10         | 0.37  | 6,019   |
| AF-11         | 0.33  | 4,472   |
| AF-12         | 0.37  | 6,011   |
| AF-13         | 0.36  | 8,031   |
| AF-14         | 0.44  | 6,770   |
| AF-15         | 1.7   | 6,913   |
| AF-16         | 3.6   |         |
| AF-17         | 0.8   | 3,332   |
| AF-18         | 0.68  | 7,282   |
| AF-19         | 0.54  |         |
| AF-20         | 0.53  |         |
| AF-21         | 0.66  | 4,882   |
| AF-22         | 0.41  | 5,888   |
| AF-23         | 0.33  |         |
| AF-24         | 0.44  | 5,625   |
| AF-25         | 0.33  | 5,535   |
| AF-26         | 0.27  | 3,972   |
| AF-27         | 0.34  | 4,074   |
| AF-28         | 1.86  | 8,888   |
| AF-29         | 0.67  |         |
| AF-30         | 0.64  | 4,288   |
| AF-31         | 0.61  | 4,727   |
| AF-32         | 0.59  | 6,521   |
| AF-33         |       |         |
| AF-34         |       |         |
| AF-35         | 2.6   | 7,782   |
| AF-36         | 3.06  | 7,277   |
| AF-37         | 2.08  | 8,500   |
| AF-38         | 1.55  | 5,476   |
| AF-39         | 1.6   | 8,514   |
| AF-40         | 1.5   | 91      |
| AF-41         | 1.8   | 8,097   |
| AF-42         | 1.8   | 8,431   |
| AF-43         | 1.5   | 4,805   |
| AF-44         | 1.8   |         |
| AF-45         | 1.1   | 9,330   |
| AF-46         | 0.83  | 9,400   |
| AF-47         | 0.67  | 5,082   |
| AF-48         | 0.59  |         |
| AF-49         | 0.59  | 4,960   |
| AF-50         | 0.5   | 7,397   |
| AF-51         | 0.56  | 5,769   |
| AF-52         | 0.37  |         |
| AF-53         | 0.52  | 6,448   |
| AF-54         | 0.52  | 10,047  |
| AF-55         | 0.39  | 4,269   |
| AF-56         | 0.45  | 7,473   |
| AF-57         | 0.66  | 7,140   |
| AF-58         | 0.86  | 10,400  |
| AF-59         | 0.5   | 7,172   |
| AF-60         | 0.52  | 6,536   |
| AF-61         | 0.48  | 6,066   |
| AF-62         | 0.53  | 5,579   |
| AF-63         | 0.54  | 8,663   |
| AF-64         | 0.67  |         |
| AF-65         | 0.74  | 5,600   |
| AF-66         | 0.79  | 5,556   |
| AF-67         | 0.97  | 7,916   |
| AF-68         | 1.02  | 6,726   |
| AF-69         |       |         |
| AF-70         |       |         |
| AF-71         | 0.41  |         |
| AF-72         | 0.45  |         |
| AF-73         | 0.31  |         |
| AF-74         | 0.32  | 6,100   |
| AF-75         | 0.45  | 5,300   |
| AF-76         | 0.67  | 6,000   |
| AF-77         | 0.44  | 9,021   |
| AF-78         | 0.41  | 5,746   |
| AF-79         | 0.56  | 7,239   |
| AF-80         | 0.46  |         |
| AF-81         | 0.52  | 5,574   |
| AF-82         | 0.58  | 6,586   |
| AF-83         | 0.65  | 7,744   |
| AF-84         | 0.56  | 5,740   |
| AF-85         | 0.37  |         |
| AF-86         | 0.37  | 4,863   |
| AF-87         | 0.39  | 2,670   |
| AF-88-2AM     | 0.69  | 6,893   |
| AF-90         | 0.56  | 6,341   |
| AF-91         | 0.43  | 6,000   |
| AF-92         | 0.41  | 3,854   |
| AF-93         | 0.34  | 7,173   |
| AVG:          | 0.83  | 6,330   |

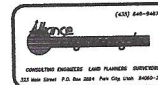




| LOT NUMBER           | LOT AREA (ACRE) | BUILDING ENVELOPE AREA (ACRE) | BUILDING ENVELOPE/LOT AREA (SQ) |
|----------------------|-----------------|-------------------------------|---------------------------------|
| 1                    | 0.89            | 0.21                          | 31%                             |
| 2                    | 3.04            | 0.58                          | 19%                             |
| 3                    | 2.76            | 0.49                          | 18%                             |
| 4                    | 0.87            | 0.30                          | 31%                             |
| 5                    | 1.20            | 0.40                          | 33%                             |
| 6                    | 0.82            | 0.23                          | 28%                             |
| 7                    | 0.87            | 0.21                          | 21%                             |
| 8                    | 0.82            | 0.21                          | 23%                             |
| 9                    | 0.83            | 0.21                          | 24%                             |
| 10                   | 0.80            | 0.25                          | 41%                             |
| 11                   | 0.54            | 0.25                          | 46%                             |
| 12                   | 22.08           | —                             | —                               |
| 13                   | 0.70            | 0.31                          | 43%                             |
| 14                   | 0.68            | 0.28                          | 41%                             |
| 15                   | 0.57            | 0.28                          | 49%                             |
| COMMON AREA          | 0.88            | —                             | —                               |
| ADDITIONAL LAND WEST | 1.03            | —                             | —                               |
| ADDITIONAL LAND EAST | 0.89            | —                             | —                               |

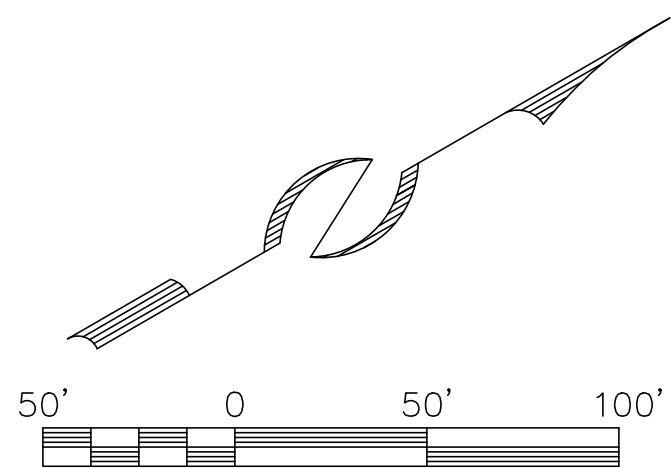


|                          |                                         |
|--------------------------|-----------------------------------------|
| EXISTING RESERVE         | 15.00 SQ FT                             |
| EXISTING PARKING         | 15.00 SQ FT                             |
| NEW IMPROVEMENTS PER LOT | 15.00                                   |
| TOTAL HANDICAP           | 15.00 + 1.00 + 18.00 = 34.00 SQ FT      |
| PARKING AREA             | 1,772.55 SQ FT                          |
| PERCENT OPEN SPACE       | (1,772.55 - 34.00) / (1,772.55) = 98.08 |

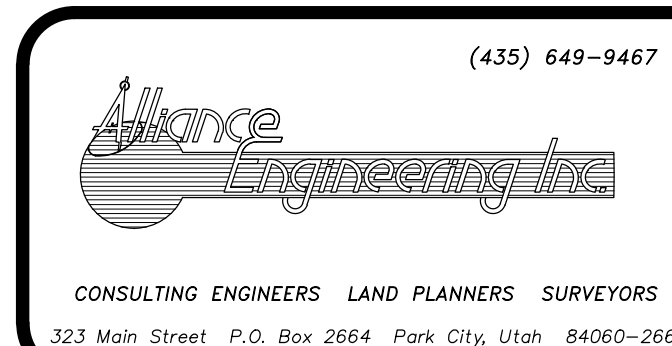


|                                                           |                                                                                                                                                            |                       |
|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| STAFF:<br>MICHAEL DEMKOWICZ<br>STAFF<br>BLAISE MONTGOMERY | HUNTSMAN ESTATES SITE DESIGN<br>LOT EXHIBIT<br>FOR: DV LODGE LLC<br>JOB NO.: 3-15-18<br>FILE: \\A:\User_Volodymyr\Projects\Huntsman Estates\31019-dell.dwg | SHEET<br>1<br>OF<br>1 |
|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|





| OPEN SPACE CALCULATIONS  |                                                |
|--------------------------|------------------------------------------------|
| EXISTING RESIDENCE       | 15,501 SQ FT                                   |
| EXISTING GARAGE          | 6,260 SQ FT                                    |
| NEW IMPROVEMENTS PER LOT | **VARIES**                                     |
| TOTAL HARDSCAPE          | 15,501 + 6,260 + 184,069 = 205,830 SQ FT       |
| PARCEL AREA              | 1,772,552 SQ FT                                |
| PERCENT OPEN SPACE       | $(1,772,552 - 205,830) / (1,772,552) = 88.4\%$ |



**STAFF:**  
MICHAEL DEMKOWICZ  
RYAN BETZ  
BLAYDE MCINTIRE  
**DATE:** 4/15/20

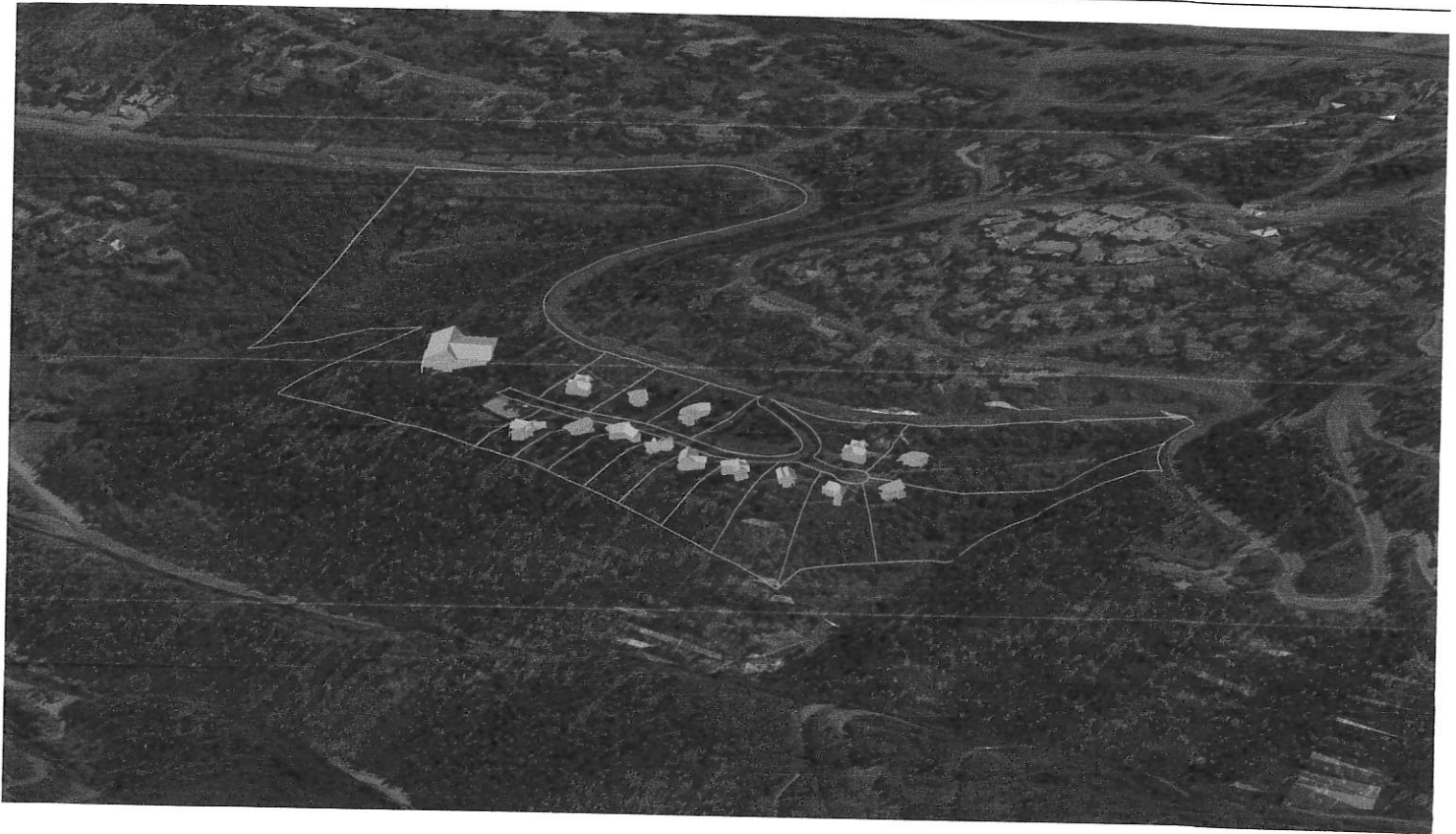
HUNTSMAN ESTATES SITE DESIGN  
**LIMIT OF DISTURBANCE PLAN**  
**FOR:** DV LODGE LLC  
**JOB NO.:** 3-10-19  
**FILE:** X:\Deer Valley\dwg\projects\Huntsman Estates\031019-civil.dwg

**SHEET**  
**1**  
**OF**  
**1**



| LOT AREA TABLE      |                    |               |                        |
|---------------------|--------------------|---------------|------------------------|
| LOT NUMBER          | LOT AREA<br>(ACRE) | L.O.D. (ACRE) | L.O.D./LOT AREA<br>(%) |
| 1                   | 0.69               | 0.21          | 31%                    |
| 2                   | 3.04               | 0.58          | 19%                    |
| 3                   | 2.78               | 0.49          | 18%                    |
| 4                   | 0.97               | 0.30          | 31%                    |
| 5                   | 1.20               | 0.40          | 36%                    |
| 6                   | 0.82               | 0.23          | 28%                    |
| 7                   | 0.67               | 0.21          | 31%                    |
| 8                   | 0.62               | 0.21          | 33%                    |
| 9                   | 0.63               | 0.21          | 34%                    |
| 10                  | 0.60               | 0.25          | 41%                    |
| 11                  | 0.54               | 0.25          | 46%                    |
| 12                  | 22.06              | —             | —                      |
| 13                  | 0.70               | 0.31          | 45%                    |
| 14                  | 0.66               | 0.28          | 43%                    |
| 15                  | 0.67               | 0.29          | 43%                    |
| COMMON AREA         | 0.88               | —             | —                      |
| ADDT'L LAND<br>WEST | 1.03               | —             | —                      |
| ADDT'L LAND<br>EAST | 0.69               | —             | —                      |

HUNTSMAN ESTATES



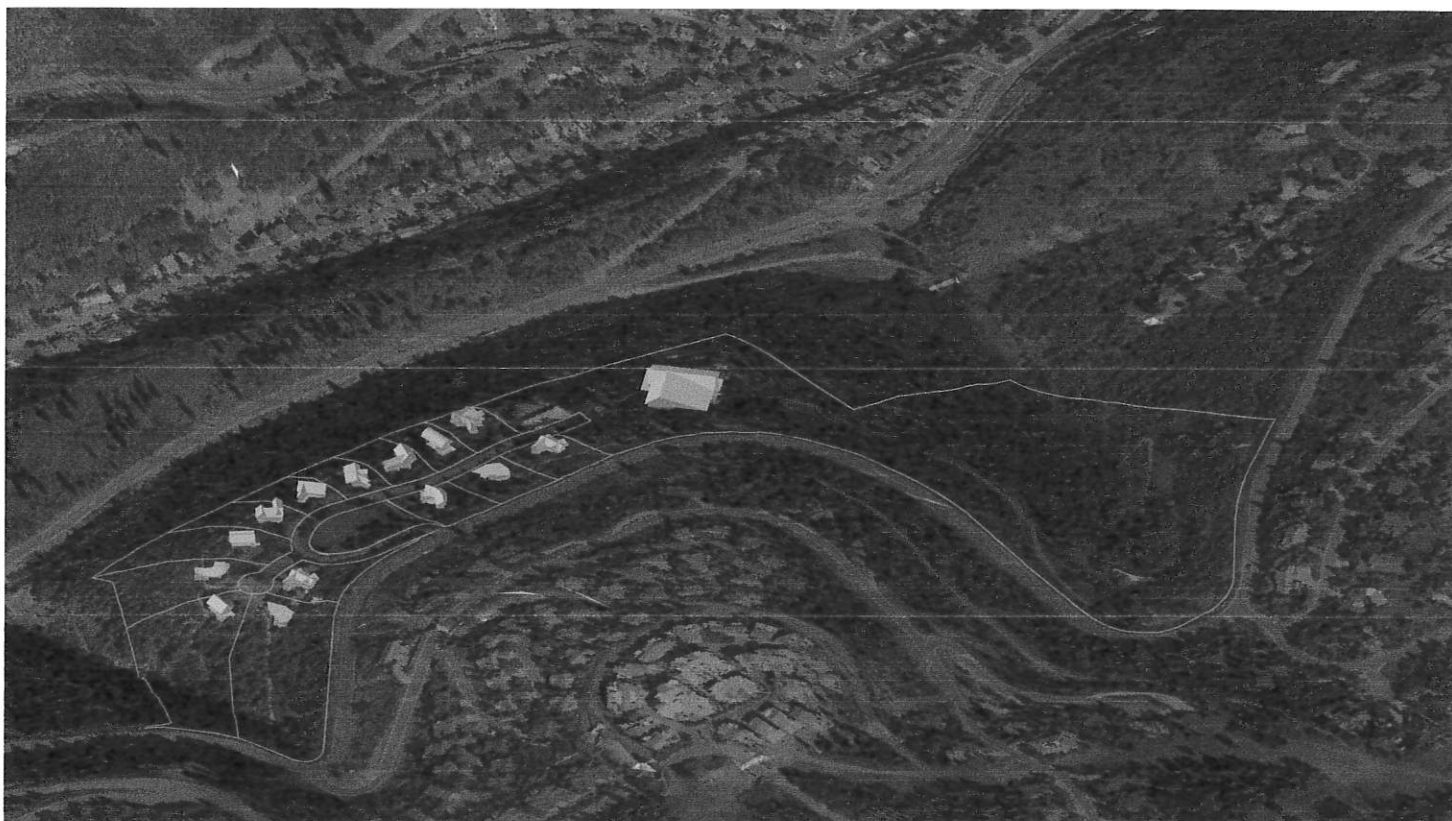
**Alliance**  
**Engineering Inc.**  
(435) 649-9467-PHONE  
(435) 649-9475-FAX  
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS  
325 Main Street P.O. Box 2654 Park City, Utah 84060-2654



## HUNTSMAN ESTATES

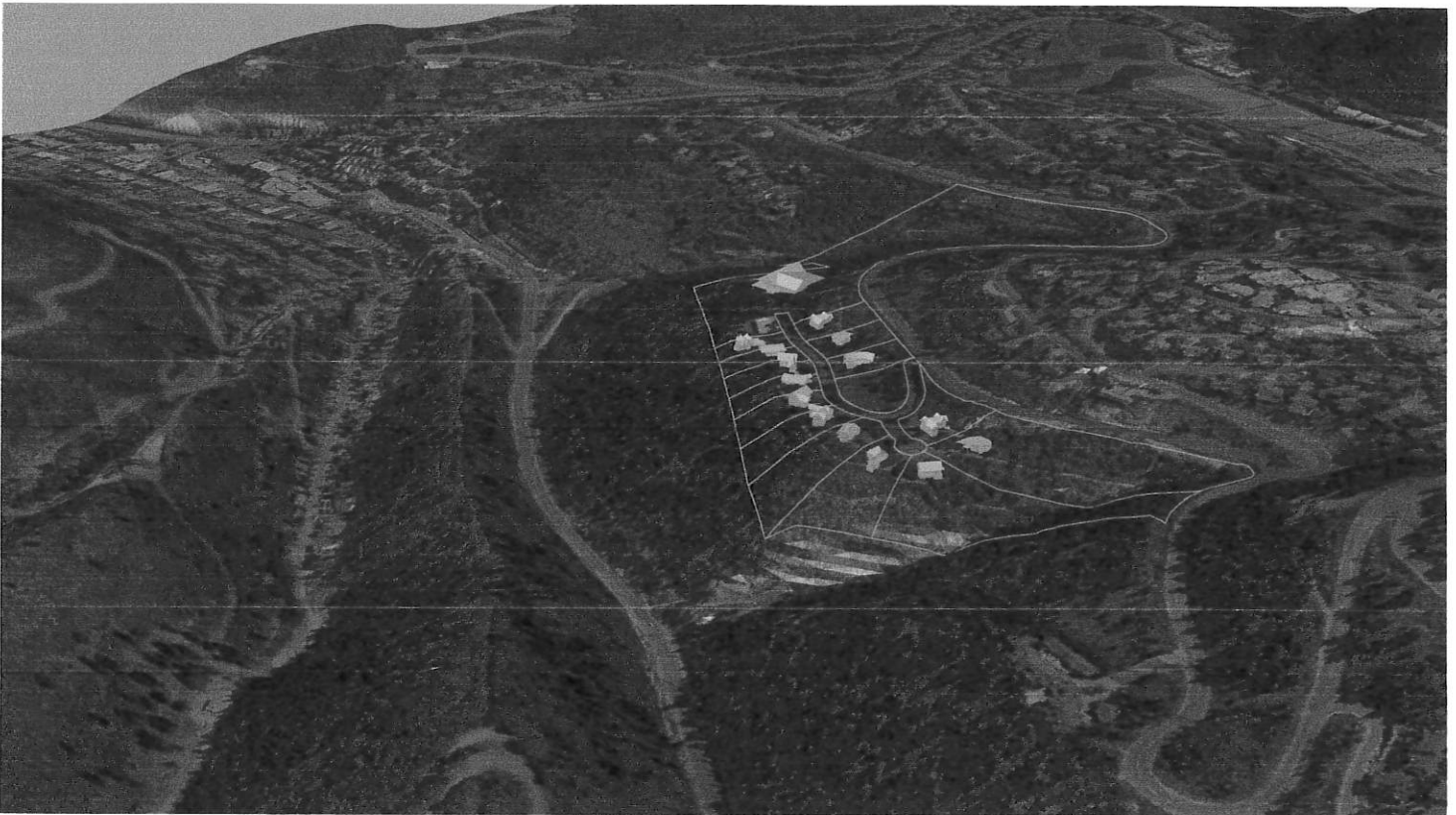


## HUNTSMAN ESTATES



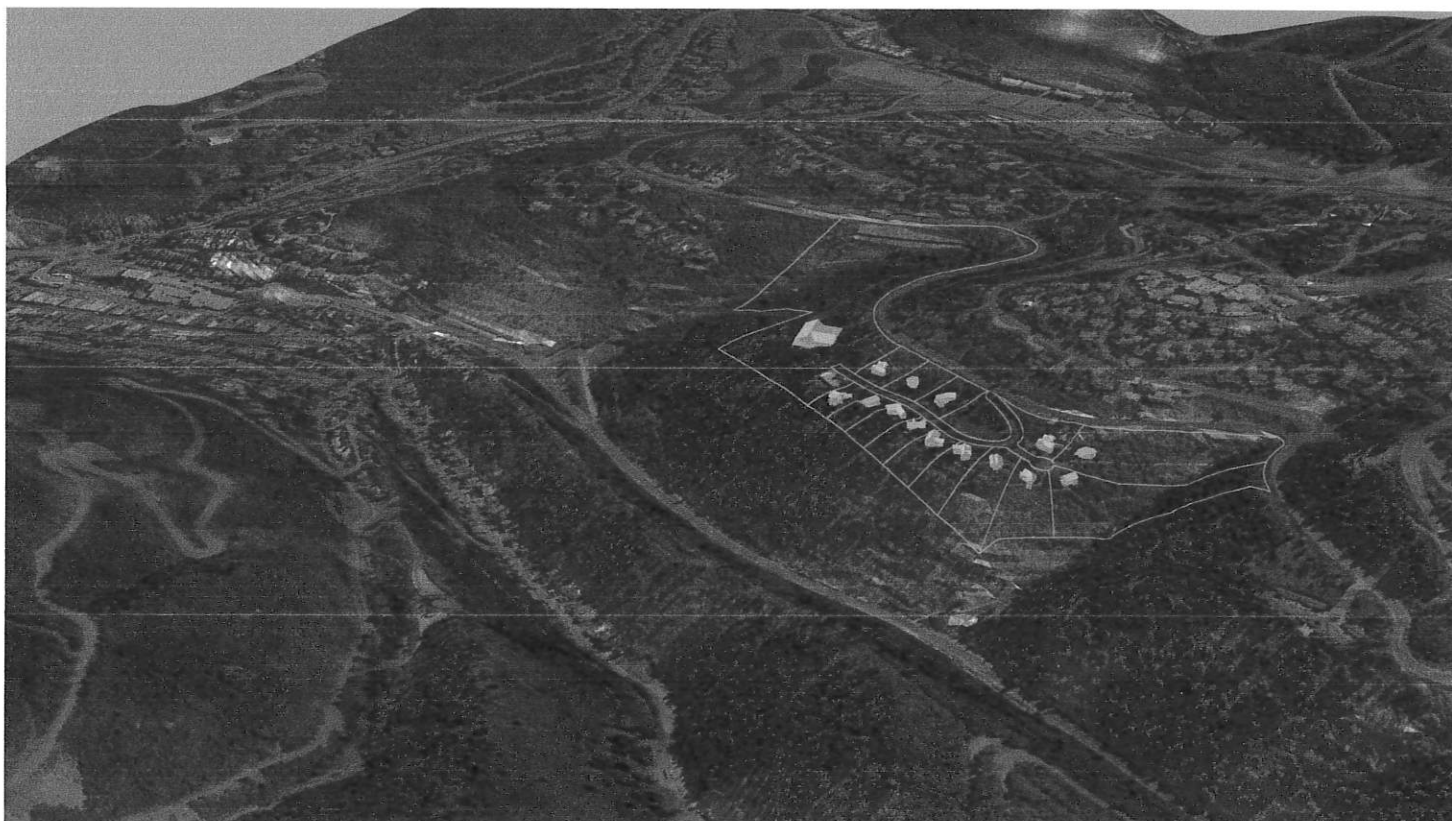


## HUNTSMAN ESTATES



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333 Main Street P.O. Box 2664 Park City, Utah 84060-2664

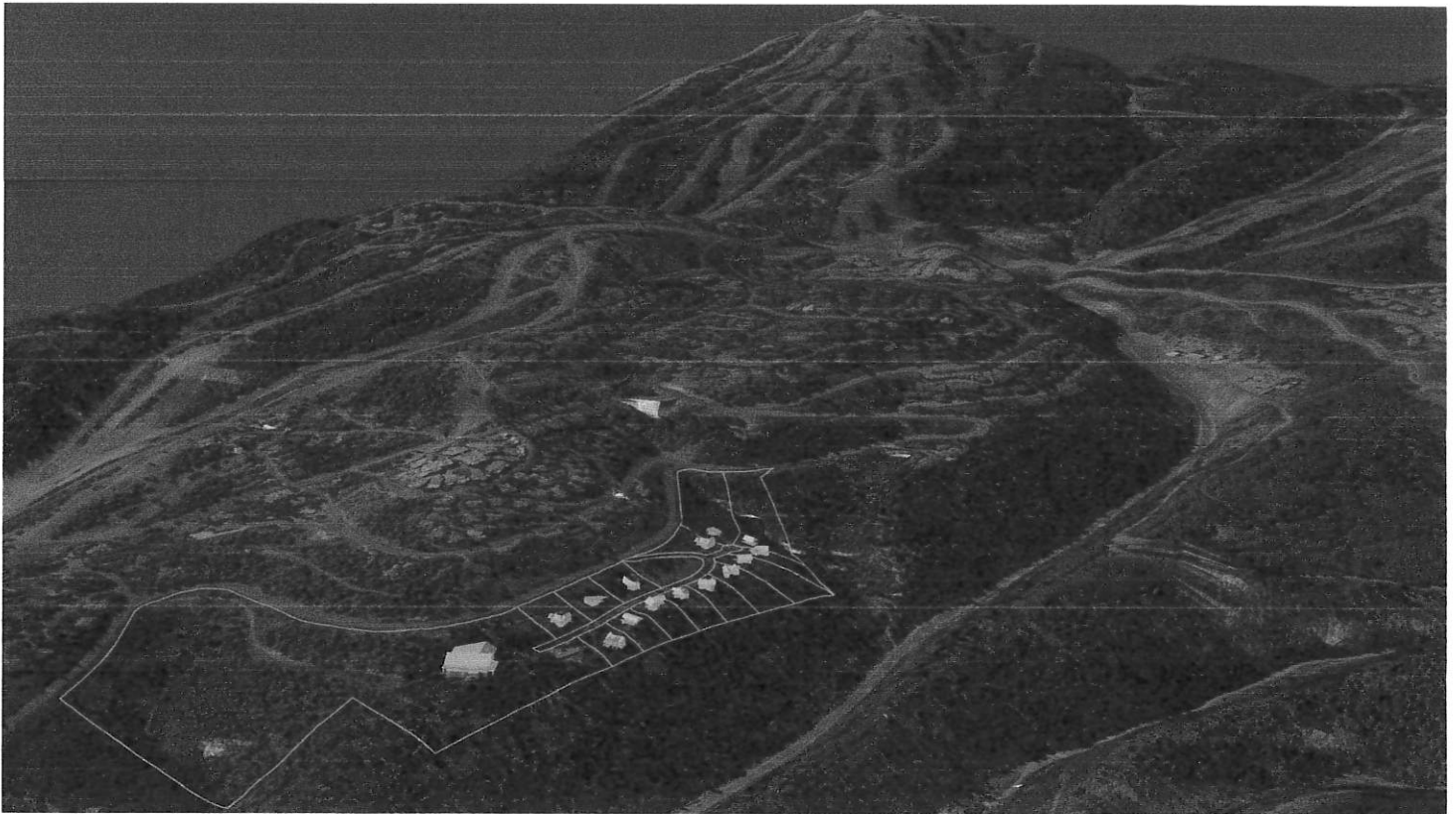
## HUNTSMAN ESTATES



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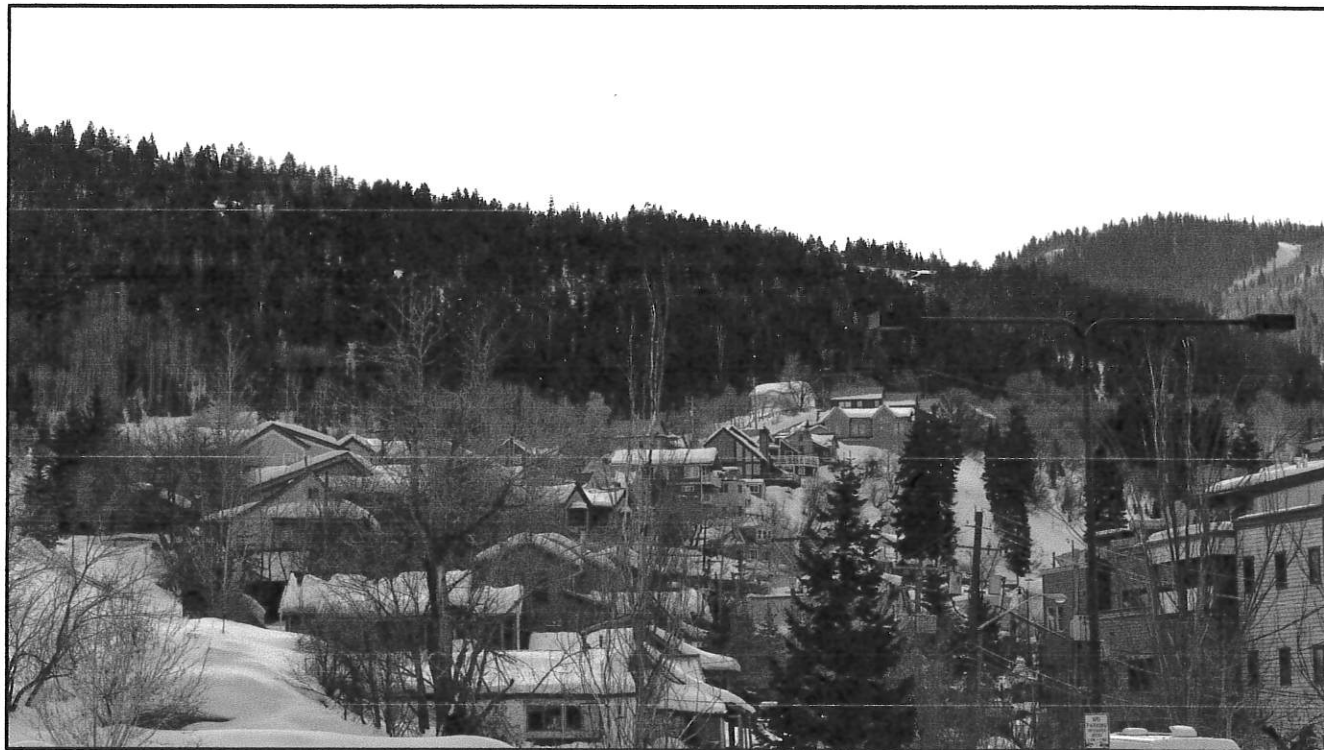
## HUNTSMAN ESTATES



**Alliance**  
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333 Main Street P.O. Box 2684 Park City, Utah 84060-2684

## HUNTSMAN ESTATES

### Existing Conditions



looking from Marsac Building



FROM MARSAC BUILDING

SUBJECT PROPERTY



key map

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(435) 649-9475-FAX

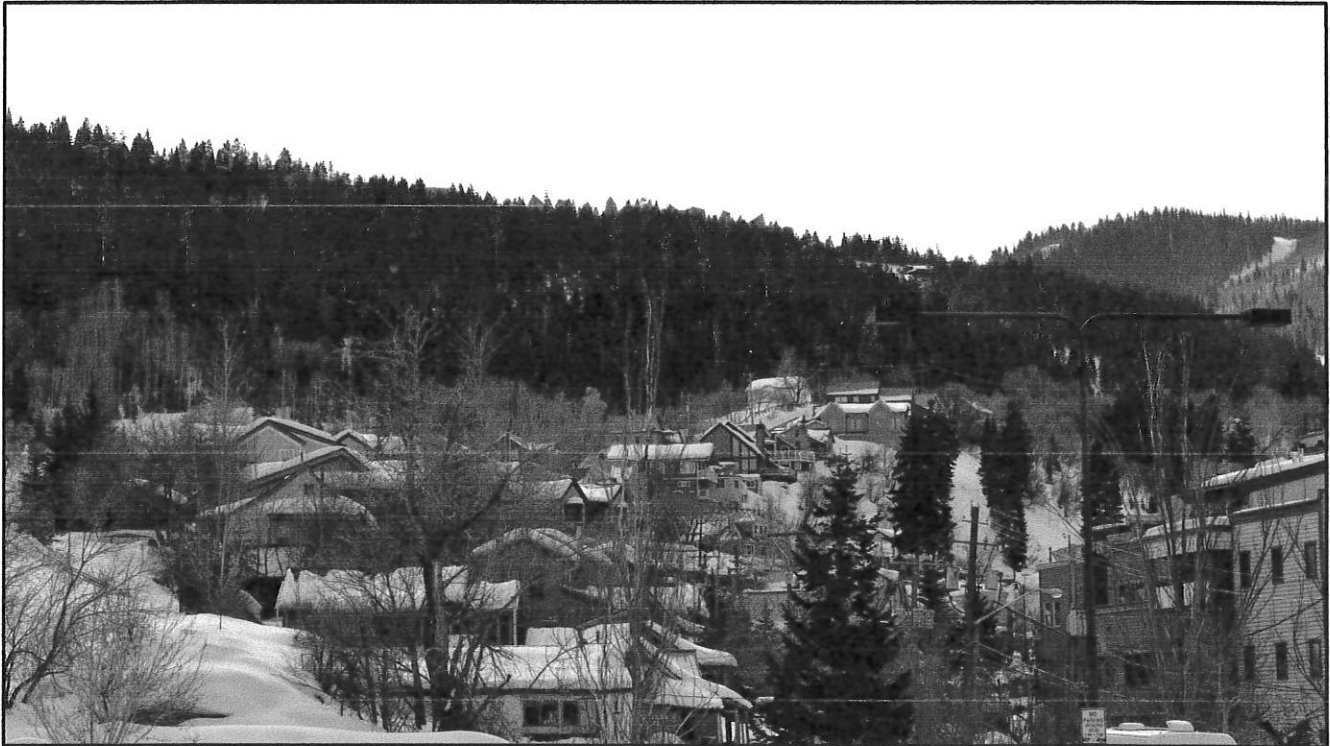
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*Engineering Inc.*

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664



HUNTSMAN ESTATES  
Proposed Home Sites



looking from Marsac Building



FROM MARSAC BUILDING

SUBJECT PROPERTY



key map

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(435) 649-9475-FAX

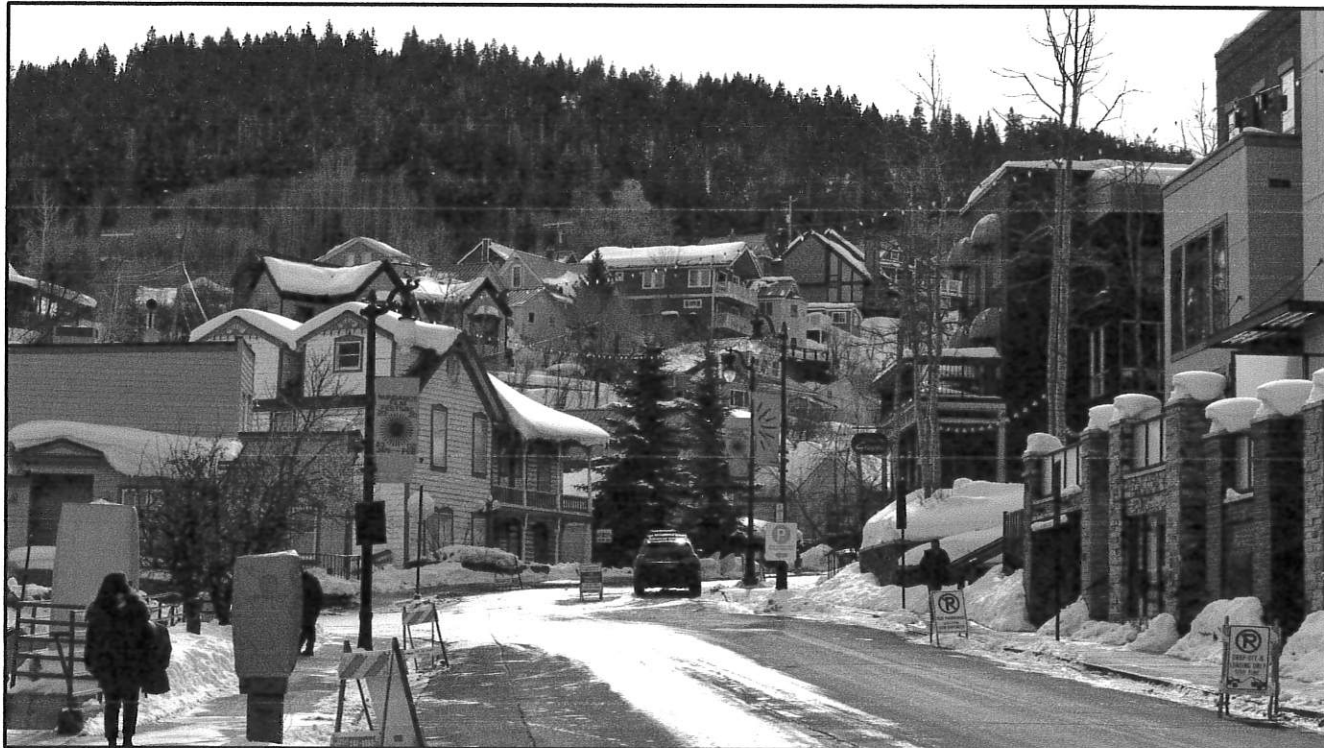
*Alliance*  
*Engineering Inc.*

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

## HUNTSMAN ESTATES

### Existing Conditions



looking from top of Main Street

FROM TOP OF  
MAIN STREET



SUBJECT PROPERTY



key map

(435) 649-9467—PHONE  
(435) 649-9475—FAX

*Alliance*  
*Engineering Inc.*

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

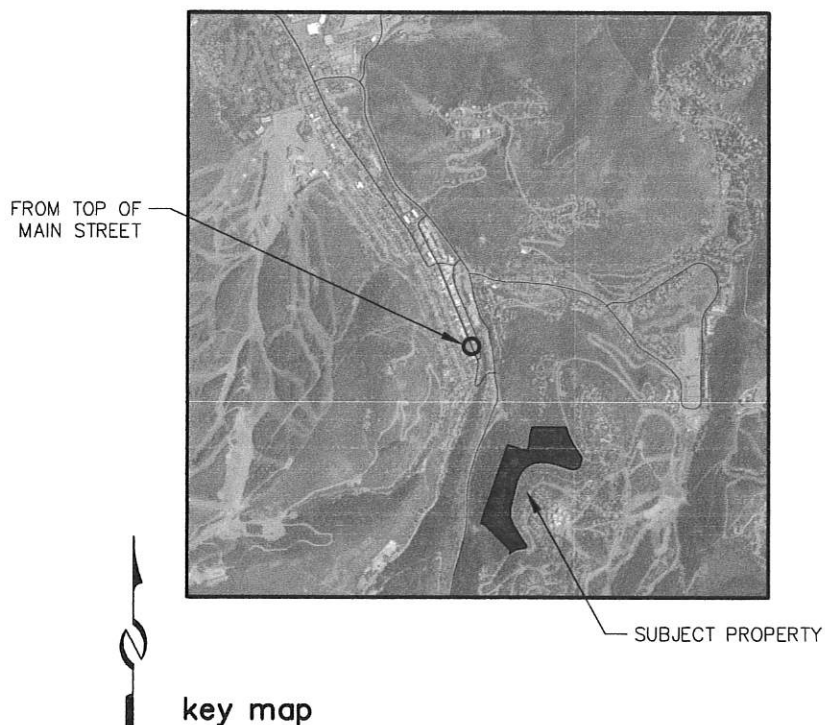
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664



HUNTSMAN ESTATES  
Proposed Home Sites



looking from top of Main Street



(435) 649-9467-PHONE  
(435) 649-9475-FAX

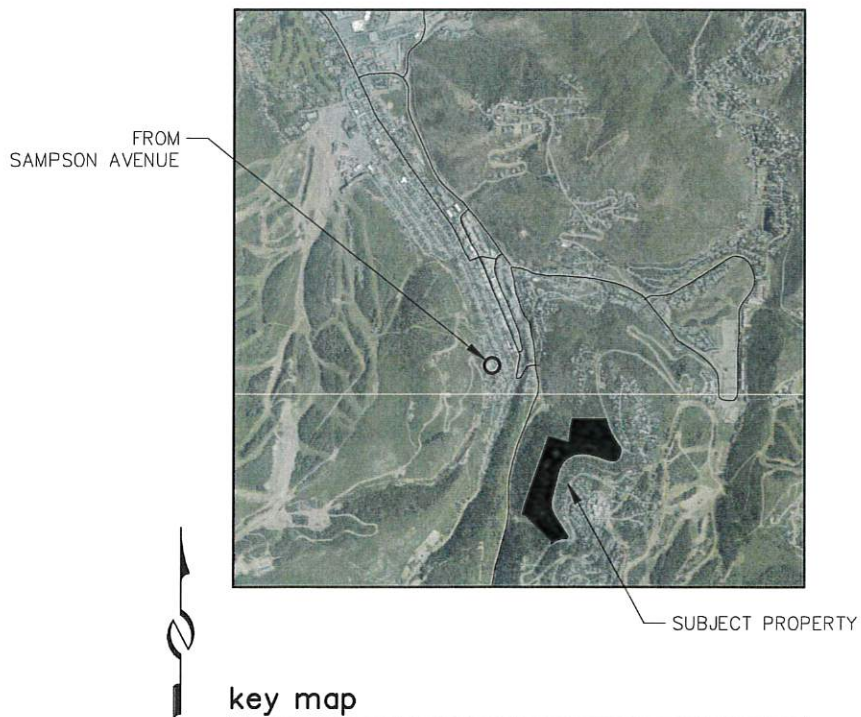
*Alliance*  
**Engineering Inc.**

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

HUNTSMAN ESTATES  
Proposed Home Sites



looking from Sampson Avenue



(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



## HUNTSMAN ESTATES Subdivision

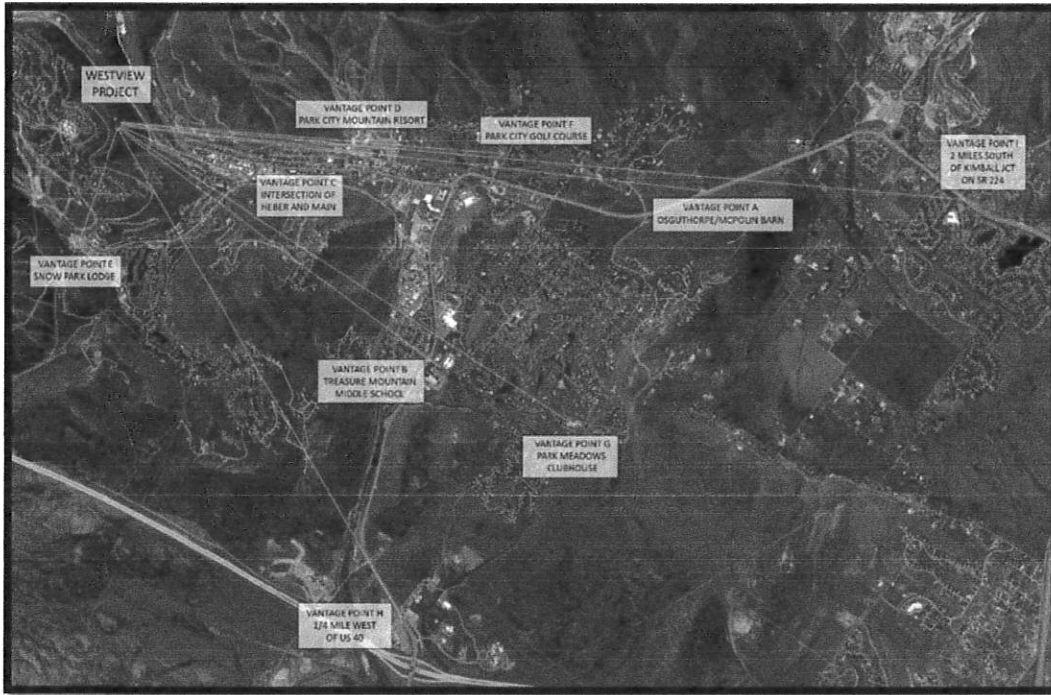
Park City Land Management Code

Title 15 – Sensitive Land Overlay Zone

### (A) Sensitive Land Analysis

#### (4) Designated Entry Corridors and Vantage Points

Designated Entry Corridors and Vantage Points (See Attached Exhibit A)

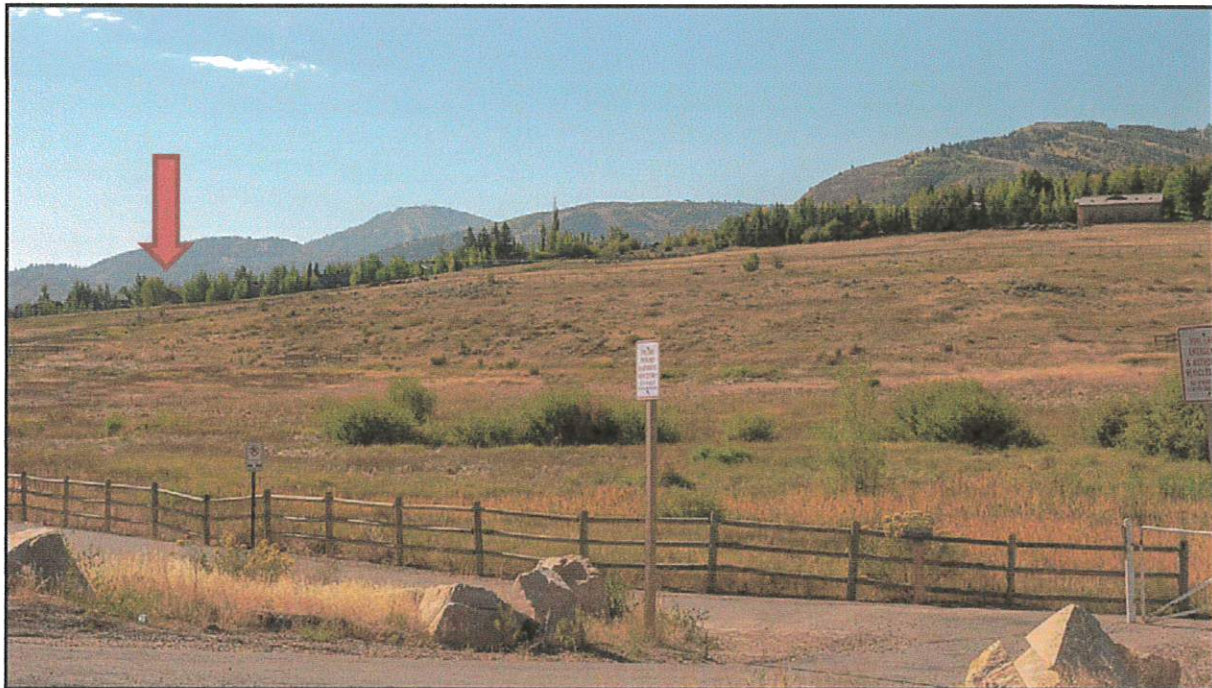


HUNTSMAN ESTATES Project Area – Google Earth Perspective Image

HUNTSMAN ESTATES Subdivision

Park City Land Management Code

Title 15 – Sensitive Land Overlay Zone



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "A" – Osguthorpe/McPolin Barn

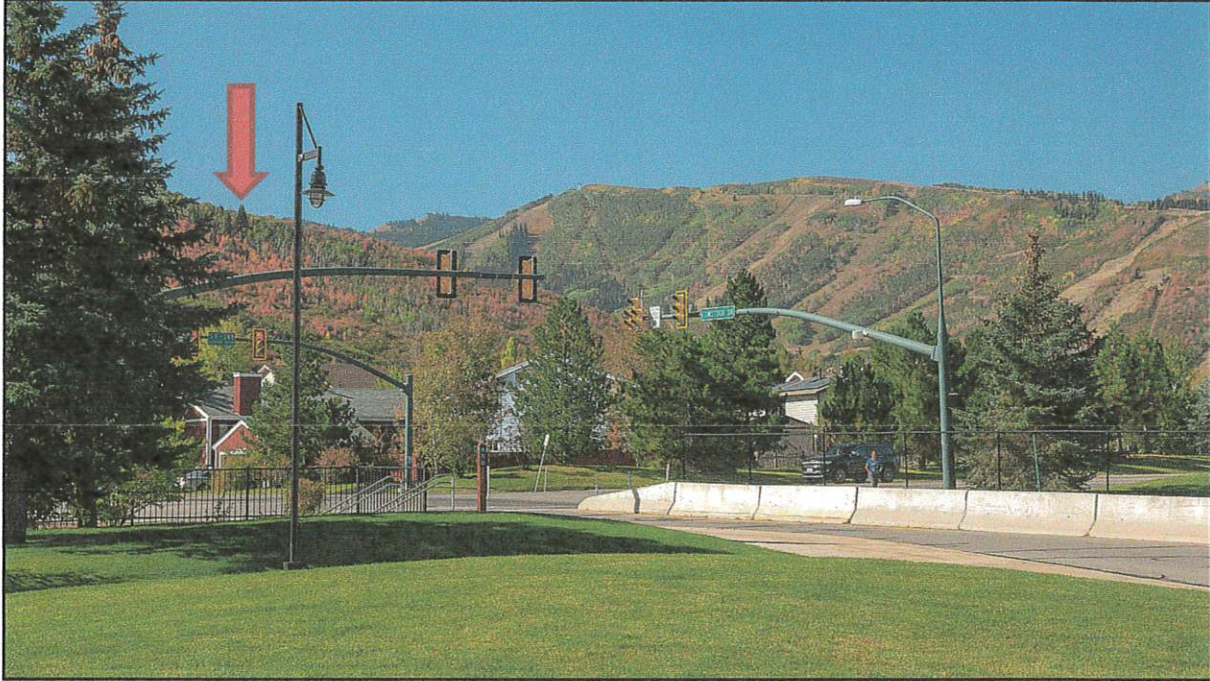
Vantage Point "A" is 3.5 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.



**HUNTSMAN ESTATES Subdivision**

Park City Land Management Code

Title 15 – Sensitive Land Overlay Zone



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "B" – Treasure Mountain Middle School

Vantage Point "B" is 2.15 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.

**HUNTSMAN ESTATES Subdivision**  
Park City Land Management Code  
Title 15 – Sensitive Land Overlay Zone



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "C" – Intersection of Main Street and Heber Avenue.

Vantage Point "C" is .75 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.

The development of Huntsman Estates is located south of the existing house and garage structure and is not visible from the bottom of Main Street. The existing large evergreen trees north and west of the proposed lots and existing house and garage provide a barrier from being able to see the new houses. The following renderings show the proposed development from Main Street and Marsac Avenue.



## HUNTSMAN ESTATES Subdivision

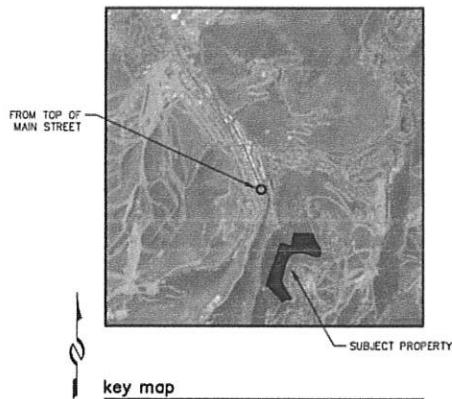
Park City Land Management Code

Title 15 – Sensitive Land Overlay Zone

HUNTSMAN ESTATES  
Proposed Home Sites



looking from top of Main Street



key map

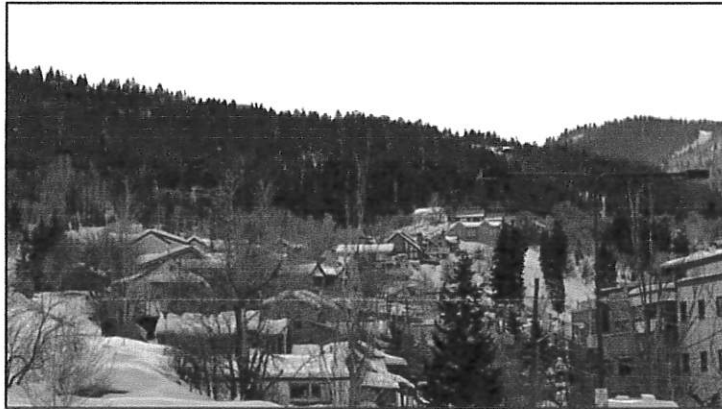


# HUNTSMAN ESTATES Subdivision

Park City Land Management Code

Title 15 – Sensitive Land Overlay Zone

HUNTSMAN ESTATES  
Proposed Home Sites



looking from Marsac Building



FROM MARSAC BUILDING

SUBJECT PROPERTY

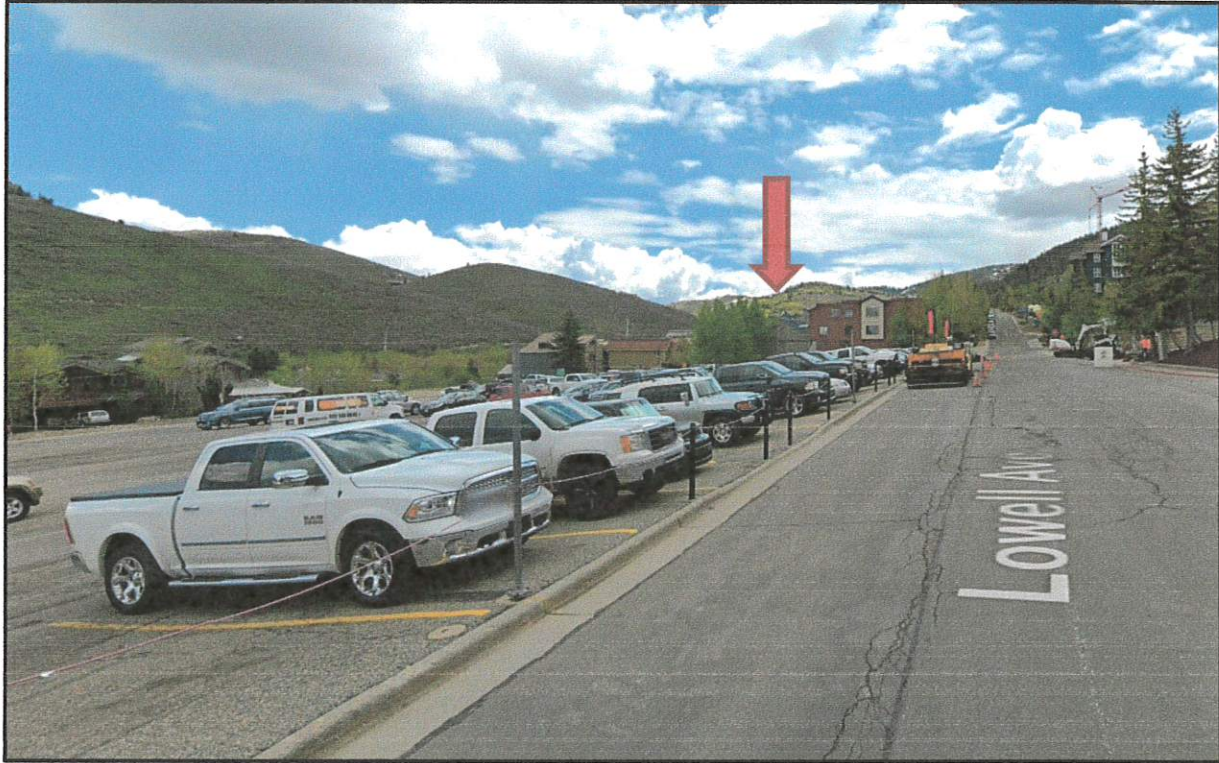


key map





**HUNTSMAN ESTATES Subdivision**  
Park City Land Management Code  
Title 15 – Sensitive Land Overlay Zone



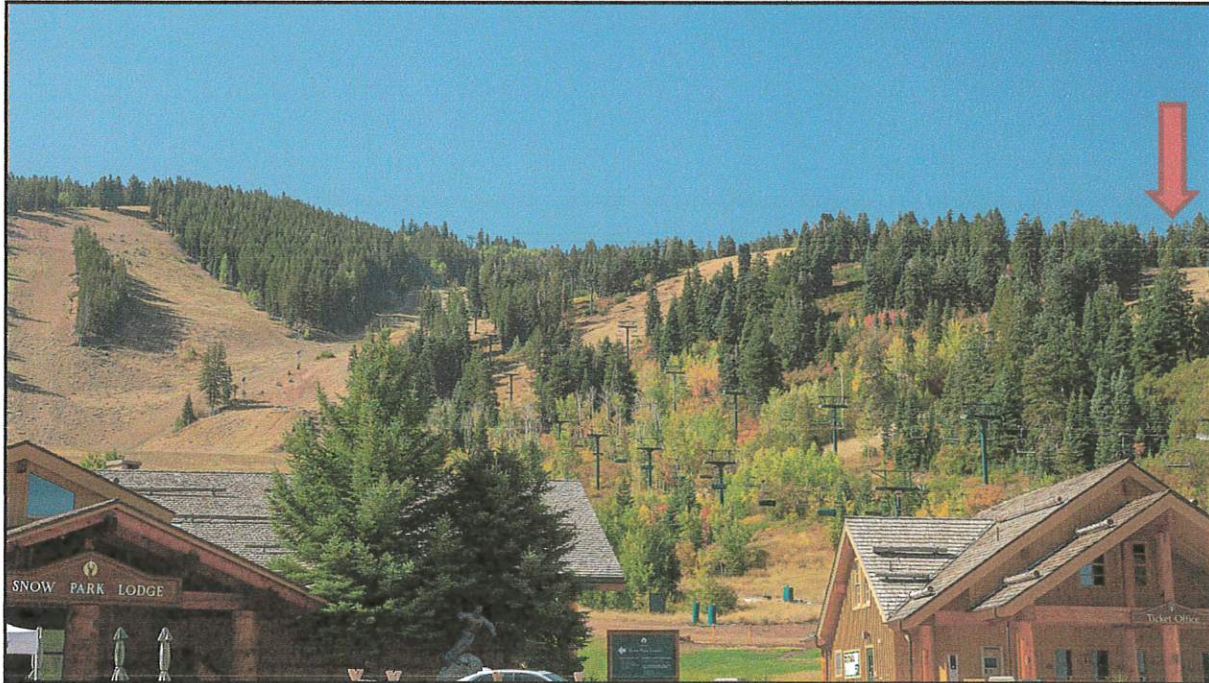
DESIGNATED ENTRY CORRIDOR VANTAGE POINT "D" – Park City Ski Area Base

Vantage Point "D" is 1.45 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.

**HUNTSMAN ESTATES Subdivision**

Park City Land Management Code

Title 15 – Sensitive Land Overlay Zone



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "E" – Snow Park Lodge

Vantage Point "E" is .75 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.



HUNTSMAN ESTATES Subdivision

Park City Land Management Code

Title 15 – Sensitive Land Overlay Zone



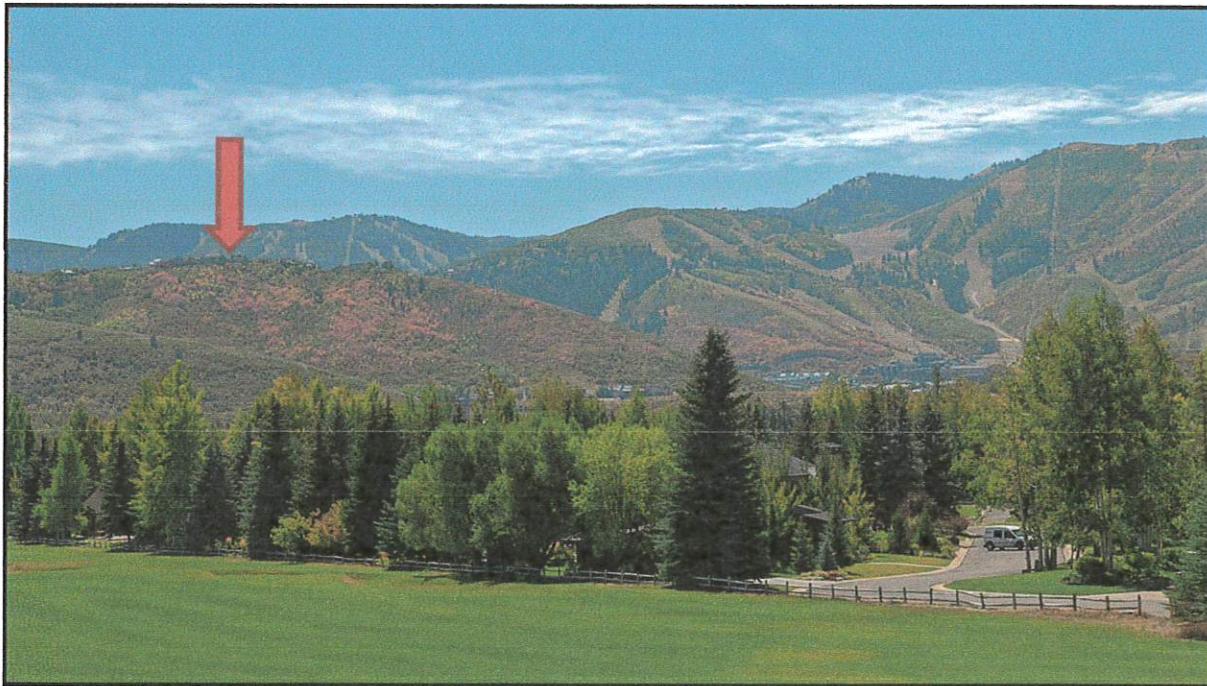
DESIGNATED ENTRY CORRIDOR VANTAGE POINT "F" – Park City Golf Course

Vantage Point "F" is 2.3 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.

**HUNTSMAN ESTATES Subdivision**

Park City Land Management Code

Title 15 – Sensitive Land Overlay Zone



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "G" – Park Meadows Golf Course Club House

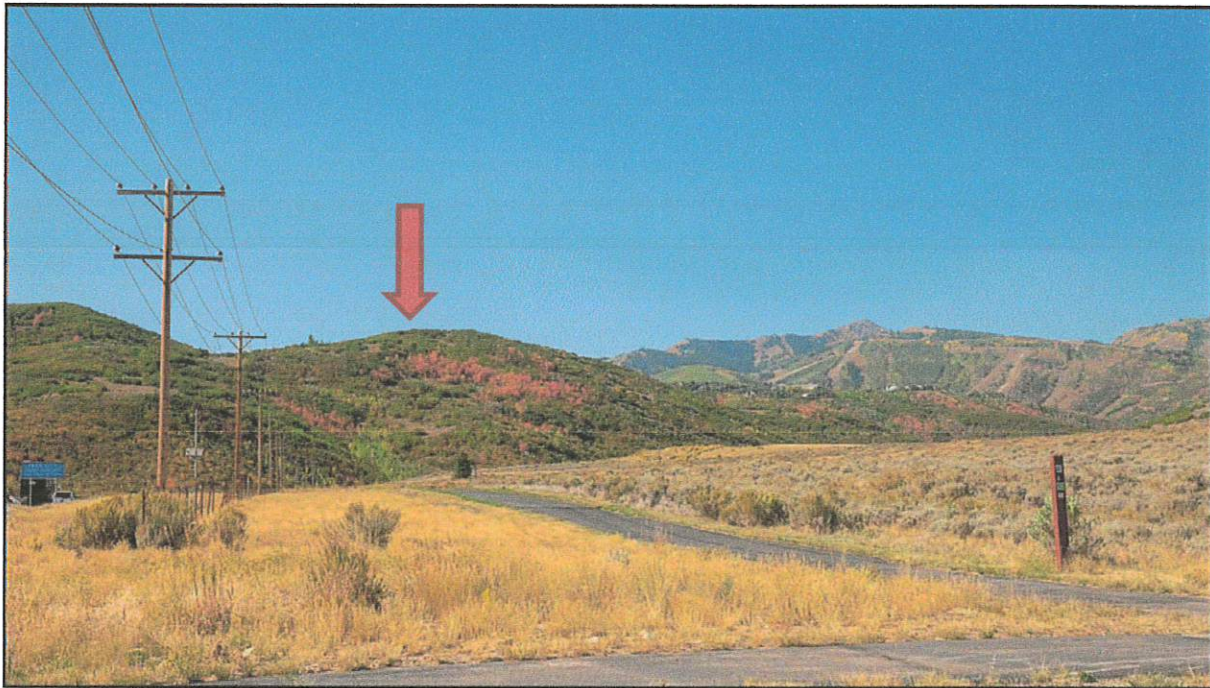
Vantage Point "G" is 3.25 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.



**HUNTSMAN ESTATES Subdivision**

Park City Land Management Code

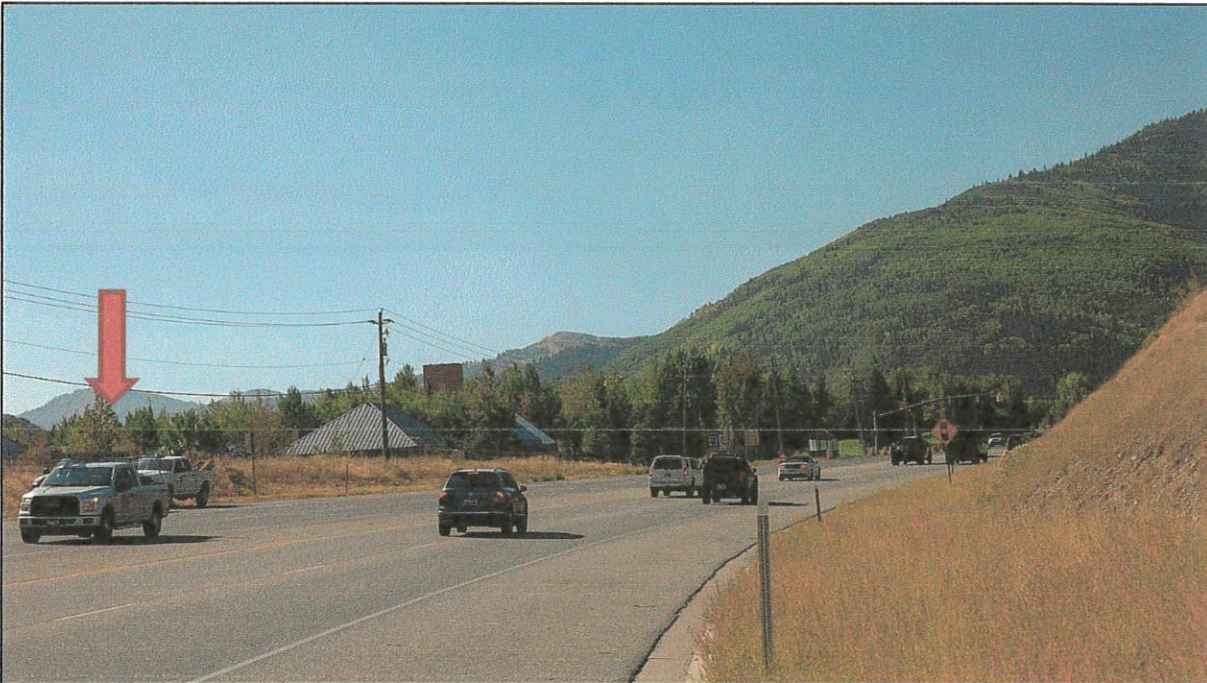
Title 15 – Sensitive Land Overlay Zone



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "H" – Highway 248, ¼ mile from US40

Vantage Point "H" is 3.4 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.

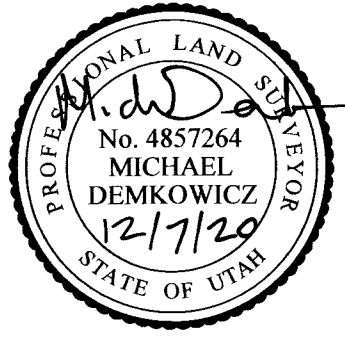
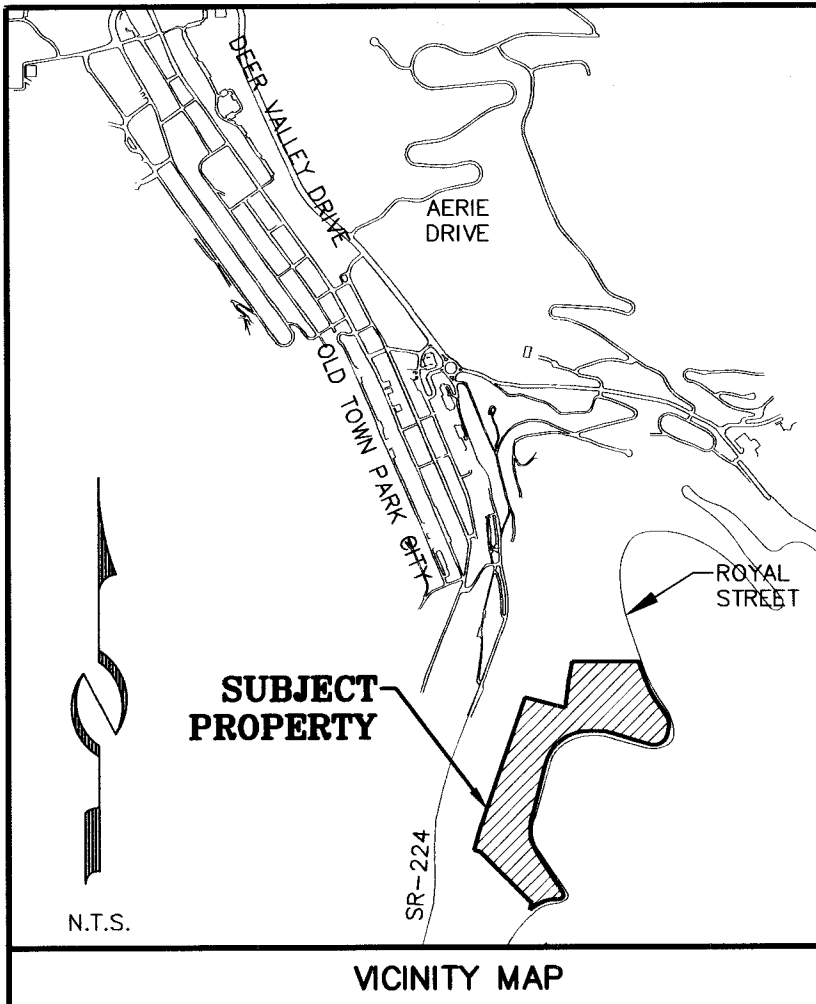
HUNTSMAN ESTATES Subdivision  
Park City Land Management Code  
Title 15 – Sensitive Land Overlay Zone



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "I" – Highway 224, 2 miles south of Kilby Road

Vantage Point "I" is 5.15 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.





### 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 by authority of the owner, I have made a survey of the tract of land shown on this plat and described hereon, and have combined said tract of land into lots, together with streets, hereafter to be known as HUNTSMAN ESTATES and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

| CURVE TABLE |          |         |            |               |              |
|-------------|----------|---------|------------|---------------|--------------|
| CURVE       | RADIUS   | LENGTH  | DELTA      | CHORD BEARING | CHORD LENGTH |
| C1          | 936.65'  | 247.63' | 15°08'53"  | S 26°36'02" E | 246.91'      |
| C2          | 175.00'  | 134.79' | 44°07'46"  | S 12°06'35" E | 131.48'      |
| C3          | 140.00'  | 234.25' | 95°52'12"  | S 57°53'24" W | 207.87'      |
| C4          | 2456.77' | 177.83' | 4°08'50"   | N 72°06'05" W | 177.79'      |
| C5          | 532.64'  | 191.04' | 20°33'00"  | N 80°18'10" W | 190.02'      |
| C6          | 45.00'   | 100.15' | 127°30'40" | S 30°45'20" W | 80.72'       |
| C7          | 364.61'  | 168.54' | 26°29'06"  | S 81°16'07" W | 167.04'      |
| C8          | 428.78'  | 163.88' | 21°53'53"  | S 57°04'37" W | 162.88'      |

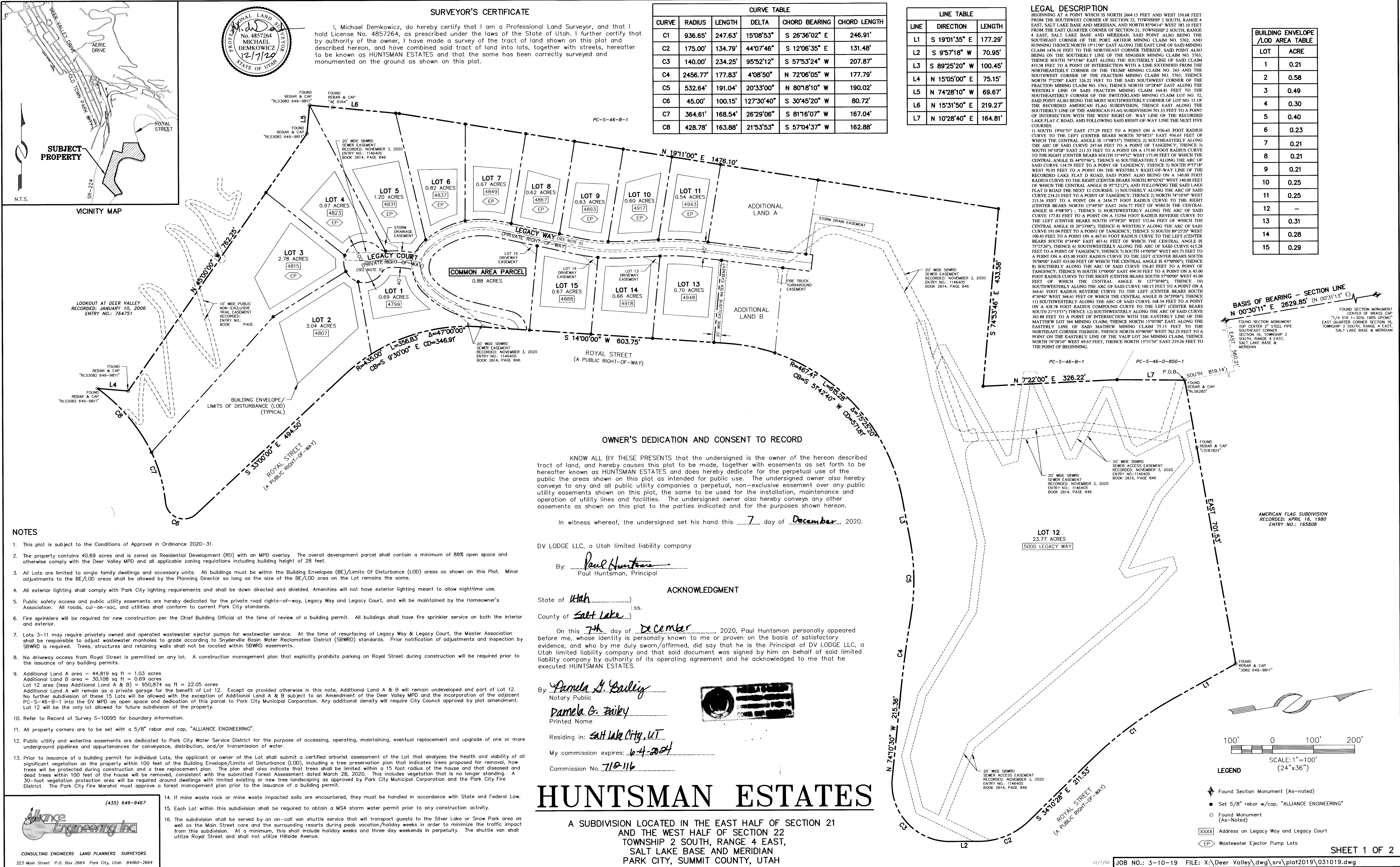
| LINE TABLE |               |         |
|------------|---------------|---------|
| LINE       | DIRECTION     | LENGTH  |
| L1         | S 19°01'35" E | 177.29' |
| L2         | S 9°57'18" W  | 70.95'  |
| L3         | S 89°25'20" W | 100.45' |
| L4         | N 15°05'00" E | 75.15'  |
| L5         | N 74°28'10" W | 69.67'  |
| L6         | N 15°31'50" E | 219.27' |
| L7         | N 10°28'40" E | 164.81' |

### LEGAL DESCRIPTION

BEGINNING AT A POINT WHICH IS NORTH 2664.15 FEET AND WEST 350.68 FEET FROM THE SOUTHWEST CORNER OF SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND NORTH 8°04'14" WEST 381.10 FEET FROM THE EAST QUARTER CORNER OF SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THE PORT ARTHUR MINING CLAIM NO. 5762; AND THENCE NORTH 1°11'00" EAST ALONG THE EAST LINE OF SAID MINING CLAIM 1476.10 FEET TO THE NORTHEAST CORNER THEREOF, SAID POINT ALSO BEING ON THE SOUTHERLY LINE OF THE SINGER MINING CLAIM NO. 5763; THENCE SOUTH 7°55'46" EAST ALONG THE SOUTHERLY LINE OF SAID CLAIM 433.58 FEET TO A POINT OF INTERSECTION WITH A LINE EXTENDED FROM THE NORTHEAST CORNER OF THE TROMP MINING CLAIM NO. 265 AND THE SOUTHWEST CORNER OF THE FRACTION MINING CLAIM NO. 5763; THENCE NORTH 7°22'00" EAST 326.22 FEET TO THE SAID SOUTHWEST CORNER OF THE FRACTION MINING CLAIM NO. 5763; THENCE NORTH 10°28'40" EAST ALONG THE WESTERLY LINE OF SAID FRACTION MINING CLAIM 164.81 FEET TO THE SOUTHEAST CORNER OF THE SWITZERLAND MINING CLAIM LOT NO. 52, SAID POINT ALSO BEING THE MOST SOUTHWEST CORNER OF LOT NO. 15 OF THE RECORDED AMERICAN FLAG SUBDIVISION; THENCE EAST ALONG THE SOUTHERLY LINE OF THE AMERICAN FLAG SUBDIVISION 701.53 FEET TO A POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF THE RECORDED LAKE FLAT C ROAD, AND FOLLOWING SAID RIGHT-OF-WAY LINE THE NEXT FIVE COURSES:

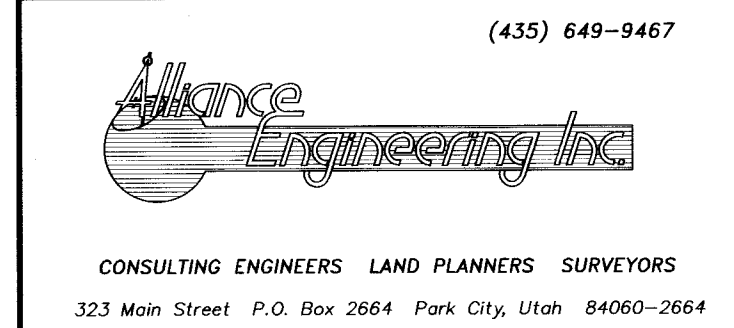
1) SOUTH 19°01'35" EAST 177.29 FEET TO A POINT ON A 936.65 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 70°58'25" EAST 936.65 FEET OF WHICH THE CENTRAL ANGLE IS 15°08'53") THENCE 2) SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 247.64 FEET TO A POINT OF TANGENCY; THENCE 3) SOUTH 34°10'28" EAST 211.53 FEET TO A POINT ON A 175.00 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS SOUTH 53°49'32" WEST 175.00 FEET OF WHICH THE CENTRAL ANGLE IS 44°07'46"); THENCE 4) SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 134.79 FEET TO A POINT OF TANGENCY; THENCE 5) SOUTH 9°57'18" WEST 70.95 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE RECORDED LAKE FLAT D ROAD, SAID POINT ALSO BEING ON A 140.00 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS NORTH 80°18'10" WEST 140.00 FEET OF WHICH THE CENTRAL ANGLE IS 95°52'12"); AND FOLLOWING THE SAID LAKE FLAT D ROAD THE NEXT 12 COURSES: 1) SOUTHERLY ALONG THE ARC OF SAID CURVE 234.25 FEET TO A POINT OF TANGENCY; THENCE 2) NORTH 74°28'10" WEST 215.36 FEET TO A POINT ON A 2456.77 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS NORTH 15°49'30" EAST 2456.77 FEET OF WHICH THE CENTRAL ANGLE IS 4°08'50"); THENCE 3) NORTHWESTERLY ALONG THE ARC OF SAID CURVE 177.83 FEET TO A POINT ON A 532.64 FOOT RADIUS REVERSE CURVE TO THE LEFT (CENTER BEARS SOUTH 19°58'20" WEST 532.64 FEET OF WHICH THE CENTRAL ANGLE IS 20°33'00"); THENCE 4) WESTERLY ALONG THE ARC OF SAID CURVE 191.04 FEET TO A POINT OF TANGENCY; THENCE 5) SOUTH 89°25'20" WEST 100.45 FEET TO A POINT ON A 467.41 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS SOUTH 0°44'40" EAST 467.41 FEET OF WHICH THE CENTRAL ANGLE IS 7°22'00"); THENCE 6) SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 61.28 FEET TO A POINT OF TANGENCY; THENCE 7) SOUTH 14°00'00" WEST 603.75 FEET TO A POINT ON A 435.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS SOUTH 76°00'00" EAST 435.00 FEET OF WHICH THE CENTRAL ANGLE IS 4°00'00"); THENCE 8) SOUTHERLY ALONG THE ARC OF SAID CURVE 356.83 FEET TO A POINT OF TANGENCY; THENCE 9) SOUTH 3°00'00" EAST 494.50 FEET TO A POINT ON A 45.00 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS SOUTH 7°00'00" WEST 45.00 FEET OF WHICH THE CENTRAL ANGLE IS 127°30'40"); THENCE 10) SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 168.54 FEET TO A POINT ON A 364.61 FOOT RADIUS REVERSE CURVE TO THE LEFT (CENTER BEARS SOUTH 4°30'40" WEST 364.61 FEET OF WHICH THE CENTRAL ANGLE IS 26°29'06"); THENCE 11) SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 164.81 FEET TO A POINT ON A 10°28'40" WEST 164.81 FEET TO A POINT OF INTERSECTION WITH THE EASTERLY LINE OF THE MATTHEW LOT 364 MINING CLAIM; THENCE NORTH 15°05'00" EAST ALONG THE EASTERLY LINE OF SAID MATTHEW MINING CLAIM 75.15 FEET TO THE NORTHEAST CORNER THEREOF; THENCE NORTH 4°00'00" WEST 702.25 FEET TO A POINT ON THE EASTERLY LINE OF THE YALP LOT 264 MINING CLAIM; THENCE NORTH 74°28'10" WEST 69.67 FEET, THENCE NORTH 15°31'50" EAST 219.26 FEET TO THE POINT OF BEGINNING.

| BUILDING ENVELOPE<br>/ LOT AREA TABLE |      |  |
|---------------------------------------|------|--|
| LOT                                   | ACRE |  |
| 1                                     | 0.21 |  |
| 2                                     | 0.58 |  |
| 3                                     | 0.49 |  |
| 4                                     | 0.30 |  |
| 5                                     | 0.40 |  |
| 6                                     | 0.23 |  |
| 7                                     | 0.21 |  |
| 8                                     | 0.21 |  |
| 9                                     | 0.21 |  |
| 10                                    | 0.25 |  |
| 11                                    | 0.25 |  |
| 12                                    | -    |  |
| 13                                    | 0.31 |  |
| 14                                    | 0.28 |  |
| 15                                    | 0.29 |  |



### NOTES

- This plat is subject to the Conditions of Approval in Ordinance 2020-31.
- The property contains 40.69 acres and is zoned as Residential Development (RD) with an MPD overlay. The overall development parcel shall contain a minimum of 88% open space and otherwise comply with the Deer Valley MPD and all applicable zoning regulations including building height of 28 feet.
- All Lots are limited to single family dwellings and accessory units. All buildings must be within the Building Envelopes (BE)/Limits Of Disturbance (LOD) areas as shown on this Plat. Minor adjustments to the BE/LOD areas shall be allowed by the Planning Director so long as the size of the BE/LOD area on the Lot remains the same.
- All exterior lighting shall comply with Park City lighting requirements and shall be down directed and shielded. Amenities will not have exterior lighting meant to allow nighttime use.
- Public safety access and public utility easements are hereby dedicated for the private road rights-of-way, Legacy Way and Legacy Court, and will be maintained by the Homeowner's Association. All roads, cul-de-sac, and utilities shall conform to current Park City standards.
- Fire sprinklers will be required for new construction per the Chief Building Official at the time of review of a building permit. All buildings shall have fire sprinkler service on both the interior and exterior.
- Lots 3-11 may require privately owned and operated wastewater ejector pumps for wastewater service. At the time of resurfacing of Legacy Way & Legacy Court, the Master Association shall be responsible to adjust wastewater manholes to grade according to Snyderville Basin Water Reclamation District (SBWRD) standards. Prior notification of adjustments and inspection by SBWRD is required. Trees, structures and retaining walls shall not be located within SBWRD easements.
- No driveway access from Royal Street is permitted on any lot. A construction management plan that explicitly prohibits parking on Royal Street during construction will be required prior to the issuance of any building permits.
- Additional Land A area = 44,819 sq ft = 1.03 acres  
Additional Land B area = 30,108 sq ft = 0.69 acres  
Lot 12 area (less Additional Land A & B) = 950,874 sq ft = 22.05 acres  
Additional Land A will remain as a private garage for the benefit of Lot 12. Except as provided otherwise in this note, Additional Land A & B will remain undeveloped and part of Lot 12. No further subdivision of these 15 Lots will be allowed with the exception of Additional Land A & B subject to an Amendment of the Deer Valley MPD and the incorporation of the adjacent PC-S-46-B-1 into the DV MPD as open space and dedication of this parcel to Park City Municipal Corporation. Any additional density will require City Council approval by plot amendment. Lot 12 will be the only lot allowed for future subdivision of the property.
- Refer to Record of Survey S-10095 for boundary information.
- All property corners are to be set with a 5/8" rebar and cap, "ALLIANCE ENGINEERING".
- Public utility and waterline easements are dedicated to Park City Water Service District for the purpose of accessing, operating, maintaining, eventual replacement and upgrade of one or more underground pipelines and appurtenances for conveyance, distribution, and/or transmission of water.
- Prior to issuance of a building permit for individual Lots, the applicant or owner of the Lot shall submit a certified arborist assessment of the Lot that analyzes the health and viability of all significant vegetation on the property within 100 feet of the Building Envelope/Limits of Disturbance (LOD), including a tree preservation plan that indicates trees proposed for removal, how trees will be protected during construction and a tree replacement plan. The plan shall also indicate that trees shall be limited within a 15 foot radius of the house and that diseased and dead trees within 100 feet of the house will be removed, consistent with the submitted Forest Assessment dated March 28, 2020. This includes vegetation that is no longer standing. A 30-foot vegetation protection area will be required around dwellings with limited existing or new tree landscaping as approved by Park City Municipal Corporation and the Park City Fire District. The Park City Fire Marshal must approve a forest management plan prior to the issuance of a building permit.
- If mine waste rock or mine waste impacted soils are encountered, they must be handled in accordance with State and Federal Law.
- Each Lot within this subdivision shall be required to obtain a MS4 storm water permit prior to any construction activity.
- The subdivision shall be served by an on-call van shuttle service that will transport guests to the Silver Lake or Snow Park area as well as the Main Street core and the surrounding resorts during peak vacation/holiday weeks in order to minimize the traffic impact from this subdivision. At a minimum, this shuttle service shall include holiday weeks and three day weekends in perpetuity. The shuttle van shall utilize Royal Street and shall not utilize Hillside Avenue.



**PUBLIC SAFETY**  
**ANSWERING POINT APPROVAL**  
APPROVED THIS 16 DAY  
OF December, 2020  
BY G. Chappell for Jeff Ward  
SUMMIT COUNTY GIS COORDINATOR

**SNYDERVILLE BASIN WATER RECLAMATION DISTRICT**  
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER  
RECLAMATION DISTRICT STANDARDS ON THIS 7th  
DAY OF December, 2020  
BY P.D.K.  
ENGINEERING DEPARTMENT

**PLANNING COMMISSION**  
APPROVED BY THE PARK CITY  
PLANNING COMMISSION THIS 27TH  
DAY OF MAY, 2020  
BY [Signature]  
CHAIR

**ENGINEER'S CERTIFICATE**  
I FIND THIS PLAT TO BE IN  
ACCORDANCE WITH INFORMATION ON  
FILE IN MY OFFICE THIS 8th  
DAY OF December, 2020  
BY [Signature]  
PARK CITY ENGINEER

**APPROVAL AS TO FORM**  
APPROVED AS TO FORM THIS 10th  
DAY OF December, 2020  
BY M.P.H.  
PARK CITY ATTORNEY

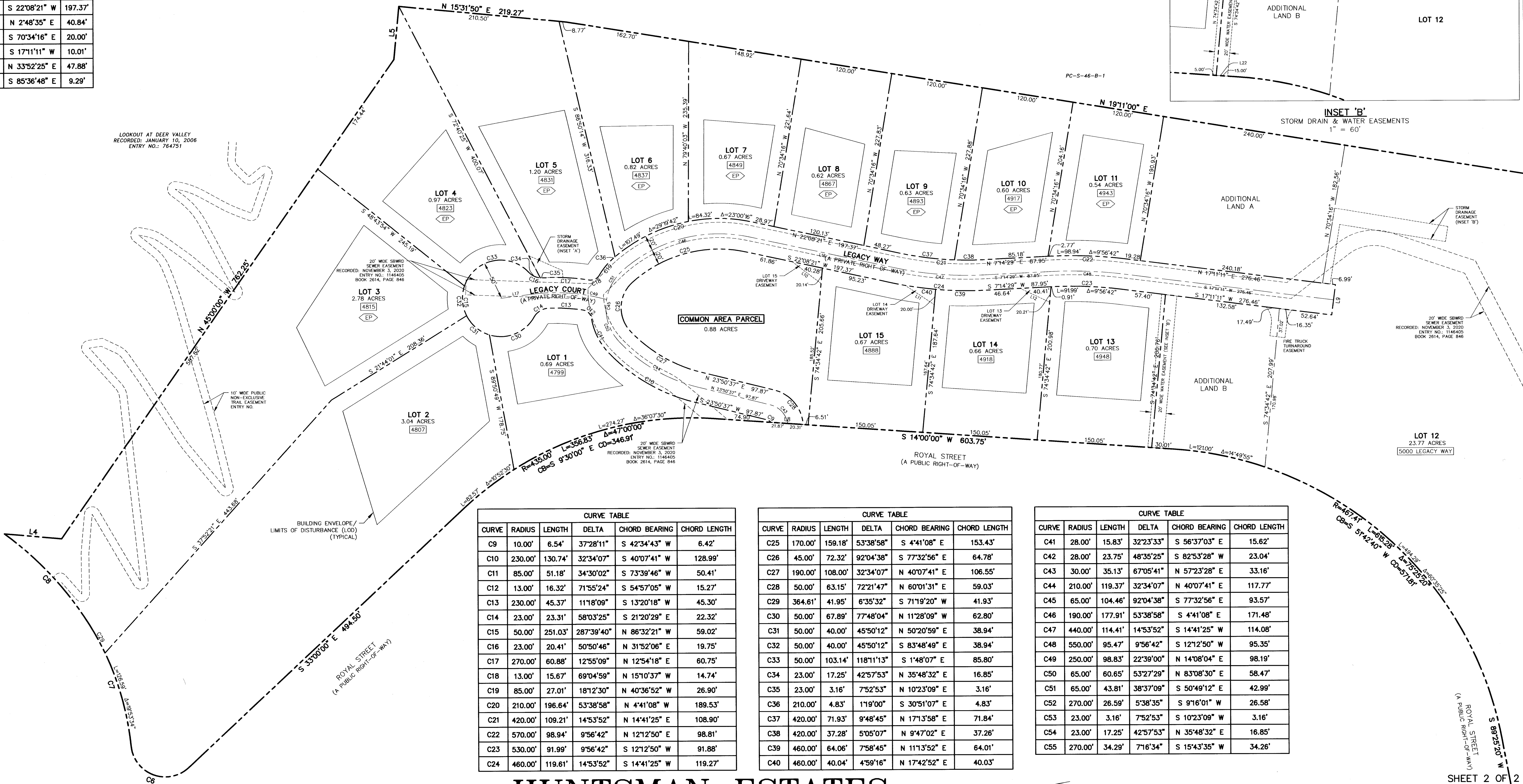
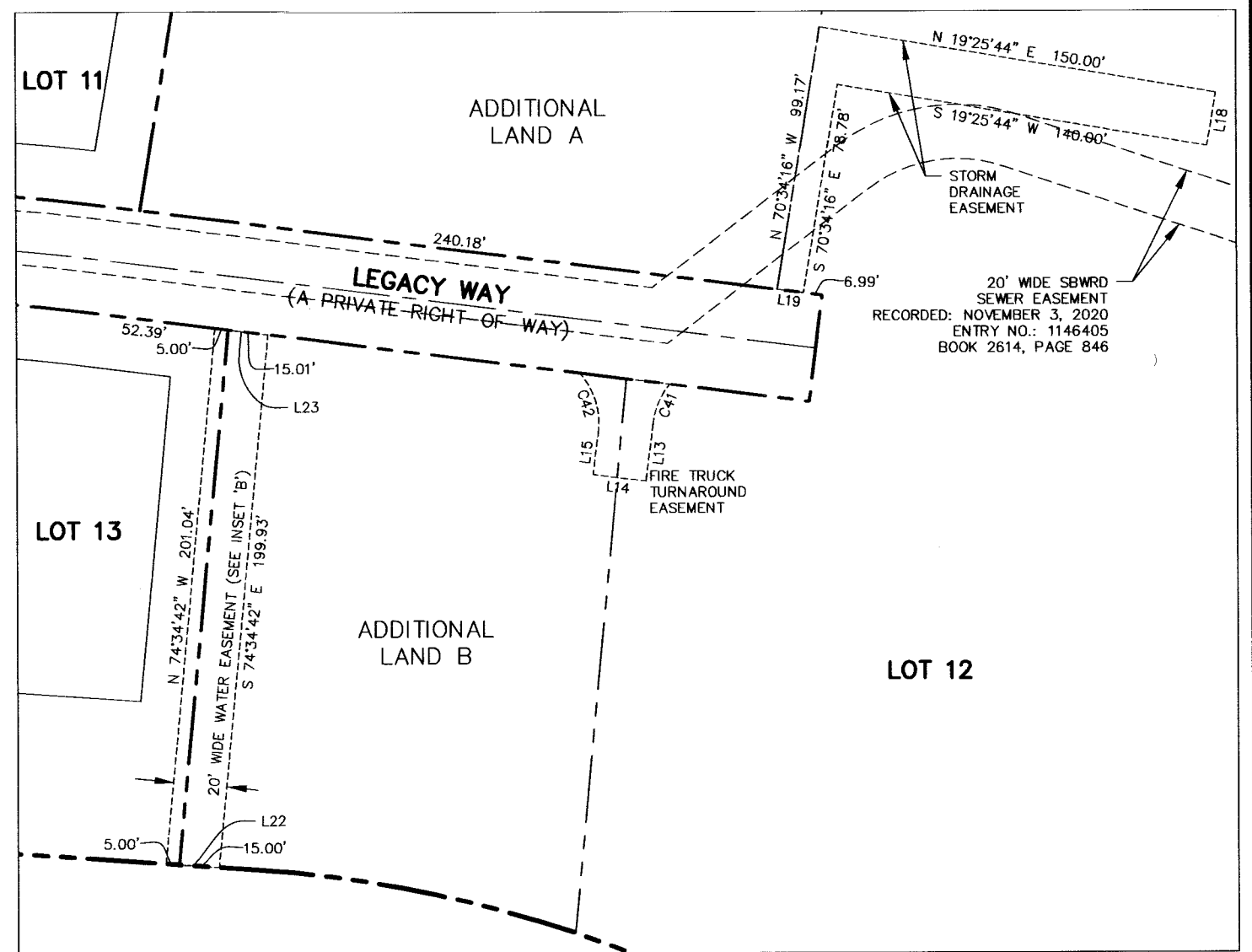
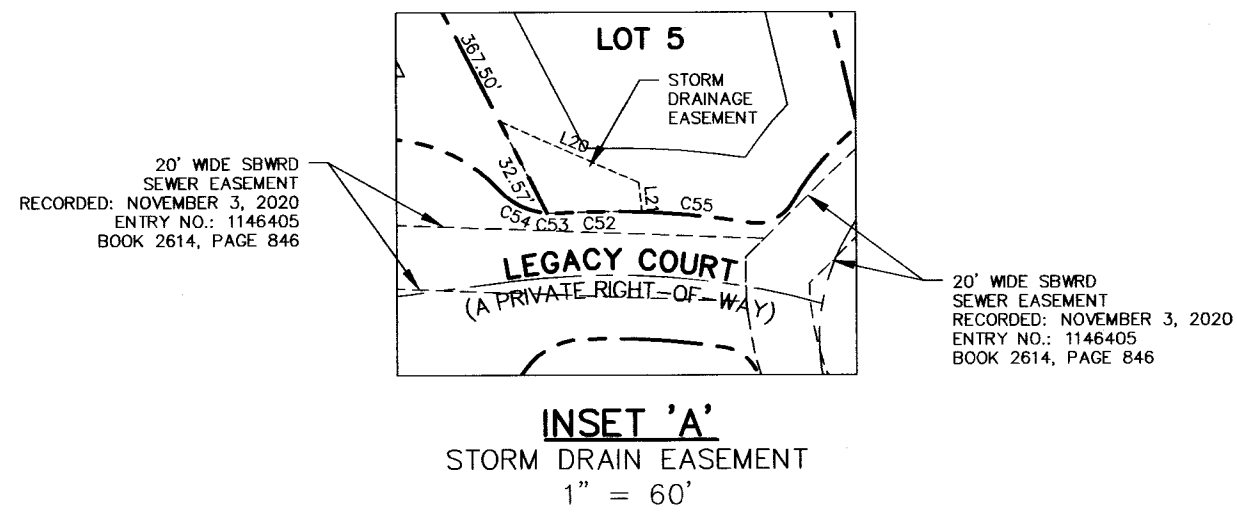
**COUNCIL APPROVAL AND ACCEPTANCE**  
APPROVAL AND ACCEPTANCE BY THE PARK CITY  
COUNCIL THIS 9TH DAY OF JULY, 2020  
BY [Signature]  
MAYOR

**CERTIFICATE OF ATTEST**  
I CERTIFY THIS RECORD OF SURVEY  
MAP WAS APPROVED BY PARK CITY  
COUNCIL THIS 9TH DAY  
OF JULY, 2020  
BY [Signature]  
PARK CITY RECORDER

**RECORDED**  
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED  
AT THE REQUEST OF First American Title Insurance Company  
130.00  
FEE  
TIME 11:52 A.M. DATE 12/17/2020 ENTRY NO. 01150632  
HUNTSMAN ESTATES



| LINE | DIRECTION     | LENGTH  |
|------|---------------|---------|
| L8   | S 14°00'00" W | 42.19'  |
| L9   | S 72°48'49" E | 40.00'  |
| L10  | N 47°16'18" E | 47.09'  |
| L11  | N 43°47'33" E | 45.46'  |
| L12  | N 35°17'27" E | 42.53'  |
| L13  | S 72°48'49" E | 22.00'  |
| L14  | S 17°11'11" W | 20.00'  |
| L15  | N 72°48'49" W | 16.00'  |
| L16  | S 22°08'21" W | 197.37' |
| L17  | N 2°48'35" E  | 40.84'  |
| L18  | S 70°34'16" E | 20.00'  |
| L19  | S 17°11'11" W | 10.01'  |
| L20  | N 33°52'25" E | 47.88'  |
| L21  | S 85°36'48" E | 9.29'   |



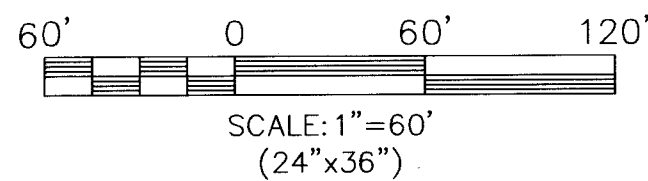
| CURVE | RADIUS  | LENGTH  | DELTA      | CHORD BEARING | CHORD LENGTH |
|-------|---------|---------|------------|---------------|--------------|
| C9    | 10.00'  | 6.54'   | 37°28'11"  | S 42°34'43" W | 6.42'        |
| C10   | 230.00' | 130.74' | 32°34'07"  | S 40°07'41" W | 128.99'      |
| C11   | 85.00'  | 51.18'  | 34°30'02"  | S 73°39'46" W | 50.41'       |
| C12   | 13.00'  | 16.32'  | 71°55'24"  | S 54°57'05" W | 15.27'       |
| C13   | 230.00' | 45.37'  | 11°18'09"  | S 13°20'18" W | 45.30'       |
| C14   | 23.00'  | 23.31'  | 58°03'25"  | S 21°20'29" E | 22.32'       |
| C15   | 50.00'  | 251.03' | 287°39'40" | N 86°32'21" W | 59.02'       |
| C16   | 23.00'  | 20.41'  | 50°50'46"  | N 31°52'06" E | 19.75'       |
| C17   | 270.00' | 60.88'  | 12°55'09"  | N 12°54'18" E | 60.75'       |
| C18   | 13.00'  | 15.67'  | 69°04'59"  | N 15°10'37" W | 14.74'       |
| C19   | 85.00'  | 27.01'  | 18°12'30"  | N 40°36'52" W | 26.90'       |
| C20   | 210.00' | 196.64' | 53°38'58"  | N 4°41'08" W  | 189.53'      |
| C21   | 420.00' | 109.21' | 14°53'52"  | N 14°41'25" E | 108.90'      |
| C22   | 570.00' | 98.94'  | 9°56'42"   | N 12°12'50" E | 98.81'       |
| C23   | 530.00' | 91.99'  | 9°56'42"   | S 12°12'50" W | 91.88'       |
| C24   | 460.00' | 119.61' | 14°53'52"  | S 14°41'25" W | 119.27'      |

| CURVE | RADIUS  | LENGTH  | DELTA      | CHORD BEARING | CHORD LENGTH |
|-------|---------|---------|------------|---------------|--------------|
| C25   | 170.00' | 159.18' | 53°38'58"  | S 4°41'08" E  | 153.43'      |
| C26   | 45.00'  | 72.32'  | 92°04'38"  | S 77°32'56" E | 64.78'       |
| C27   | 190.00' | 108.00' | 32°34'07"  | N 40°07'41" E | 106.55'      |
| C28   | 50.00'  | 63.15'  | 72°21'47"  | N 60°01'31" E | 59.03'       |
| C29   | 364.61' | 41.95'  | 6°35'32"   | S 71°19'20" W | 41.93'       |
| C30   | 50.00'  | 67.89'  | 77°48'04"  | N 11°28'09" W | 62.80'       |
| C31   | 50.00'  | 40.00'  | 45°50'12"  | N 50°20'59" E | 38.94'       |
| C32   | 50.00'  | 40.00'  | 45°50'12"  | S 83°48'49" E | 38.94'       |
| C33   | 50.00'  | 103.14' | 118°11'13" | S 1°48'07" E  | 85.80'       |
| C34   | 23.00'  | 17.25'  | 42°57'53"  | N 35°48'32" E | 16.85'       |
| C35   | 23.00'  | 3.16'   | 75°2'53"   | N 10°23'09" E | 3.16'        |
| C36   | 210.00' | 4.83'   | 1°19'00"   | S 30°51'07" E | 4.83'        |
| C37   | 420.00' | 71.93'  | 9°48'45"   | N 17°13'58" E | 71.84'       |
| C38   | 420.00' | 37.28'  | 5°05'07"   | N 9°47'02" E  | 37.26'       |
| C39   | 460.00' | 64.06'  | 7°58'45"   | N 11°13'52" E | 64.01'       |
| C40   | 460.00' | 40.04'  | 4°59'16"   | N 17°42'52" E | 40.03'       |

| CURVE | RADIUS  | LENGTH  | DELTA     | CHORD BEARING | CHORD LENGTH |
|-------|---------|---------|-----------|---------------|--------------|
| C41   | 28.00'  | 15.83'  | 32°23'33" | S 56°37'03" E | 15.62'       |
| C42   | 28.00'  | 23.75'  | 48°35'25" | S 82°53'28" W | 23.04'       |
| C43   | 30.00'  | 35.13'  | 67°05'41" | N 57°23'28" E | 33.16'       |
| C44   | 210.00' | 119.37' | 32°34'07" | N 40°07'41" E | 117.77'      |
| C45   | 65.00'  | 104.46' | 92°04'38" | S 77°32'56" E | 93.57'       |
| C46   | 190.00' | 177.91' | 53°38'58" | S 4°41'08" E  | 171.48'      |
| C47   | 440.00' | 114.41' | 14°53'52" | S 14°41'25" W | 114.08'      |
| C48   | 550.00' | 95.47'  | 9°56'42"  | S 12°12'50" W | 95.35'       |
| C49   | 250.00' | 98.83'  | 22°39'00" | N 14°08'04" E | 98.19'       |
| C50   | 65.00'  | 60.65'  | 53°27'29" | N 83°08'30" E | 58.47'       |
| C51   | 65.00'  | 43.81'  | 38°37'09" | S 50°49'12" E | 42.99'       |
| C52   | 270.00' | 26.59'  | 5°38'35"  | S 9°16'01" W  | 26.58'       |
| C53   | 23.00'  | 3.16'   | 7°52'53"  | N 10°23'09" W | 3.16'        |
| C54   | 23.00'  | 17.25'  | 42°57'53" | N 35°48'32" E | 16.85'       |
| C55   | 270.00' | 34.29'  | 7°16'34"  | S 15°43'35" W | 34.26'       |

# HUNTSMAN ESTATES

A SUBDIVISION LOCATED IN THE EAST HALF OF SECTION 21  
AND THE WEST HALF OF SECTION 22  
TOWNSHIP 2 SOUTH, RANGE 4 EAST,  
SALT LAKE BASE AND MERIDIAN  
PARK CITY, SUMMIT COUNTY, UTAH



| LEGEND                                     |
|--------------------------------------------|
| XXXX Address on Legacy Way or Legacy Court |
| EP Wastewater Ejector Pump Lots            |

12/17/20 JOB NO.: 3-10-19 FILE: X:\Deer Valley\dwg\sr\plat2019\031019.dwg

RECORDED  
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED  
AT **ENTRY NO. 01150632**  
12/17/2020 11:52:53 AM B: 2626 P: 1468  
PLAT PAGE 1/1  
RECORDING DIVISION, SUMMIT COUNTY RECORDER  
FEE: \$30.00 BY FIRST AMERICAN TITLE INSURANCE COMPANY  
TIME \_\_\_\_\_ DATE \_\_\_\_\_ ENTRY NO. \_\_\_\_\_

HUNTSMAN ESTATES

SHEET 2 OF 2



## Planning Commission Agenda Item Report

Meeting Date: April 26, 2023

Submitted by: Rebecca Ward

Submitting Department: Planning

Item Type: Staff Report

Agenda Section: REGULAR AGENDA

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### Subject:

**2200 Monitor Drive (Holiday Village Apartments) and 2776 Kearns Boulevard (Parkside Apartments) – HOPA Affordable Master Planned Development and Conditional Use Permit** – The Applicant Proposes Redevelopment of the Holiday Village and Parkside Apartments to Construct 319 Affordable Units in the Residential Development Zoning District and Frontage Protection Zone Overlay. PL-22-05473 and PL-23-05511 (60 mins.)

(A) Public Hearing; (B) Continuation to May 24, 2023

### Suggested Action:

#### Attachments:

[HOPA Affordable Master Planned Development Staff Report](#)

[Exhibit A: Updated Proposed Plans](#)

[Exhibit B: Traffic Impact Study](#)

[Exhibit C: Parking Study and Management Plan](#)

# Planning Commission Staff Report



**Subject:** 2200 Monitor Drive  
(Holiday Village Apartments)  
1776 Kearns Boulevard  
(Parkside Apartments)  
HOPA Affordable Master Planned Development

**Applications:** PL-22-05473 and PL-23-05511

**Author:** Rebecca Ward, Assistant Planning Director

**Date:** April 26, 2023

**Type of Item:** Affordable Master Planned Development &  
Conditional Use Permit

## Site Visit

The Planning Commission is scheduled to visit the Holiday Village and Parkside Apartments at 4:15 PM on April 26, 2023.

## Recommendation

(I) Review the updated HOPA Affordable Master Planned Development proposing to redevelop the Holiday Village and Parkside Apartments to increase affordable units on site from 122 to 317, (II) conduct a public hearing, and (III) continue the public hearing to May 24, 2023.

The Applicant proposes:

- Subdividing four Parcels totaling 7.4 acres into seven Lots
- Building a shared underground Parking Structure for the project
- Redeveloping the Holiday Village Apartments (80 existing affordable units) with 217 affordable units
- Redeveloping the Parkside Apartments (42 existing affordable units) with 100 affordable units
- Constructing the project in phases to allow for resident relocation

## Description

**Applicant:** Mountainlands Community Housing Trust (MCHT)  
Elliott Workgroup, Applicant Representative

**Location:** 2200 Monitor Drive (Holiday Village Apartments)  
1776 Kearns Boulevard (Parkside Apartments)

**Zoning District:** General Commercial  
Frontage Protection Zone Overlay



Adjacent Land Uses: Church to the north  
 Park City School District Campus to the east  
 Park Meadows Plaza Subdivision to the south  
 Holiday Ranchettes Subdivision to the west

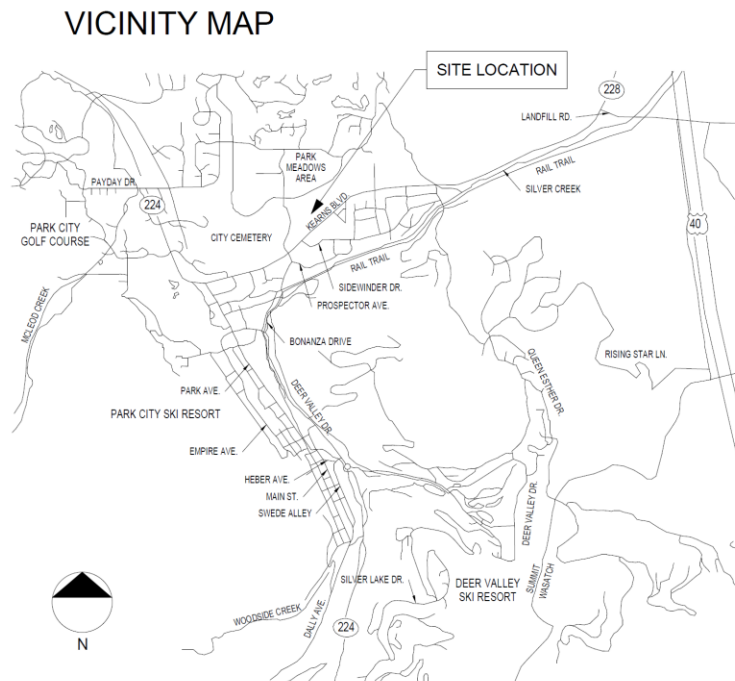
Reason for Review: The Planning Commission reviews, conducts a public hearing, and takes Final Action on AMPDs<sup>1</sup> and CUPs<sup>2</sup>

AMPD Affordable Master Planned Development  
 CUP Conditional Use Permit  
 LMC Land Management Code

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

### **Background**

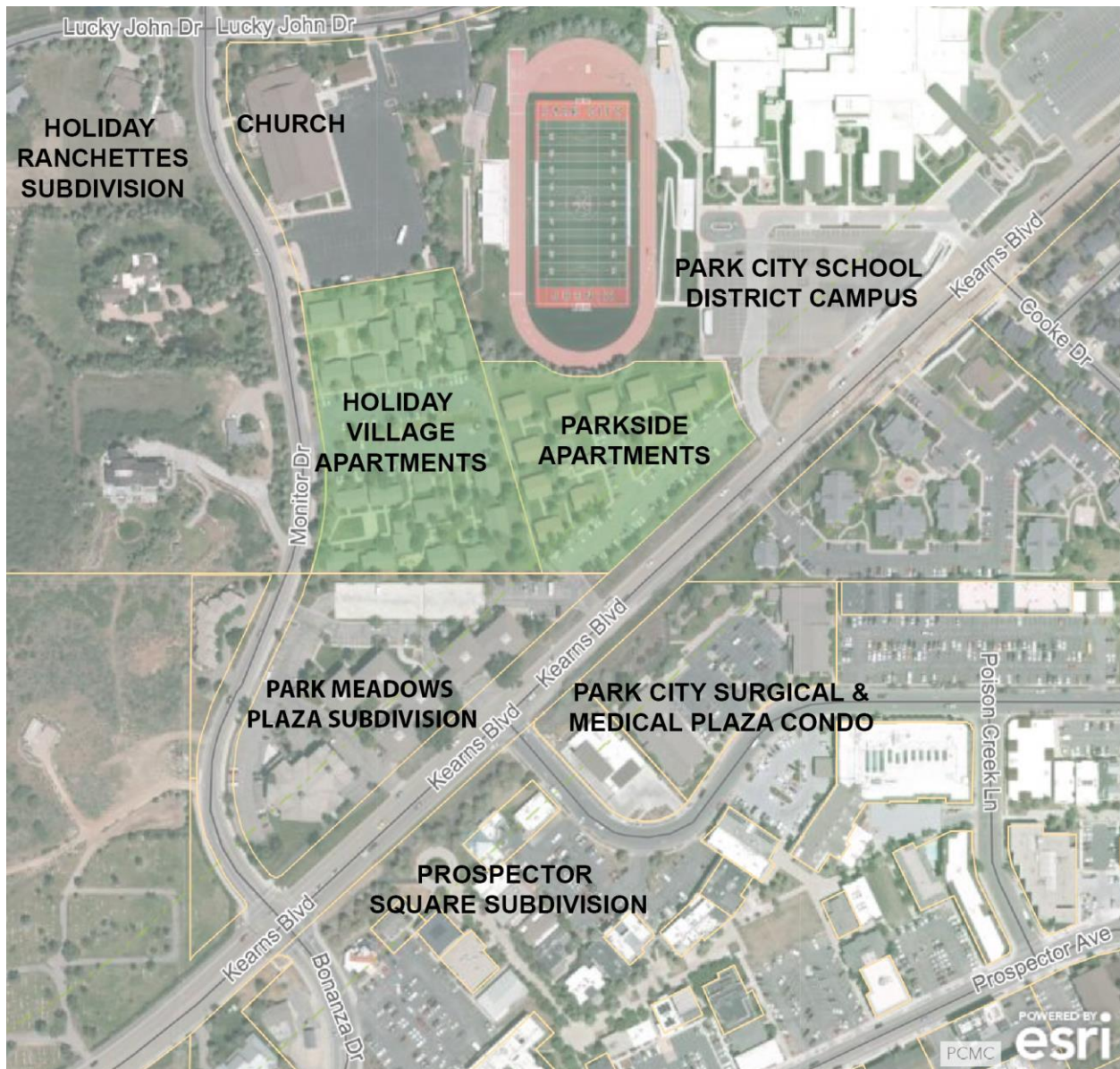
The Applicant proposes to redevelop 7.4 acres—Parcels PCA-2-2302 and PCA-2-2306 (Holiday Village Apartments) and Parcels PCA-2-2307 and PCA-2-2307-A (Parkside Apartments)—north of Kearns Boulevard and east of Monitor Drive, shown on the Applicant’s Vicinity Map below:



<sup>1</sup> LMC [§ 15-12-15\(A\)\(5\)](#)

<sup>2</sup> LMC [§ 15-12-15\(6\)](#)

The image below, taken from the City's Parcel Viewer, illustrates the HOPA AMPD acreage in green:



To review the 1975 Holiday Village Apartment approval, the 1982 Parkside Apartment approval, General Plan compliance, and staff recommendations regarding a Traffic Impact Study and Parking Study and Management Plan, please see the March 22, 2023 Planning Commission [Staff Report](#) and [Exhibits](#) (Work Session 6.A). The Planning Commission's initial input is included in the Analysis Section below.

This staff report focuses on the updated site plan, the Traffic Impact Study, and Parking Study and Management Plan. Staff anticipates continued discussion and public hearings on May 24, 2023 (including proposed sustainability elements), and June 28,



2023 (Traffic Impact Study review of third-party consultant analysis).

## Analysis

(I) The Applicant updated the site plan to preserve the streetscape along Monitor Drive, to improve internal and external pedestrian connectivity, to increase common spaces, and to compare Open Space and current and proposed apartment layouts.

During the March 22, 2023 work session, the Planning Commission provided the following input regarding the project design:

- Consider moving the elevator shafts along Monitor Drive to the interior of the project to preserve the current streetscape
- Evaluate internal pedestrian and bicyclist connectivity and consider connectivity to destinations including the Park City School District and other services within walking and biking distance
- Demonstrate common spaces and intended uses
- Provide comparisons of the current and proposed Open Space
- Provide comparisons of current and proposed apartment layouts

## Substantive Changes to the Site Plan

The most substantive changes since the Planning Commission originally reviewed the proposed AMPD include the Footprints and Height of Buildings G and F. On March 22, 2023, the Planning Commission reviewed the site plan below:



To improve internal connectivity and to decrease Building Height, the Applicant removed the fourth story from Buildings G and F, decreased the unit count from 319 to 317 and realigned the Building Footprints as follows:



## Preserve Streetscape Along Monitor Drive

The Applicant shifted the elevator shafts along Monitor Drive to the interior of the project to preserve the current streetscape. Elevation 2 of Building E illustrates the shift





Elevation 2

SCALE: 3/32" = 1'-0"

The streetscape is shown in the Applicant's Contextual Analysis of the View from Monitor Drive, looking to the north:



3 View from Monitor Dr 1  
1" = 10'-0"

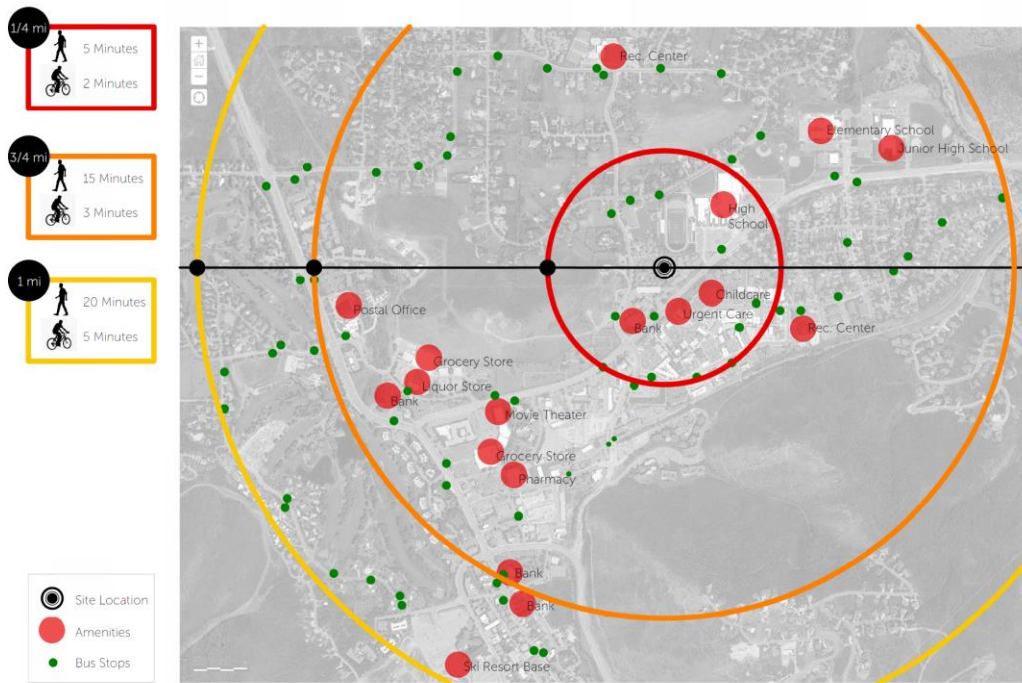
## Pedestrian and Bicyclist Connectivity

The Applicant's Grading Plan illustrates proposed internal north-south and east-west pathway connections:





Additionally, the Applicant evaluated destinations within ¼ to one mile accessible by foot, bike, or transit:



## Common Spaces

The Applicant illustrated the enclosed Common Spaces on their Floor Plan exhibits (Exhibit A). The table below summarizes the project total:

| Building    | Enclosed Common Space Square Footage |
|-------------|--------------------------------------|
| A – Level 1 | 1,179                                |
| A – Level 2 | 394                                  |
| A – Level 3 | 394                                  |
|             | <b>Total 1,967</b>                   |
| B – Level 1 | 1,225                                |
| B – Level 2 | 0                                    |
| B – Level 3 | 0                                    |
|             | <b>Total 1,225</b>                   |
| C – Level 1 | 1,837                                |
| C – Level 2 | 308                                  |
| C – Level 3 | 308                                  |
|             | <b>Total 2,453</b>                   |

|                             |                    |
|-----------------------------|--------------------|
| D – Level 1                 | 1,725              |
| D – Level 2                 | 0                  |
| D – Level 3                 | 0                  |
|                             | <b>Total 1,725</b> |
| E – Level 1                 | 1,023              |
| E – Level 2                 | 254                |
| E – Level 3                 | 254                |
|                             | <b>Total 1,531</b> |
| F – Level 1                 | 1,523              |
| F – Level 2                 | 657                |
| F – Level 3                 | 657                |
| Rooftop                     | 1,257              |
|                             | <b>Total 4,094</b> |
| G – Level 1                 | 1,151              |
| G – Level 2                 | 537                |
| G – Level 3                 | 537                |
|                             | <b>Total 2,225</b> |
| <b>Project Total 15,220</b> |                    |

### Open Space Comparison

The current site provides surface-level parking, and the total landscaped area is 140,518 square feet:





The proposed project provides 256 underground and 12 surface-level parking spaces. The number of affordable units on site is increasing from 122 to 317 and the total landscaped area is decreasing by 16,709 square feet for a total of 123,809 square feet, or 2.67 of 7.4 acres (36%), exceeding the 20% Open Space required for AMPDs (LMC [Section 15-6.1-10\(A\)](#)).



### Current and Proposed Apartment Layouts

The Applicant noted that square footage does not carry over for apartment types because of a different layout. The Applicant provided comparison of current and proposed layouts for studios, one-bedroom, two-bedroom, and three-bedroom units:

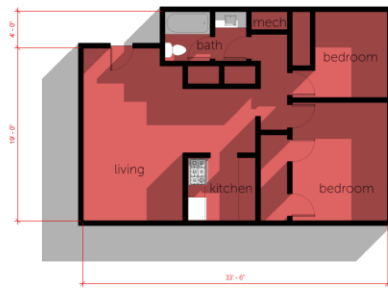
## Current Layout



Holiday Village One Bedroom .....578 SF



Holiday Village Two Bedroom .....757 SF



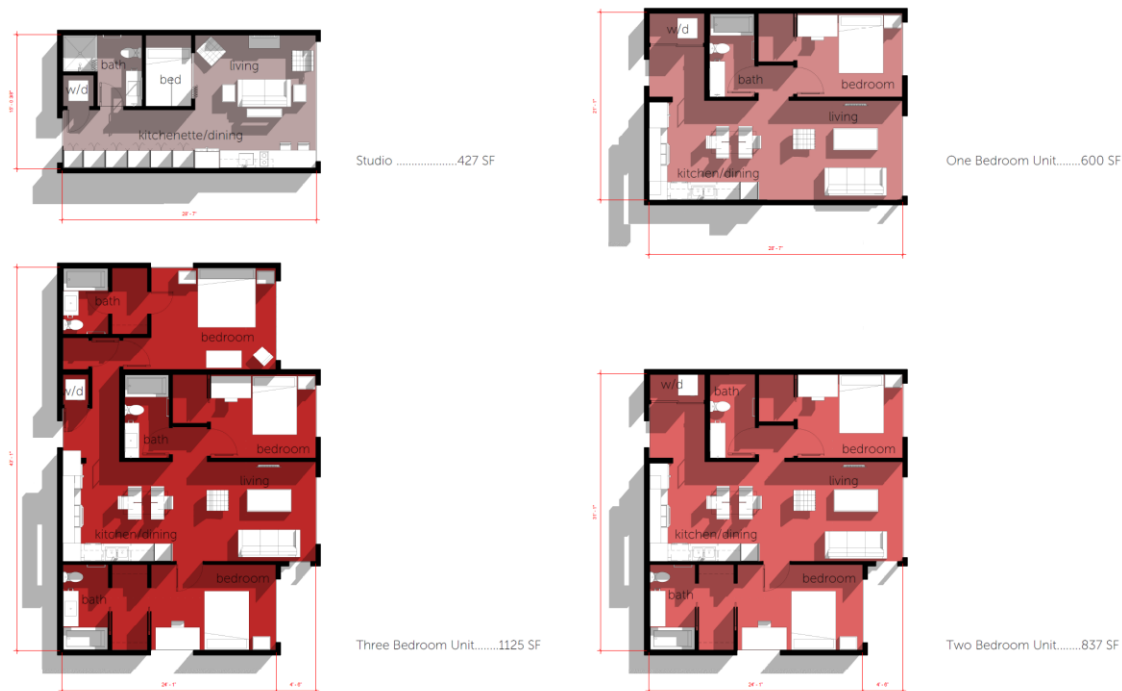
Parkside Two Bedroom .....735 SF



Parkside Three Bedroom .....1148 SF



## Proposed Layout



**(II) The Applicant submitted a Traffic Impact Study, and a third-party consultant is reviewing the study for the June 28, 2023 Planning Commission discussion.**

LMC [§ 15-6.1-4\(E\)](#) states “[t]he Planning Commission may require Applicants to submit and fund additional studies for Affordable Master Planned Development proposals that significantly increase the Density and intensity of Use of a Site.” There are currently 122 affordable units on the Parcels and the Applicant proposes to increase the units to 317. As a result, the Engineering Department recommended the Applicant submit a Traffic Impact Study (TIS) prepared by a consultant approved by the City that at a minimum analyzes the project impacts to the following intersections:

- Park Avenue and Kearns Boulevard
- Kearns Boulevard and Monitor Drive
- Kearns Boulevard and Comstock Drive
- Park Avenue and Deer Valley Drive/Empire Avenue
- Bonanza Drive and Deer Valley Drive

Additionally, the Engineering Department recommended the TIS evaluate changes to access on Monitor Drive and Kearns Boulevard. During the March 22, 2023 work session, the Planning Commission also requested the Traffic Impact Study address safe access off Kearns Boulevard and stacking of vehicles.

On April 19, 2023, the Applicant submitted a Traffic Impact Study prepared by Hales Engineering (Exhibit B). Hales Engineering coordinated with the Engineering Department to obtain peak day counts and traffic volumes for core intersections, consistent with the Planning Commission's request regarding Traffic Impact Study standardization. The Applicant's Traffic Impact Study will be evaluated by a third party prior to the June 28, 2023 Planning Commission meeting for Planning Commission review and discussion. Initial review of the Traffic Impact Study indicates an opportunity for the Applicant to also consider transportation demand management strategies to reduce traffic.

**(III) The Applicant submitted a Parking Study and Management Plan and proposes to provide 268 parking spaces, reducing the parking requirements by 62 spaces, a 19% reduction.**

LMC [§ 15-6.1-9](#) requires AMPDs to comply with required Off-Street Parking, unless the Planning Commission approves a parking reduction. LMC [§ 15-3-6](#) *Parking Ratio Requirements for Specific Land Use Categories* outlines the following parking for Multi-Unit Dwellings:

|                                                                     |           |
|---------------------------------------------------------------------|-----------|
| Unit 1,000 square feet or less                                      | 1 space   |
| Unit greater than 1,000 square feet and less than 2,000 square feet | 1.5 space |
| Unit greater than 2,000 square feet                                 | 2 spaces  |

No units greater than 2,000 square feet are proposed for the HOPA development. The Applicant proposes 317 units requiring the following:

| Building   | Unit Square Footage                                             | Required Parking |
|------------|-----------------------------------------------------------------|------------------|
| Building A | < 1,000 square feet = 40 units<br>> 1,000 square feet = 5 units | 47.5 spaces      |
| Building B | < 1,000 square feet = 39 units<br>> 1,000 square feet = 5 units | 46.5 spaces      |
| Building C | < 1,000 square feet = 26 units<br>> 1,000 square feet = 6 units | 35 spaces        |
| Building D | < 1,000 square feet = 55 units<br>> 1,000 square feet = 5 units | 62.5 spaces      |
| Building E | < 1,000 square feet = 31 units<br>> 1,000 square feet = 5 units | 38.5 spaces      |
| Building F | < 1,000 square feet = 50 units<br>> 1,000 square feet = 0 units | 50 spaces        |

|                               |                                                                 |                   |
|-------------------------------|-----------------------------------------------------------------|-------------------|
| Building G                    | < 1,000 square feet = 50 units<br>> 1,000 square feet = 0 units | 50 spaces         |
| <b>Total Required Parking</b> |                                                                 | <b>330 spaces</b> |

LMC [§ 15-6.1-9](#) requires AMPDs to comply with required Off-Street Parking, unless the Applicant:

- Demonstrates parking reductions materially increase the feasibility of the proposed AMPD
- Submits a parking and traffic study completed by a third party selected by the City
- Demonstrates that the proposed AMPD sufficiently addresses the parking demand for the project

LMC [§ 15-6.1-9\(D\)](#) establishes criteria the Planning Commission may consider when evaluating an Applicant's request to reduce parking:

- Parking in the Right-of-Way along the perimeter of the AMPD is available

*Parking in the Right-of-Way is not available for the AMPD.*

- A clear and irrevocable agreement authorizes AMPD residents to park in an off-Site Parking Area or Parking Structure that is located within 1,000 feet of the AMPD perimeter boundary

*The Applicant proposes temporary off-site parking during initial construction but does not propose long-term parking off-site that is within 1,000 feet of the AMPD perimeter boundary.*

- The AMPD is within ¼-mile from a bus stop that includes a waiting shelter consistent with City standards

*The Applicant requests a reduction based on proximity to transit stops, outlined below.*

- On-site parking is provided for motorcycles and/or scooters

*The Applicant proposes parking for motorcycles, outlined below.*

- Bicycle parking exceeds the requirements of LMC [§ 15-3-9](#)

*The Applicant exceeds the requirements for bicycle parking for both outdoor and enclosed bicycle storage, outlined below.*

- The AMPD provides dedicated parking spaces for resident carshare vehicles



*The Applicant is considering four carshare vehicles for the site, outlined below.*

For the Planning Commission to consider a reduction in parking, the Applicant must submit a parking management plan for Planning Commission review and approval (LMC [§ 15-6.1-9\(C\)](#)). On April 19, 2023, the Applicant submitted a Park City Holiday Village & Parkside Parking Study ("Parking Study") (Exhibit C).

The Parking Study outlines the type of units and total bedrooms proposed:

**Table 1: Summary of Proposed Unit Count**

| Unit Type    | # Units    | # Bedrooms |
|--------------|------------|------------|
| Studio       | 84         | 84         |
| 1-Bedroom    | 108        | 108        |
| 2-Bedroom    | 99         | 198        |
| 3-Bedroom    | 26         | 78         |
| <b>TOTAL</b> | <b>317</b> | <b>468</b> |

The Applicant proposes 256 underground parking garage and 12 surface-level parking spaces for a total of 268 parking spaces, reducing required parking by 62 spaces. The Parking Study recommends at least 265 to 271 parking stalls if parking demand reduction strategies are implemented. To mitigate the requested reduction in parking the Applicant proposes the following:

**The Applicant requests a reduction based on proximity to transit stops.**

The Parking Study reduces parking requirements by 11% due to the bus stops. The Applicant is working with the Engineering team on an enhanced bus stop on Monitor Drive and more information will be available later. The Applicant provided an exhibit illustrating existing transit stops and routes available for residents:



### **The Applicant proposes parking for motorcycles.**

The Parking Study reduces parking requirements by 1% due to 14 on-site motorcycle stalls provided in the Building A, B, C, E, F, and G parking garages (Exhibit A, AMPD-020 Underground Parking).

### **The Applicant exceeds the requirements for bicycle parking for both outdoor and enclosed bicycle storage.**

The Applicant reduces parking requirements by 4% due to on-site bicycle parking. Outdoor bicycle racks are shown on the Applicant's Site Plan (Exhibit A, AMPD-005). The Applicant's site plan includes enclosed bicycle storage for Buildings B, C, D, E, F, and G parking garages (Exhibit A, AMPD-020 Underground Parking). Additionally, storage units are provided for residents within the development.

Staff recommends the Applicant provide details on the number of outdoor bicycle racks and enclosed bicycle storage spaces for the project, including information on e-bike charging opportunities, as well as accommodations for cargo, recumbent, tandem and bicycles with trailers.

### **The Applicant is open to four carshare vehicles for the site.**

The Applicant reduces parking requirements by 4% for at least four carshare vehicles

for the site.

### **Additional Mitigations**

The Applicant proposes enforcing one vehicle per unit. If the Applicant enforces one car per unit, there is still the potential for 317 cars for 268 parking spaces, with 49 cars unaccounted for. Staff recommends the Applicant provide information on the potential carshare, management of the car share, and potential incentives for residents to use the car share rather than to own and park a vehicle on site.

**Electric Vehicle Charging Stations** – The Applicant proposes exceeding the required Electric Vehicle Charging Station (EVCS) conduit and installations. LMC [Section 15-13-11](#) requires conduit to be installed for at least 20% of the parking spaces and EVCS installations for at least 5% of the parking spaces. However, the Applicant proposes going beyond these requirements and installing 54 EVCS. Staff recommends the Applicant clarify how parking will be managed on site – will parking spaces be assigned per unit, and if not, how will parking be managed to ensure those with EVs are able to use and park in one of the 54 EVCS. Will non EVs be allowed to park in EVCS parking spaces?

### **Department Review**

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

### **Exhibits**

Exhibit A: Updated Proposed Plans

Exhibit B: Traffic Impact Study

Exhibit C: Parking Study and Management Plan



Mountainlands Community Housing

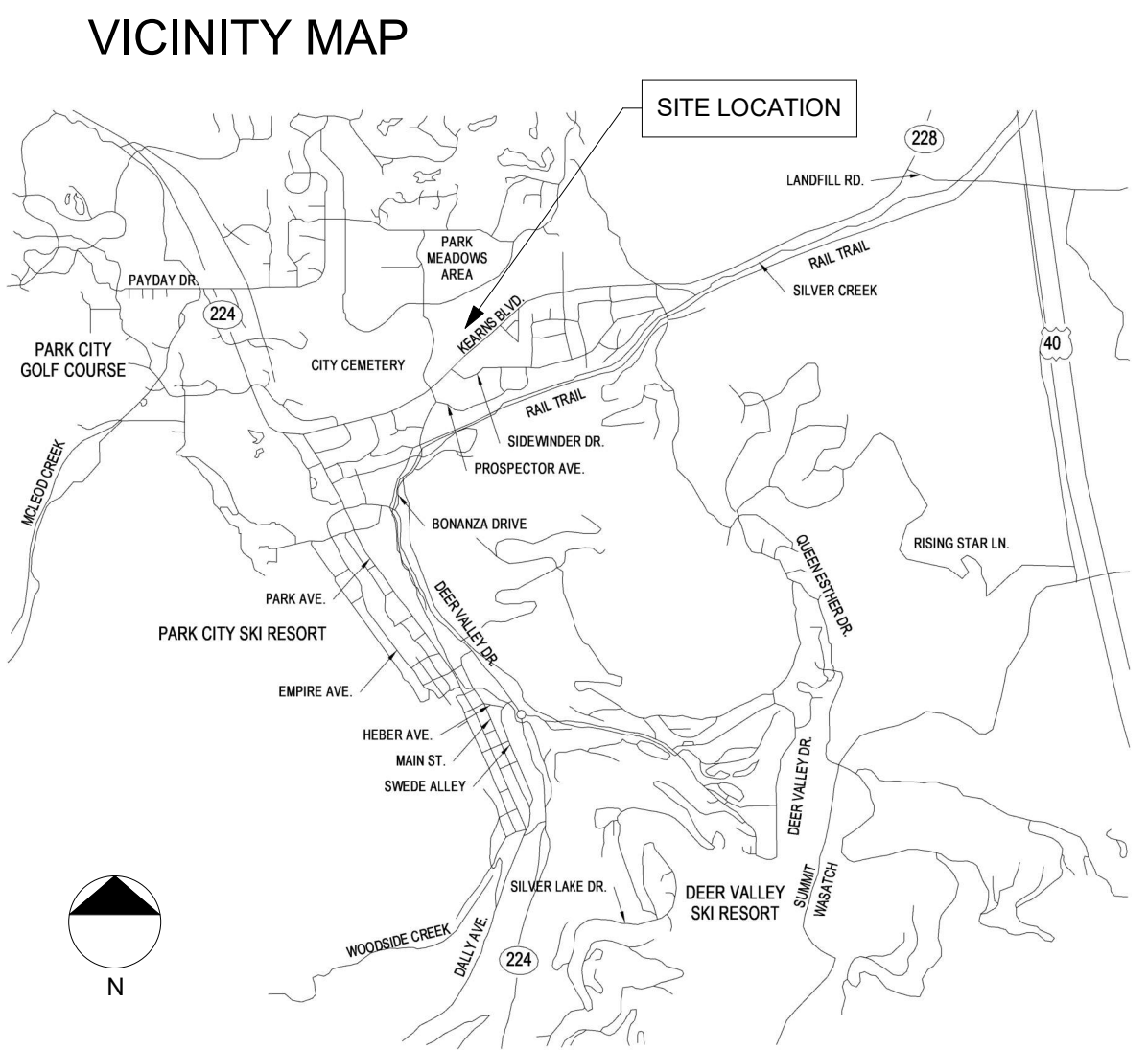
# HOPA Affordable Housing - AMPD

2200 Monitor Dr. / 2776 Kearns Blvd., Park City, UT 84060

## Affordable Master Plan Development

2023.04.19

EWG Project # 22-028



### PROJECT CONTACT INFORMATION

| OWNER                                                                                                                                     | ARCHITECT                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| MOUNTAINLANDS COMMUNITY HOUSING<br>1960 SIDEWINDER DR. SUITE 107<br>PARK CITY, UTAH 84060<br>CONTACT: PAT MATHESON<br>PHONE: 801.403.7747 | ELLIOTT WORKGROUP, LLC<br>1441 WEST UTE BLVD. SUITE 100<br>PARK CITY, UTAH 84098<br>CONTACT: CARLA LEHIGH<br>PHONE: 435.649.0092 EXT. 316   |
| CIVIL ENGINEER                                                                                                                            | LANDSCAPE ARCHITECTURE                                                                                                                      |
| ALTITUDE ENGINEERING<br>1960 SIDEWINDER DR. SUITE 107<br>PARK CITY, UTAH 84060<br>CONTACT: BLADE MCINTIRE<br>PHONE: 307.679.8620          | ELLIOTT WORKGROUP, LLC<br>1441 WEST UTE BLVD. SUITE 100<br>PARK CITY, UTAH 84098<br>CONTACT: SID OSTERGAARD<br>PHONE: 435.649.0092 EXT. 307 |
| ELECTRICAL ENGINEER                                                                                                                       | TRANSPORTATION ENGINEER                                                                                                                     |
| VAN BOERUM & FRANK ASSOCIATES<br>330 S 300 E SUITE 200<br>SALT LAKE CITY, UTAH 84111<br>CONTACT: LEWIS WONG<br>PHONE: 801.530.3148        | HALES ENGINEERING<br>1220 NORTH 500 WEST, STE 202<br>LEHI, UTAH 84043<br>CONTACT: JOSEPH BROWNING<br>PHONE: 801.766.4343                    |

### LMC ANALYSIS

**Existing Zone**  
Residential Development (RD) District

**Total Site Area**  
- Parcel 1: 0.80 Acres  
- Parcel 2: 0.74 Acres  
- Parcel 3: 0.74 Acres  
- Parcel 4: 1.11 Acres  
- Parcel 5: 0.60 Acres  
- Parcel 6: 1.74 Acres  
- Parcel 7: 1.16 Acres

**Lot and Site Requirements**

**\* Density: 319 Affordable Units**  
- Building A: 45 Affordable Units  
- Building B: 44 Affordable Units  
- Building C: 32 Affordable Units  
- Building D: 60 Affordable Units  
- Building E: 36 Affordable Units  
- Building F: 50 Affordable Units  
- Building G: 50 Affordable Units

**\* Set Backs per LMC 15-6.1-7 & 15-2.13-2:**  
Exterior Boundary: 25'  
Proposed Interior Set Back: 10'  
Accessory Buildings: 5'

**\* Building Height:**  
Per AMP (LMC 15-6.1): 45' with a 10' step back  
Per RD (LMC 15-2.13): 28' with a 5' Screening Exception

**\* Facade Variation per LMC 15-6.1-8**  
Facade Length between 60' < 120' = Shift 10'  
Facade Length 120' < = Shift 15'

**\* Parking per LMC 15-6.1-9:**  
**Affordable Units**  
<600 SF = None  
600-1000 SF = 0.5 Spaces per Unit  
1000-2000 SF = 1 Spaces per Unit  
>2000 SF = 1.5 Spaces per Unit

**Market Rate Units**  
<600 SF = 0.5 Spaces per Unit  
600-1000 SF = 1 Spaces per Unit  
1000-2000 SF = 1.5 Spaces per Unit  
>2000 SF = 2 Spaces per Unit

**\* Open Space:**  
Minimum twenty percent (20%)

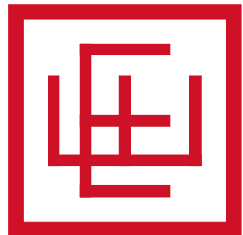
**Total Building Areas**  
- Building A: 44,178 SF  
- Building B: 41,349 SF  
- Building C: 38,109 SF  
- Building D: 47,063 SF  
- Building E: 29,782 SF  
- Building F: 45,302 SF  
- Building G: 45,638 SF  
**Total.....291,185 SF**

**Unit Equivalents**  
- Building A: 44,798 SF / 2000 = 22.40 UE's  
- Building B: 41,821 SF / 2000 = 20.91 UE's  
- Building C: 38,945 SF / 2000 = 19.47 UE's  
- Building D: 47,239 SF / 2000 = 23.62 UE's  
- Building E: 30,001 SF / 2000 = 15.00 UE's  
- Building F: 43,093 SF / 2000 = 21.55 UE's  
- Building G: 45,588 SF / 2000 = 22.79 UE's  
**Total.....291,185 SF/2000 = 145.59 UE's**



### DRAWING INDEX

| AFFORDABLE MPD |                              |            |                               |
|----------------|------------------------------|------------|-------------------------------|
| AMPD-001       | Cover Sheet                  | AMPD-014   | Transportation                |
| AMPD-002       | Existing Conditions / Survey | AMPD-015   | Walk/Bike Study               |
| AMPD-003       | Aerial View                  | AMPD-016   | Photometric Plan              |
| AMPD-004       | Site Suitability Analysis    | AMPD-017   | Lighting Cut Sheet            |
| AMPD-005       | Site Plan                    | AMPD-018   | Sustainability                |
| AMPD-006       | Phasing Plan                 | AMPD-019   | Public Outreach               |
| AMPD-007       | Grading Plan                 | AMPD-020   | Underground Parking           |
| AMPD-008       | Utility Plan                 | AMPD-021   | Unit Plans                    |
| AMPD-009       | Landscape Plan               | AMPD-021.1 | (E) Unit Plans                |
| AMPD-010       | Site Plan - Trees            | AMPD-100   | Building A - Floor Plans      |
| AMPD-011       | Snow Storage Calculation     | AMPD-101   | Building A - Roof Over Topo   |
| AMPD-012       | Open Space Calculation       | AMPD-102   | Building A - Elevations       |
| AMPD-012.1     | (E) Open Space Calculation   | AMPD-103   | Building A - Facade Variation |
| AMPD-013       | Contextual Analysis          | AMPD-110   | Building B - Floor Plans      |
|                |                              | AMPD-111   | Building B - Floor Plans      |
|                |                              | AMPD-112   | Building B - Roof Over Topo   |
|                |                              | AMPD-113   | Building B - Elevations       |
|                |                              | AMPD-114   | Building B - Facade Variation |
|                |                              | AMPD-120   | Building C - Floor Plans      |
|                |                              | AMPD-121   | Building C - Roof Over Topo   |
|                |                              | AMPD-122   | Building C - Elevations       |
|                |                              | AMPD-123   | Building C - Facade Variation |
|                |                              | AMPD-130   | Building D - Floor Plans      |
|                |                              | AMPD-131   | Building D - Roof Over Topo   |
|                |                              | AMPD-132   | Building D - Elevations       |
|                |                              | AMPD-133   | Building D - Facade Variation |
|                |                              | AMPD-140   | Building E - Floor Plans      |
|                |                              | AMPD-141   | Building E - Floor Plans      |
|                |                              | AMPD-142   | Building E - Roof Over Topo   |



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Cover Sheet

AMPD-001



NORTHWEST CORNER OF SEC. 9,  
TOWNSHIP 2 SOUTH, RANGE 4  
EAST, S.L.B. & M.

NORTHEAST CORNER OF SEC. 9,  
TOWNSHIP 2 SOUTH, RANGE 4  
EAST, S.L.B. & M.

3110.86'

S89°55'57"W 5308.31'  
(BASIS OF BEARING)

S0°00'00"E 775.84'



0' 20' 40' 80' 120'

Scale in Feet

1" = 40'

### LEGEND



SUMMIT COUNTY MONUMENT AS NOTED

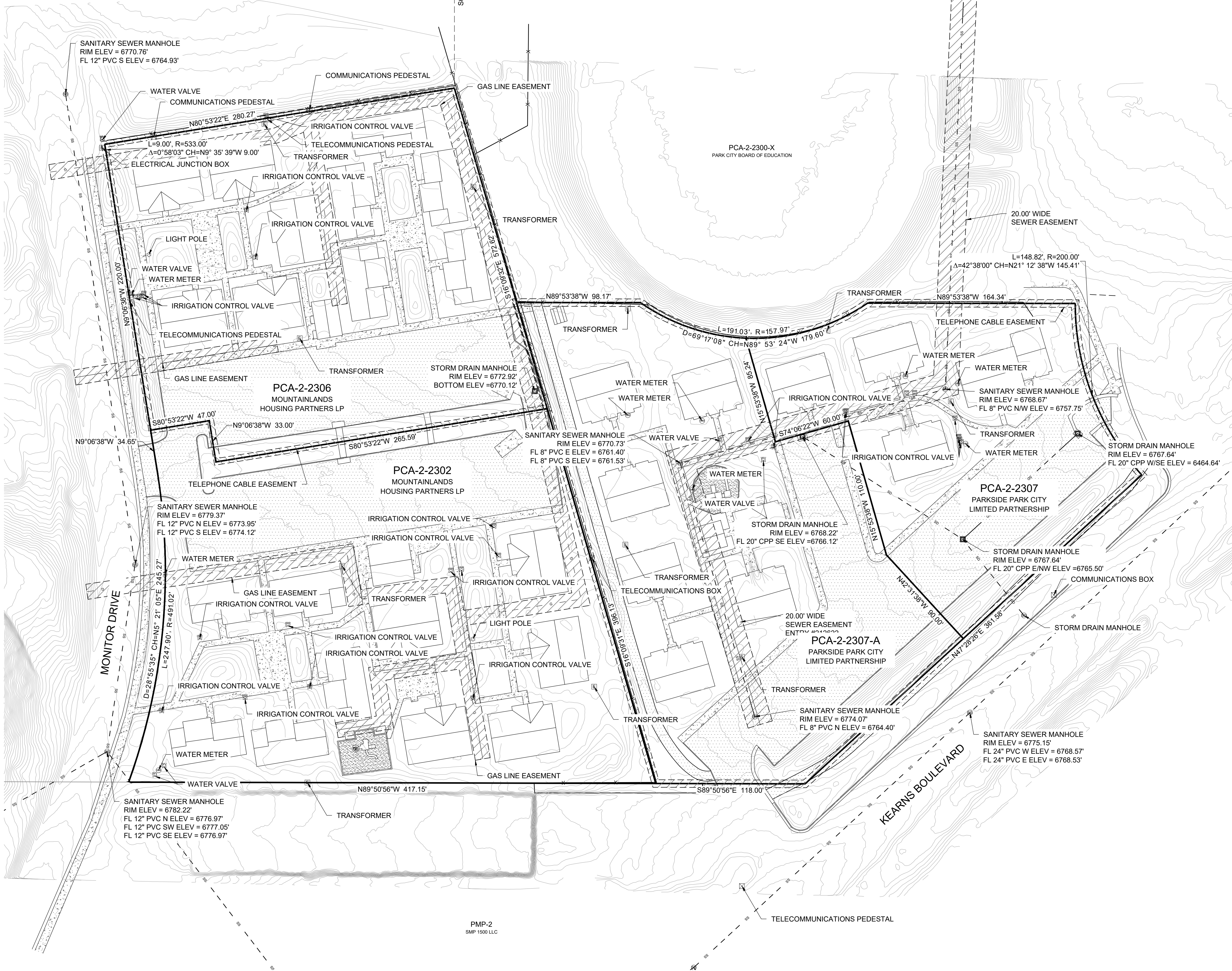
○ SET 24" REBAR AND CAP  
MARKED 1070886

— LOT LINE

--- NEIGHBORING LOTS

- - - MONUMENT LINE

— FENCE (SEE SURVEY FOR TYPE)



PMP-2  
SMP 1500 LLC

TELECOMMUNICATIONS PEDESTAL

PROPERTY SURVEY FOR MOUNTAIN LANDS

COMMUNITY HOUSING TRUST

LOCATED IN THE NORTHEAST 1/4 OF SECTION 9,  
TOWNSHIP 2 SOUTH, RANGE 4 EAST, S.L.B. & M.



**LAYTON SURVEYS LLC**  
Professional Land Surveying  
(801) 463-7441 [www.laytonsurveys.com](http://www.laytonsurveys.com)  
CLEARFIELD, UT 84015

S2

2

SCALE: 1" = 40'

DATE: 6/22/2022

DESIGN: \_\_\_\_\_

DRAWN: MJB

CHECKED: WDL

REVISIONS

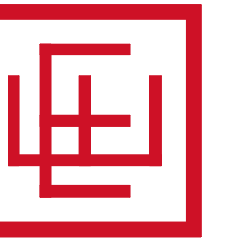
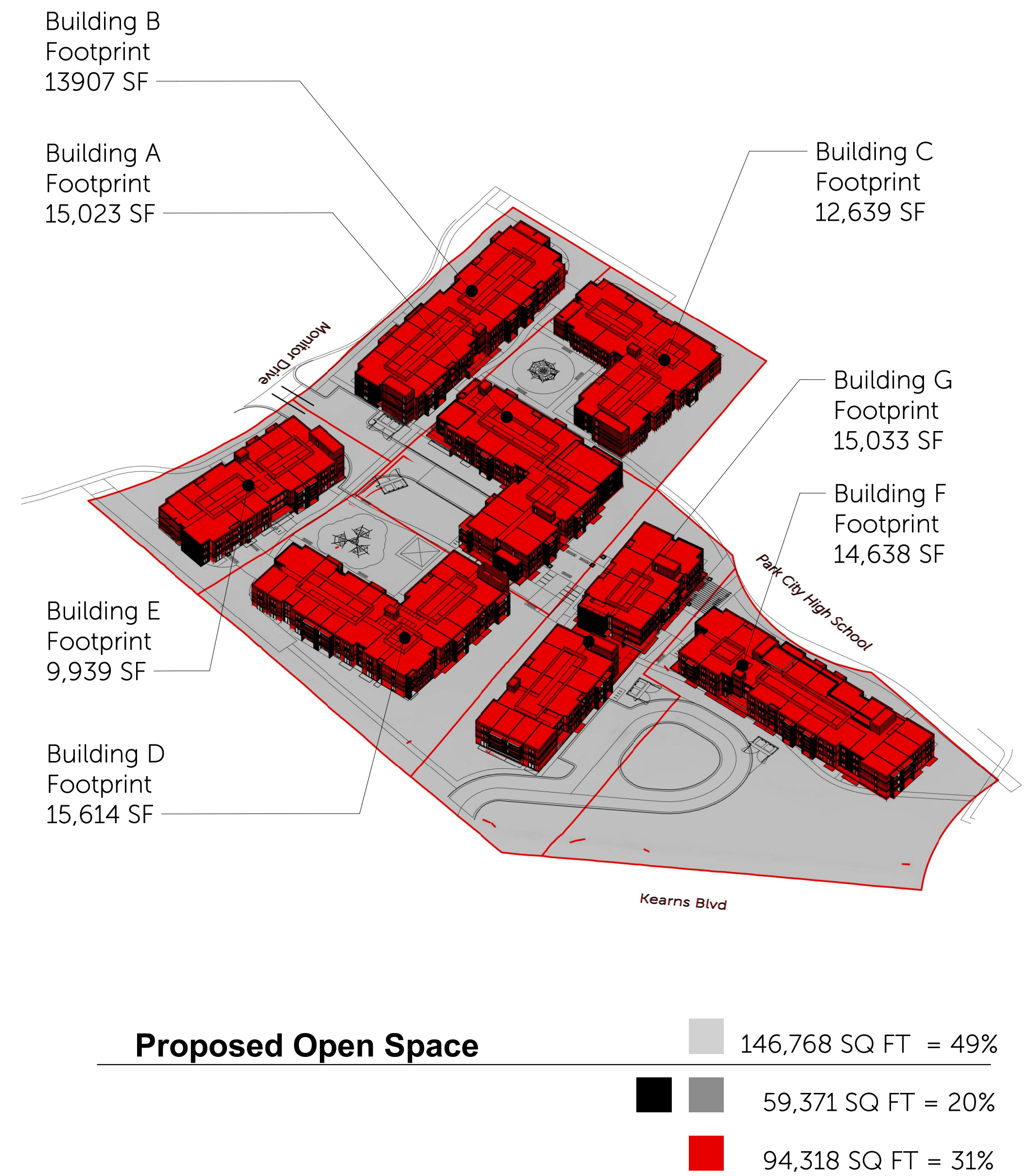
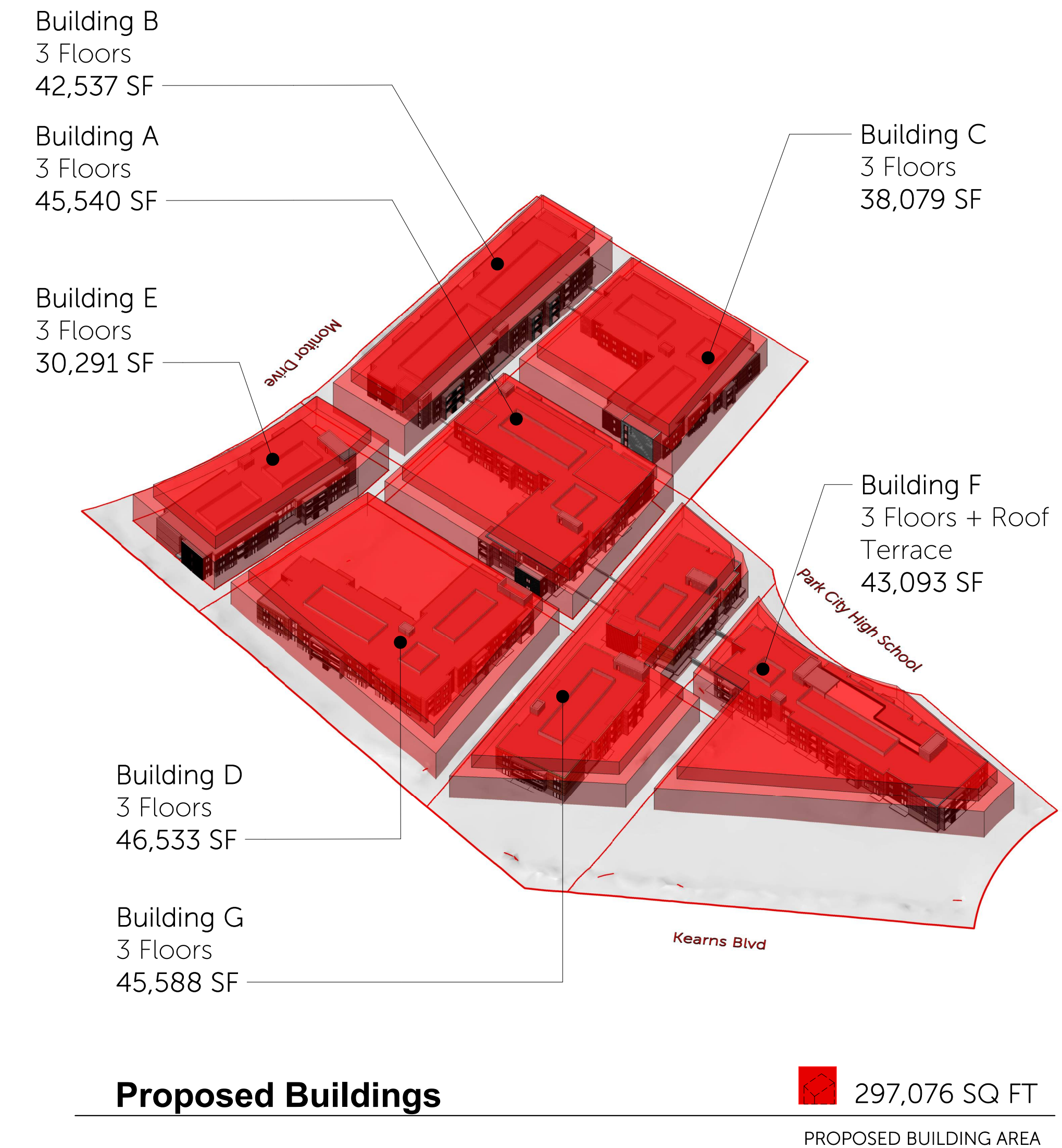
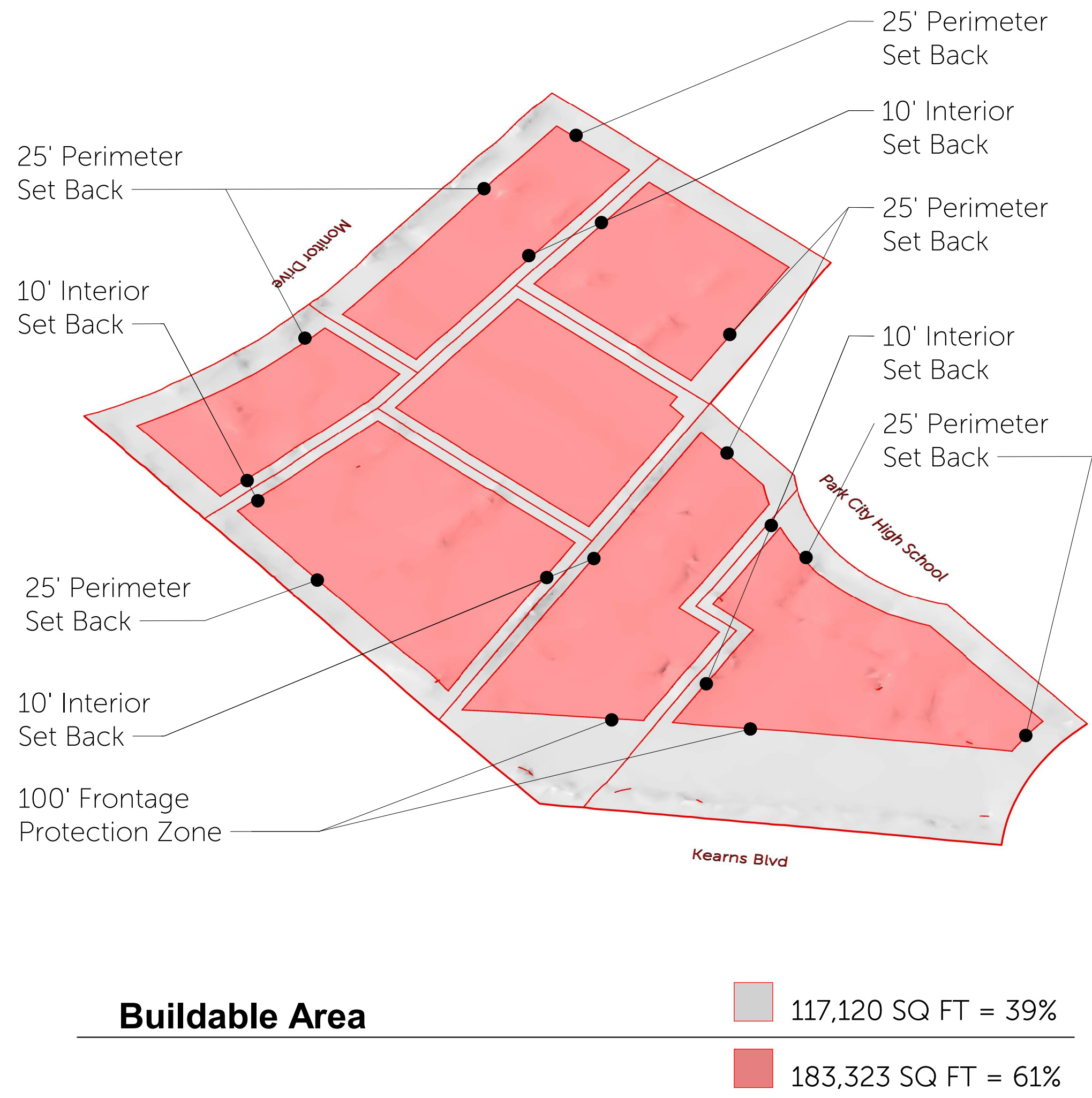
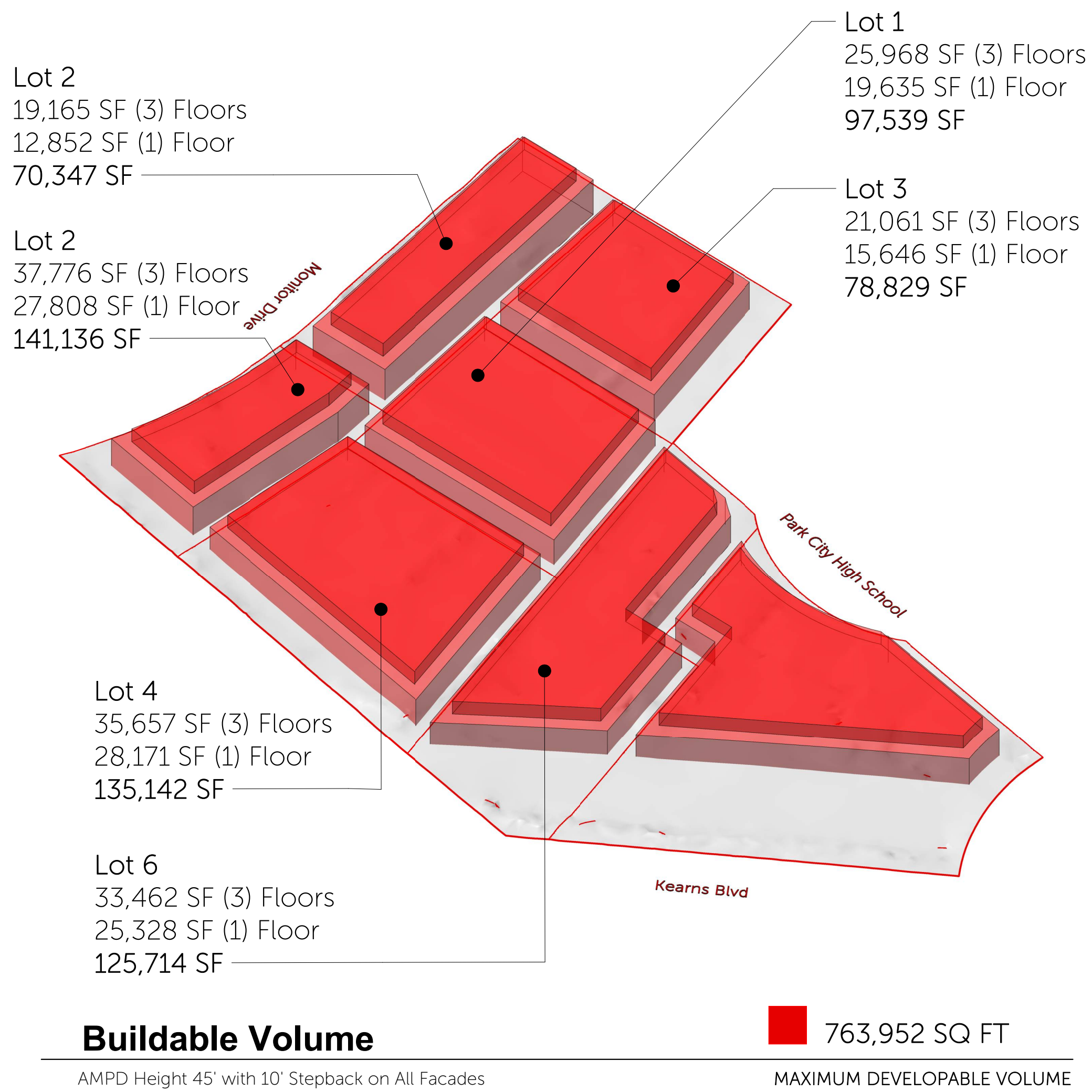
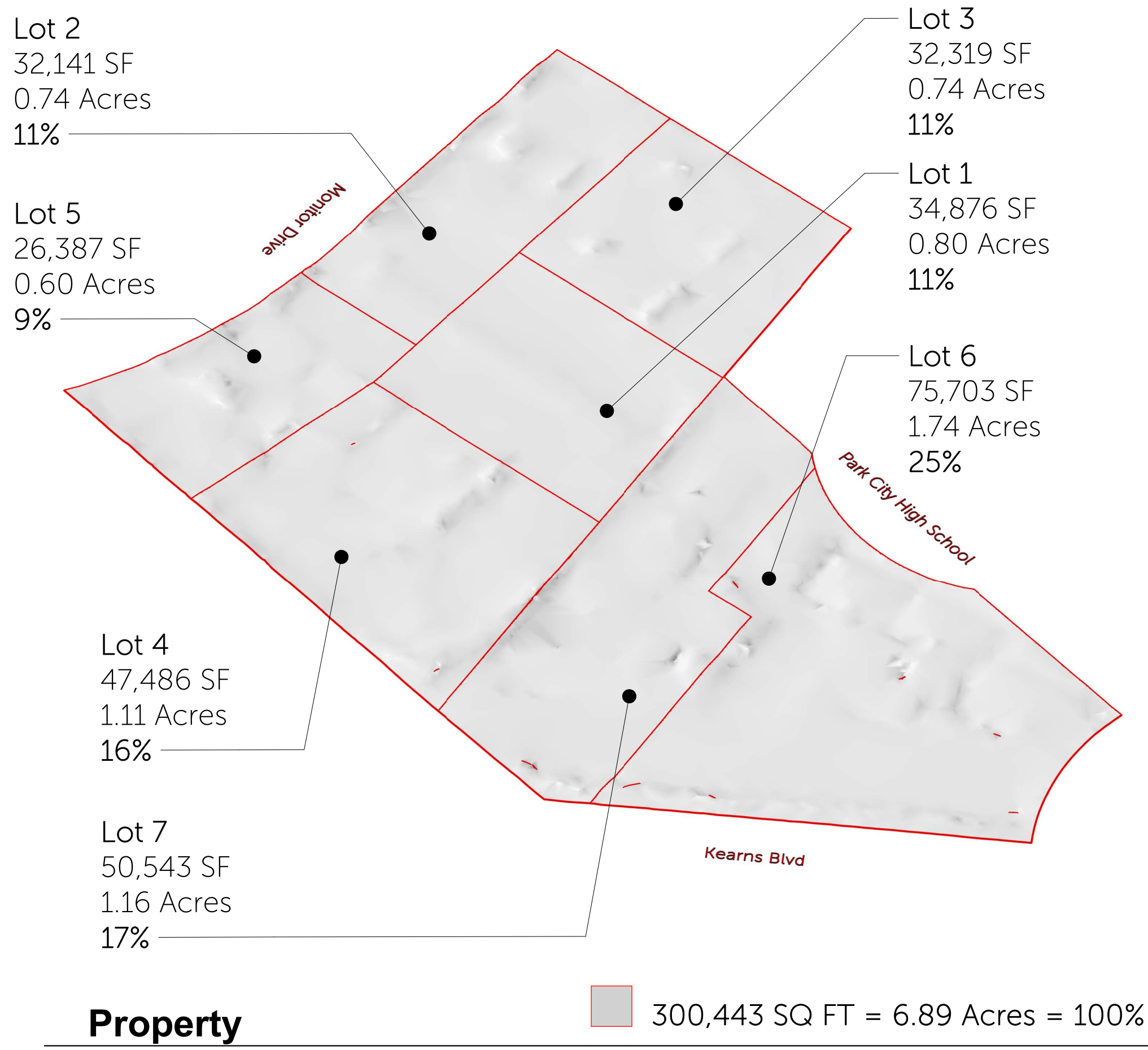
DESCRIPTION

DATE













**Building C - Units**  
(2) [Unit Icon]  
(24) [Unit Icon]  
(6) [Unit Icon]  
**32 Total Units**

**Building C - Parking**  
(35) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(18) [Car Icon] Affordable housing  
**35 [Car Icon] Underground**  
(7) [Bike Icon]  
(12) [Bike Icon]

**Building A - Units**  
(26) [Unit Icon]  
(14) [Unit Icon]  
(5) [Unit Icon]  
**45 Total Units**

**Building A - Parking**  
(48) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(12) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
(7) [Bike Icon]  
(8) [Bike Icon]

**Building F - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building F - Parking**  
(50) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(09) [Car Icon] Affordable housing  
**43 [Car Icon] Underground**  
(9) [Bike Icon]  
(12) [Bike Icon]

**Building B - Units**  
(27) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**44 Total Units**

**Building B - Parking**  
(47) [Car Icon] RD District  
(33) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
**4 [Car Icon] Surface**  
(8) [Bike Icon]  
(12) [Bike Icon]

**Building E - Units**  
(21) [Unit Icon]  
(9) [Unit Icon]  
(1) [Unit Icon]  
(5) [Unit Icon]  
**36 Total Units**

**Building E - Parking**  
(39) [Car Icon] RD District  
(24) [Car Icon] Market Rate  
(6) [Car Icon] Affordable housing  
**25 [Car Icon] Underground**  
(5) [Bike Icon]  
(12) [Bike Icon]

**Building D - Units**  
(39) [Unit Icon]  
(4) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**60 Total Units**

**Building D - Parking**  
(63) [Car Icon] RD District  
(41) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**44 [Car Icon] Underground**  
(9) [Bike Icon]  
(6) [Bike Icon]

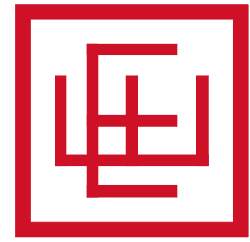
**Building G - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building G - Parking**  
(50) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(09) [Car Icon] Affordable housing  
**41 [Car Icon] Underground**  
**8 [Car Icon] Surface**  
(9) [Bike Icon]  
(12) [Bike Icon]

**Legend**

- Property Line
- Set Back Line
- Underground Connection
- Studio Unit (427 SF)
- One Bedroom Unit (600 SF)
- Two Bedroom Unit (837 SF)
- Three Bedroom Unit (1125 SF)
- Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- Proposed Parking Stalls per Building
- Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

Total Units.....317  
Total Stalls.....268





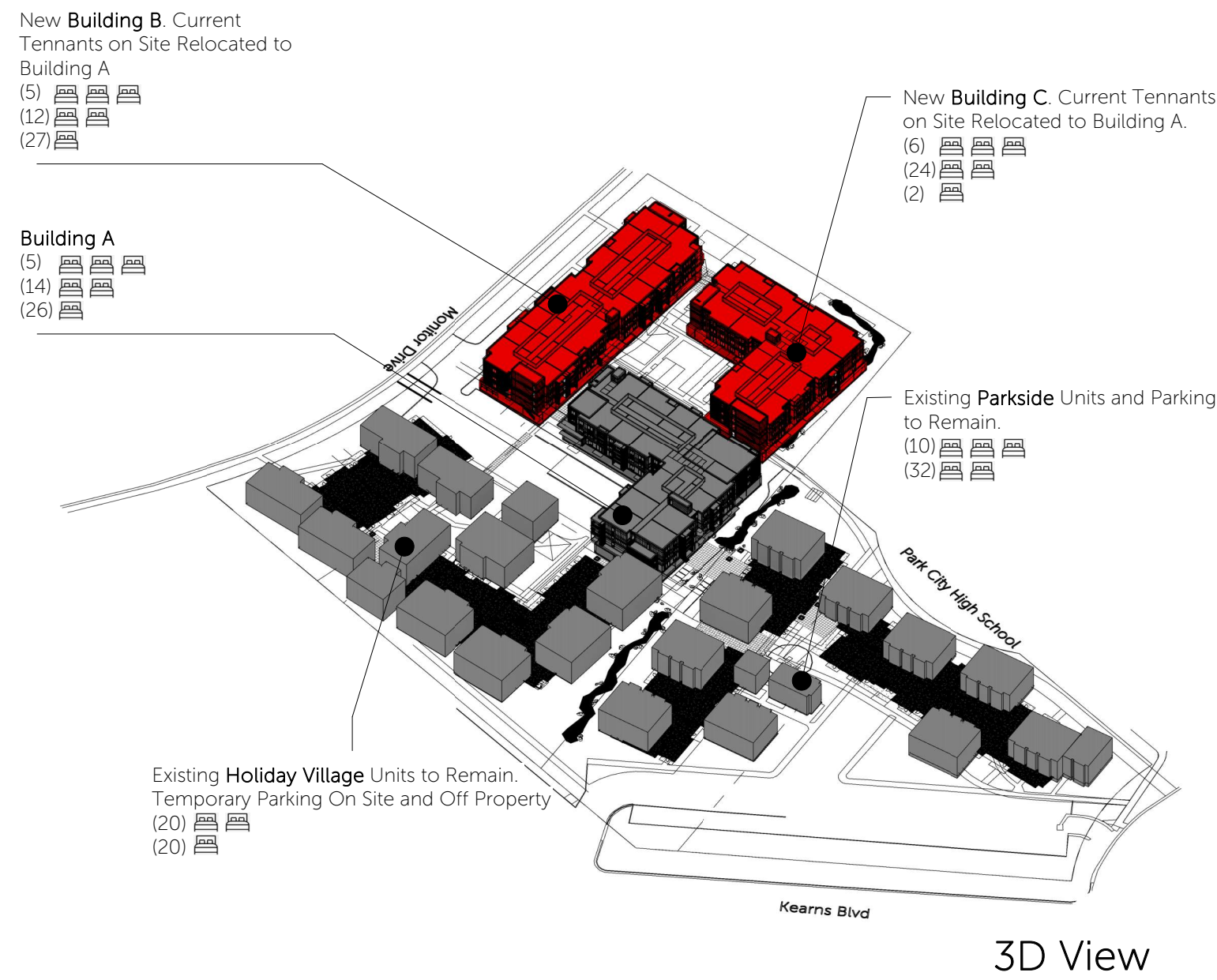


### Phase 1 - (1 Year)

Secure Adequate Temporary Parking on and off Site for Current Tenants.

Build Building "A" in Current Holiday Village Parking Lot.

At Completion of Building "A" Move Current Tenants on the North side of the Holiday Village into "A".

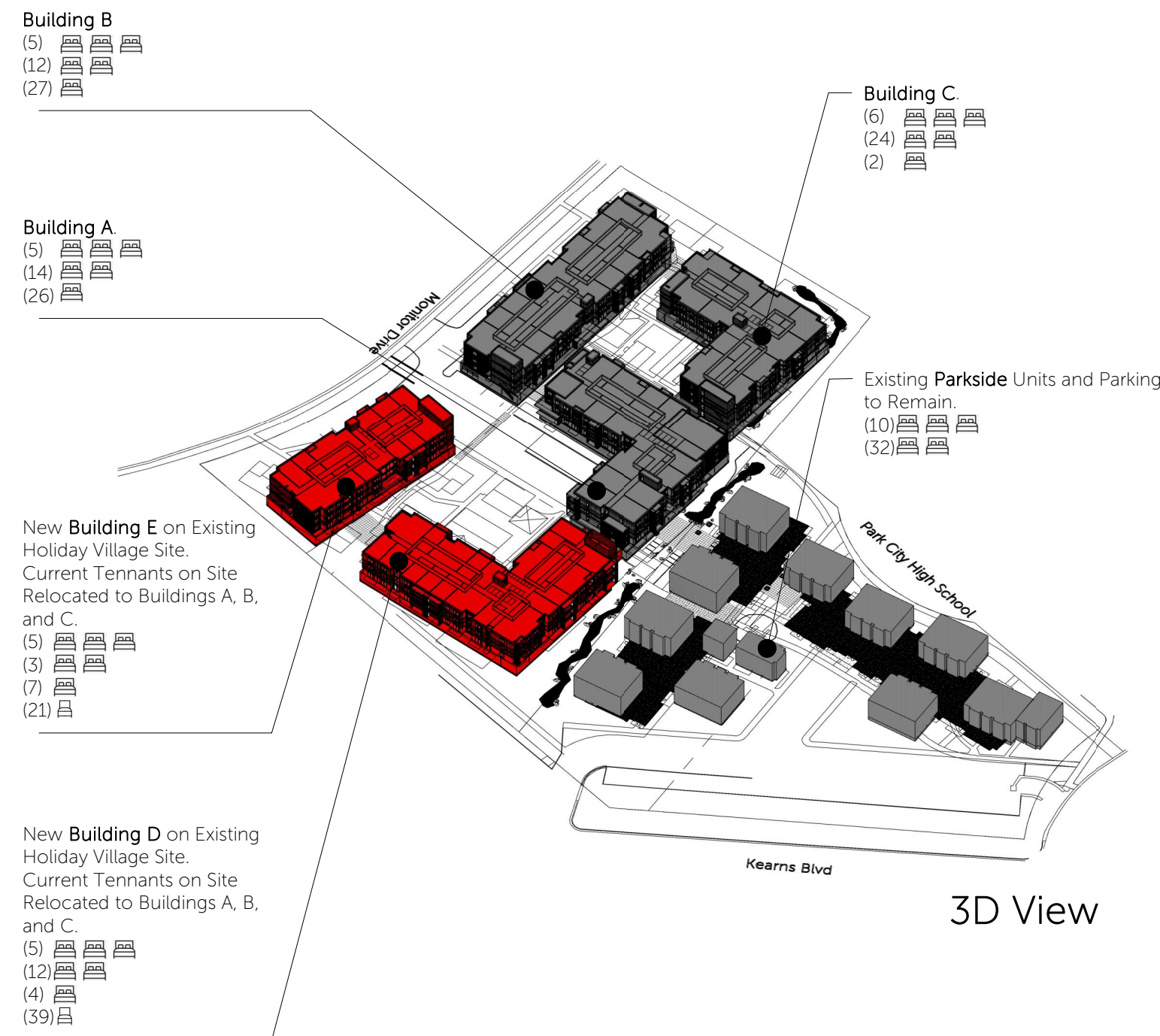


### Phase 2 - (1.5 Years)

Demolish Current Units on North Side of the Existing Holiday Village (40 Units).

Build Building "B" as Phase 2a and Building "C" as Phase 2b, and Connect Underground Parking for Buildings "A", "B", and "C".

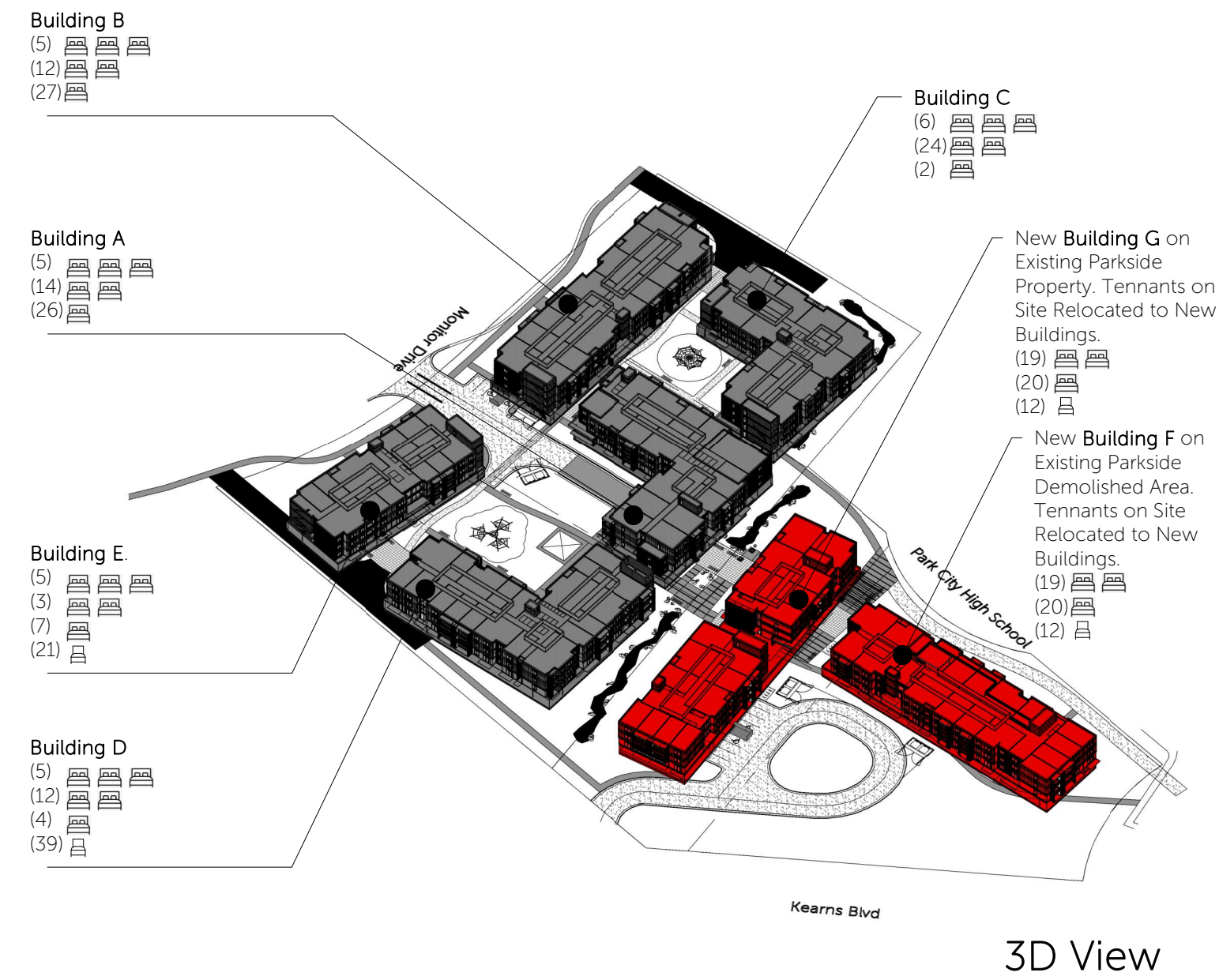
At Completion of Building "B" Move Remaining Holiday Village Tenants into Buildings "A" and "B".  
At Completion of Building "C" Possibly Move All Parkside Tenants into Buildings "B", and "C".



### Phase 3 - (1.5 Years)

Demolish Current Units on South Side of the Existing Holiday Village (40 Units).

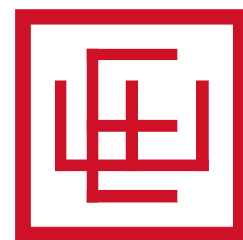
Build Building "D" as Phase 3a and Building "E" as Phase 3b, and Connect Underground Parking for Buildings "A", "D", and "E".



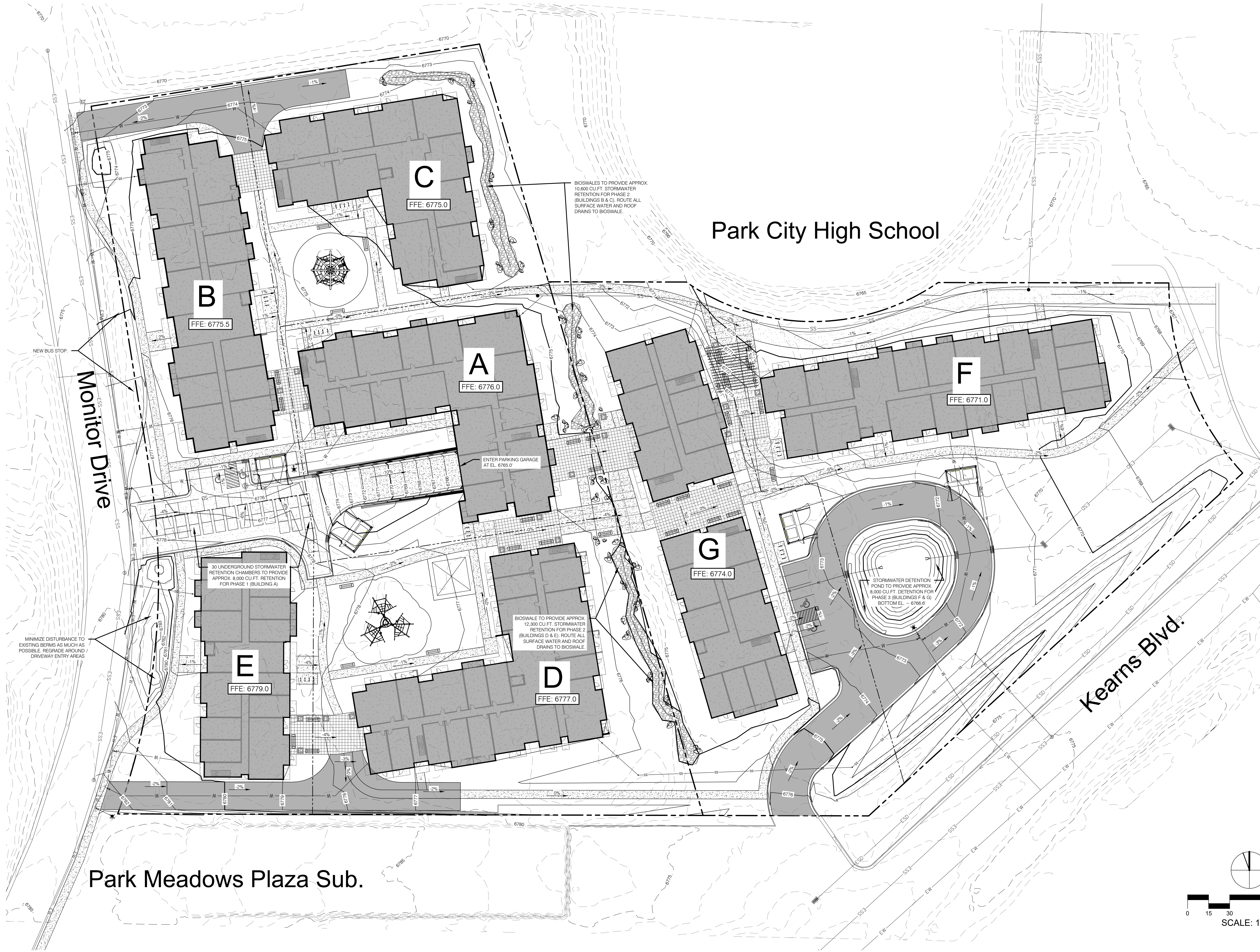
### Phase 4 - (1.5 Years)

Demolish Current Units on Parkside (42 Units).

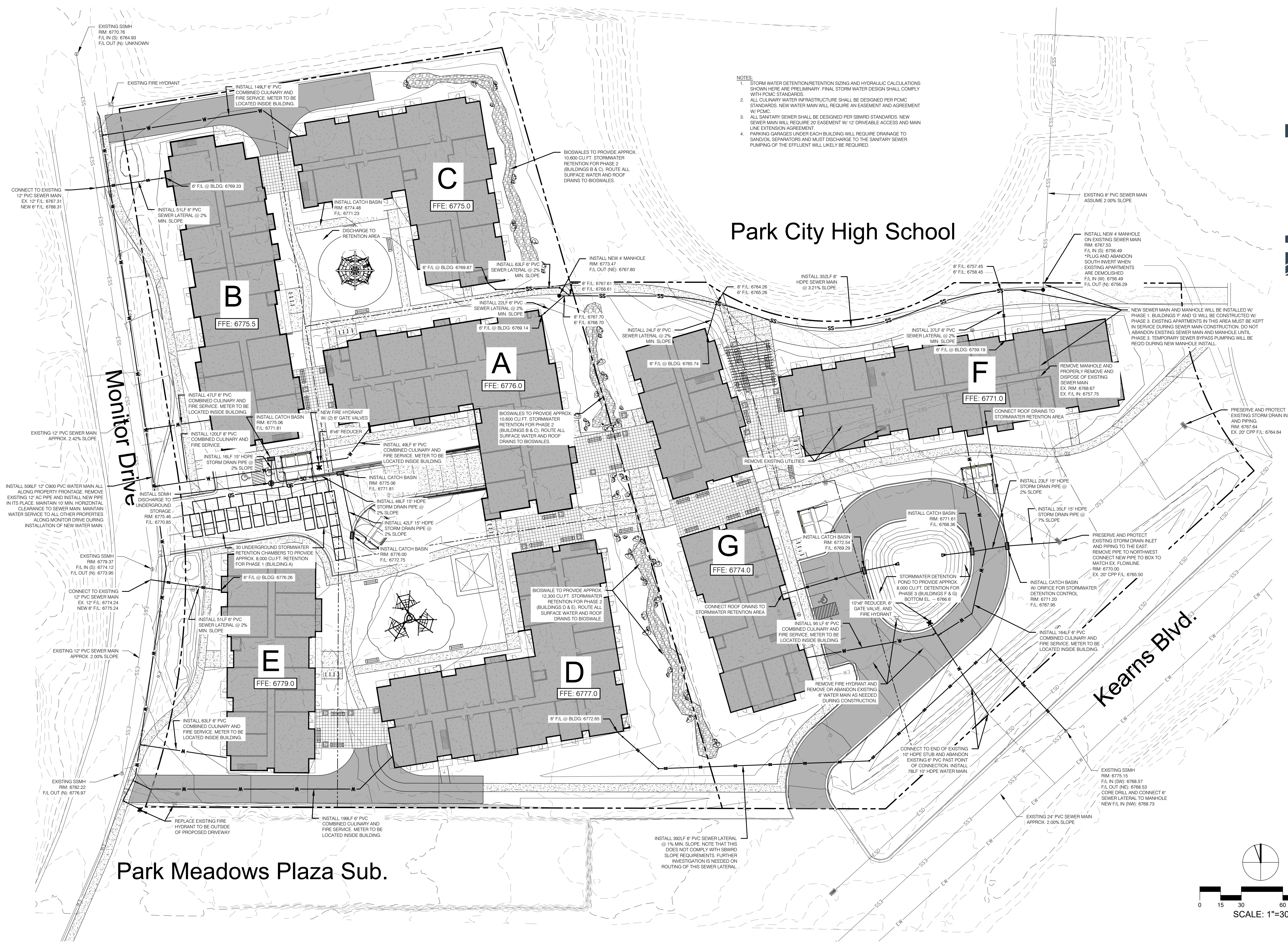
Build Building "F" as Phase 4a and Building "G" as Phase 4b, and Connect Underground Parking for Buildings "A", "F", and "G".



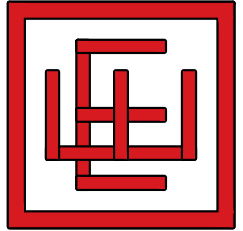
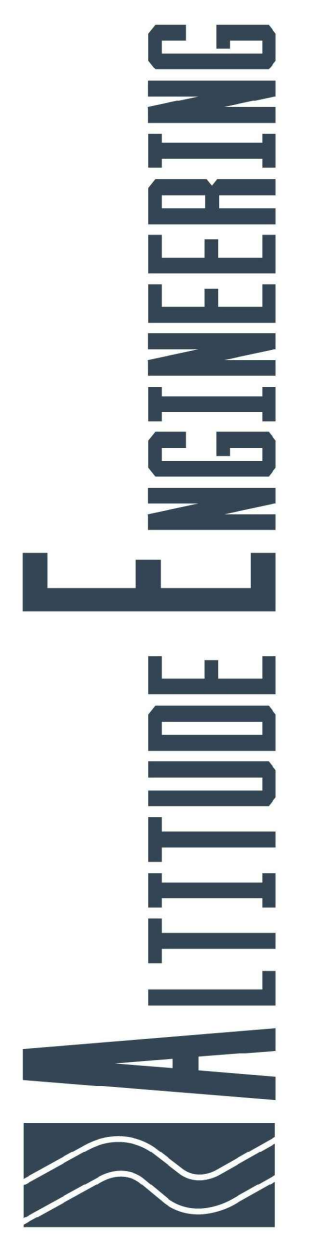
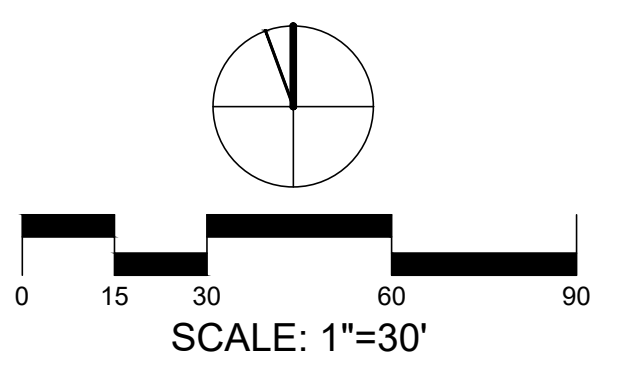








- NOTES:**
1. STORM WATER DETENTION/RETENTION SIZING AND HYDRAULIC CALCULATIONS SHOWN HERE ARE PRELIMINARY. FINAL STORM WATER DESIGN SHALL COMPLY WITH PCMC STANDARDS.
  2. ALL CULINARY WATER INFRASTRUCTURE SHALL BE DESIGNED PER PCMC STANDARDS. NEW WATER MAIN WILL REQUIRE AN EASEMENT AND AGREEMENT W/ PCMC.
  3. ALL SANITARY SEWER SHALL BE DESIGNED PER SBWRD STANDARDS. NEW SEWER MAIN WILL REQUIRE 20' EASEMENT W/ 12' DRIVEABLE ACCESS AND MAIN LINE EXTENSION AGREEMENT.
  4. PARKING GARAGES UNDER EACH BUILDING WILL REQUIRE DRAINAGE TO SAND/OIL SEPARATORS AND MUST DISCHARGE TO THE SANITARY SEWER. PUMPING OF THE EFFLUENT WILL LIKELY BE REQUIRED.



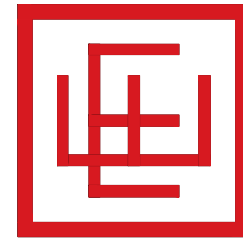
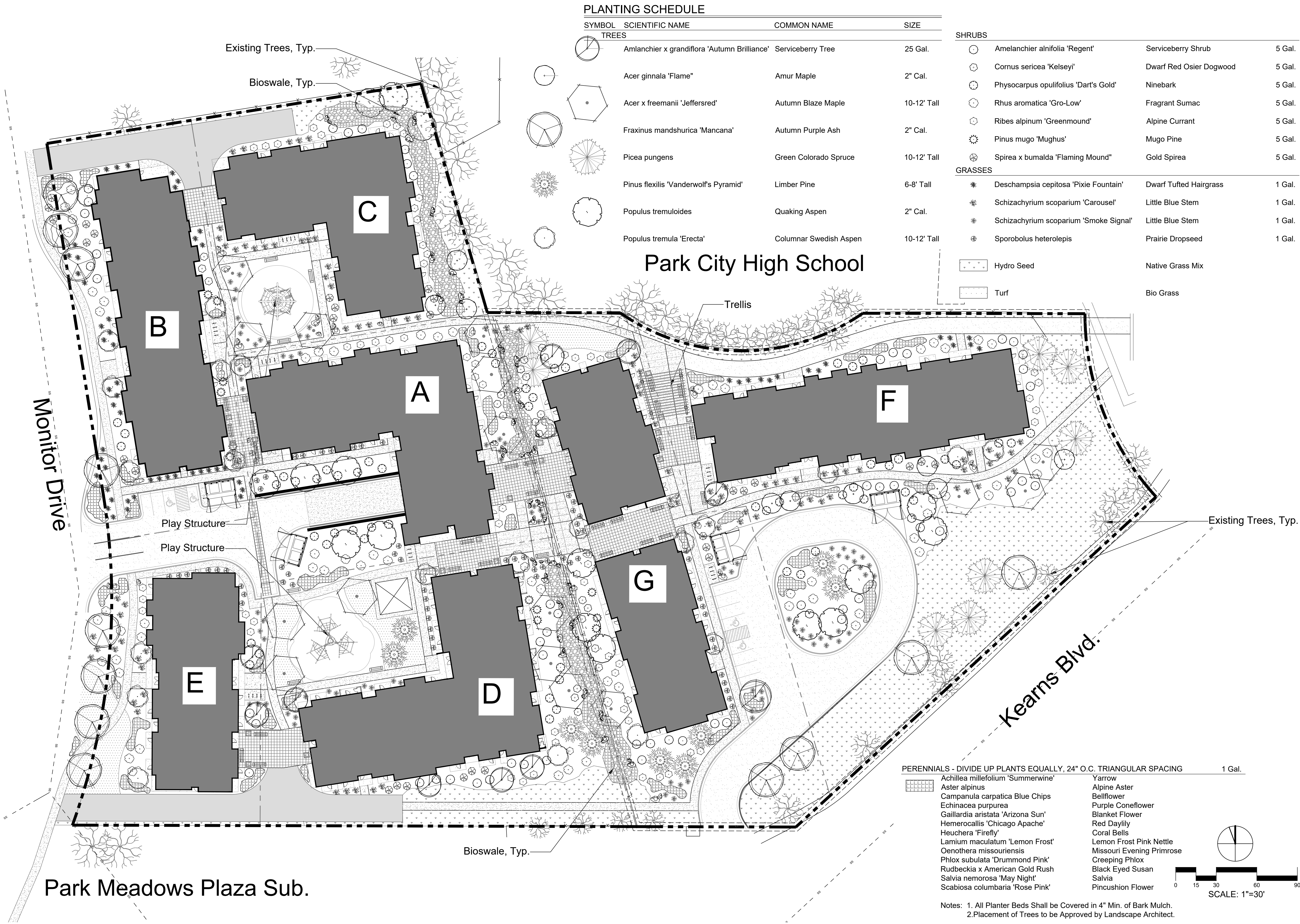
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Utility Plan

**HOPA**  
**AMPD-008**

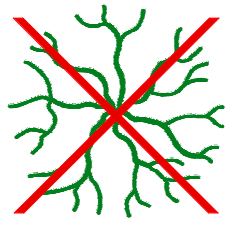
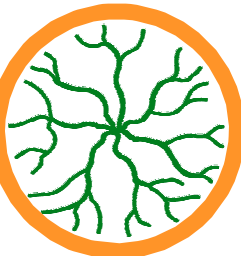
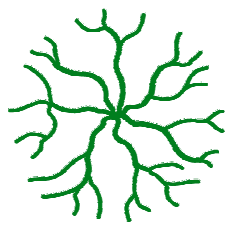
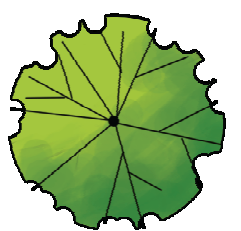


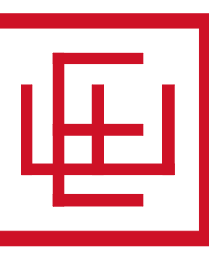




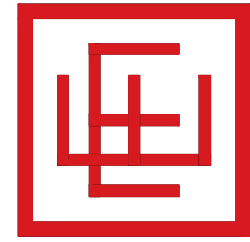
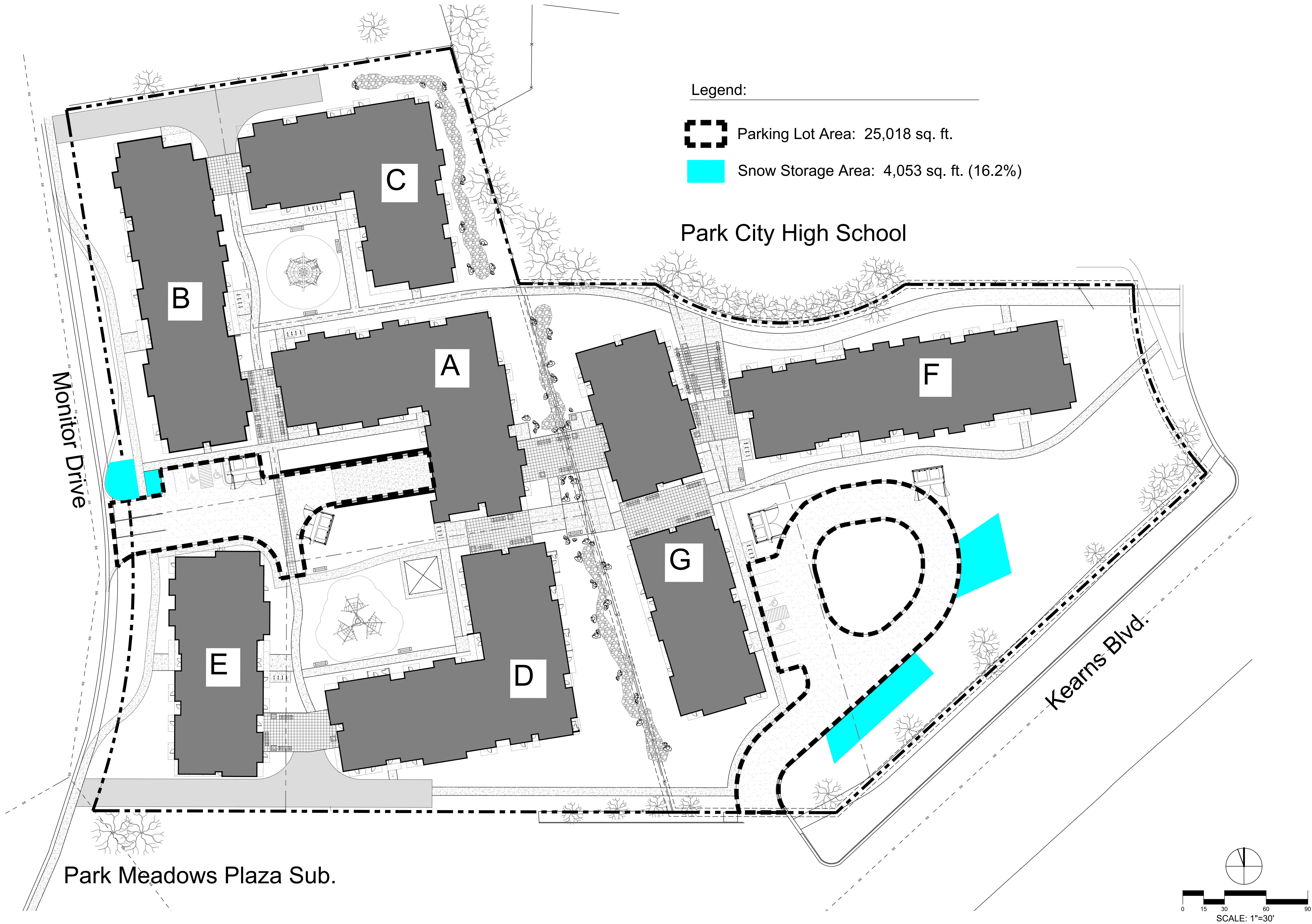


**Legend**

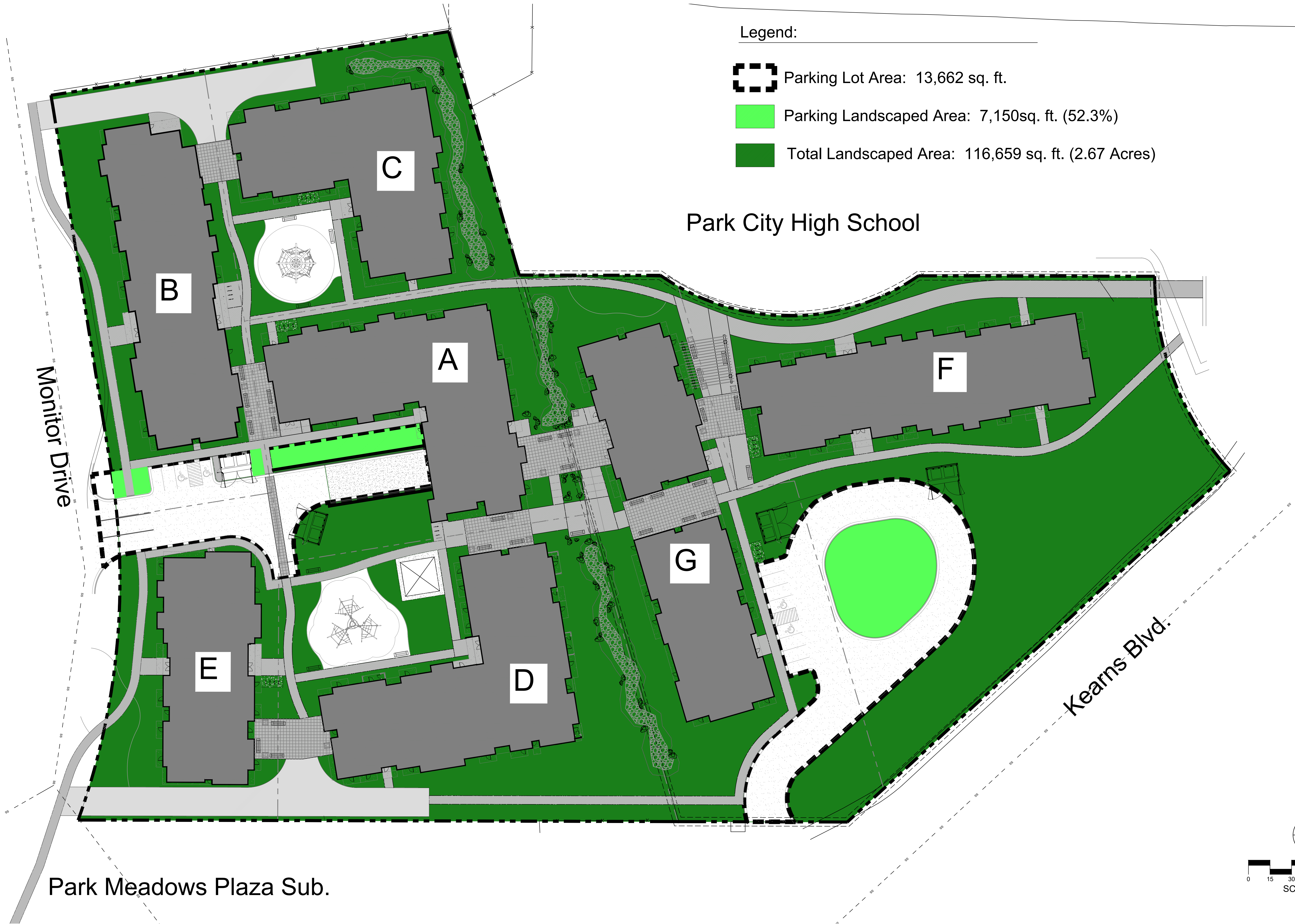
-  Trees to be Removed
-  Trees to be Treated
-  Existing Trees
-  Proposed Trees



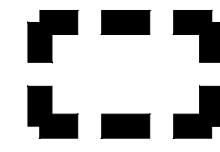




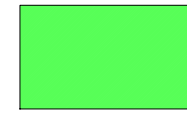




Legend:



Parking Lot Area: 13,662 sq. ft.

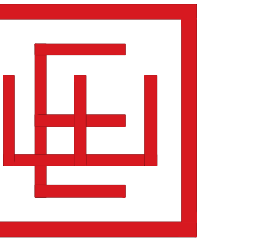


Parking Landscaped Area: 7,150sq. ft. (52.3%)



Total Landscaped Area: 116,659 sq. ft. (2.67 Acres)

## Park City High School



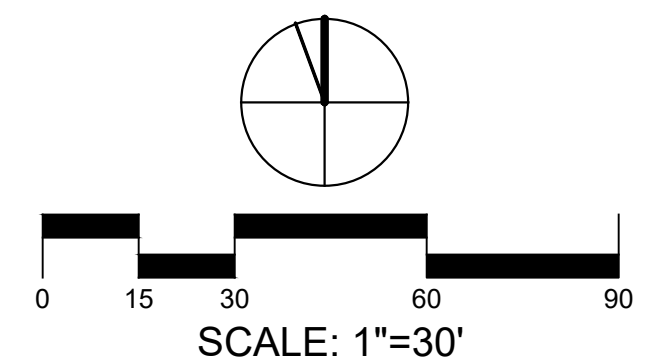
ELLIOTT WORKGROUP

04/18/23  
COPYRIGHT: Elliott Workgroup LLC 2022

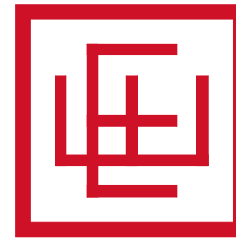
Open Space Calculations

HOPA

AMPD-012











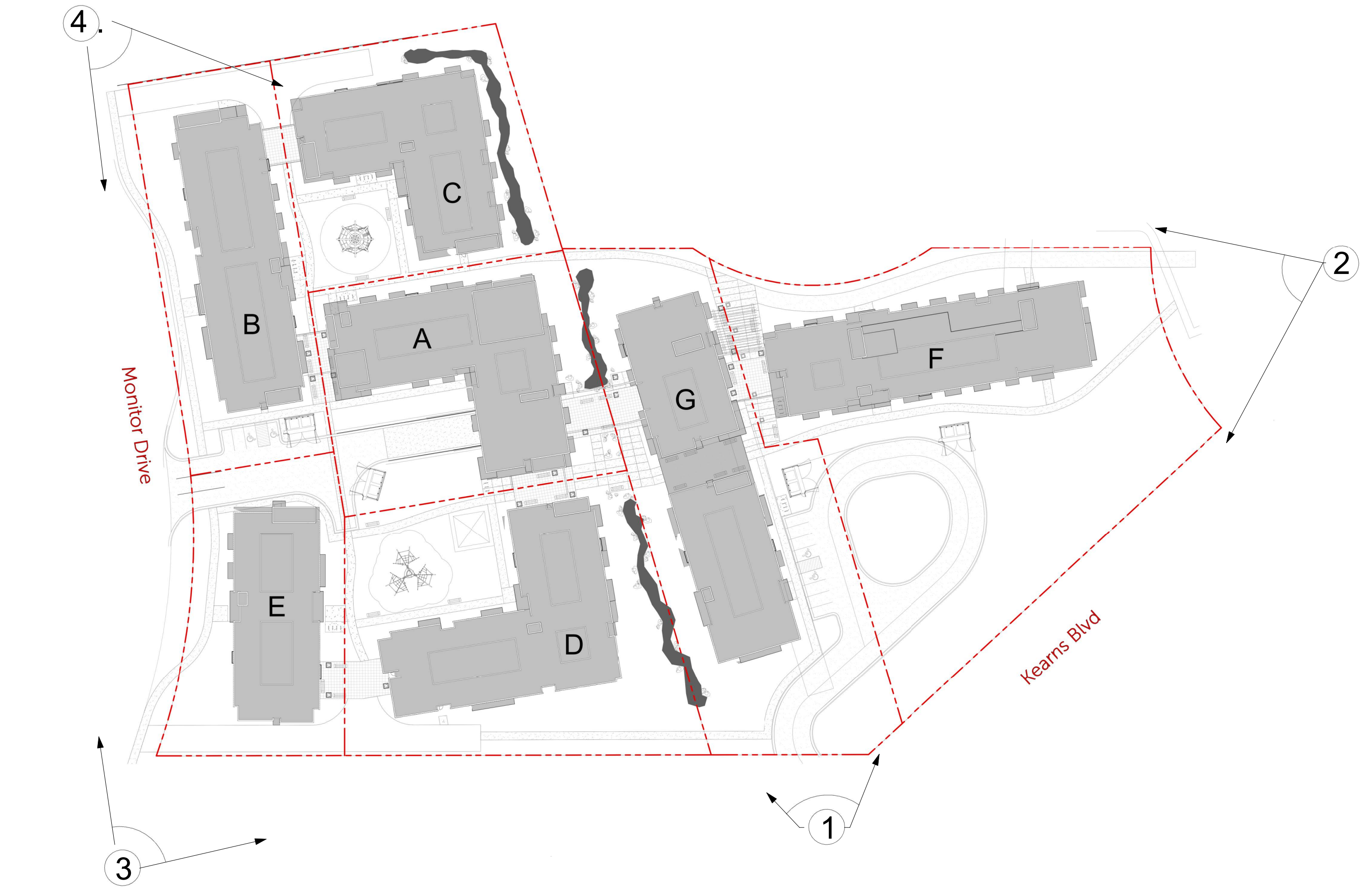
1 View from Kearns Blvd 1  
1" = 10'-0"



2 View from Kearns Blvd 2  
1" = 10'-0"

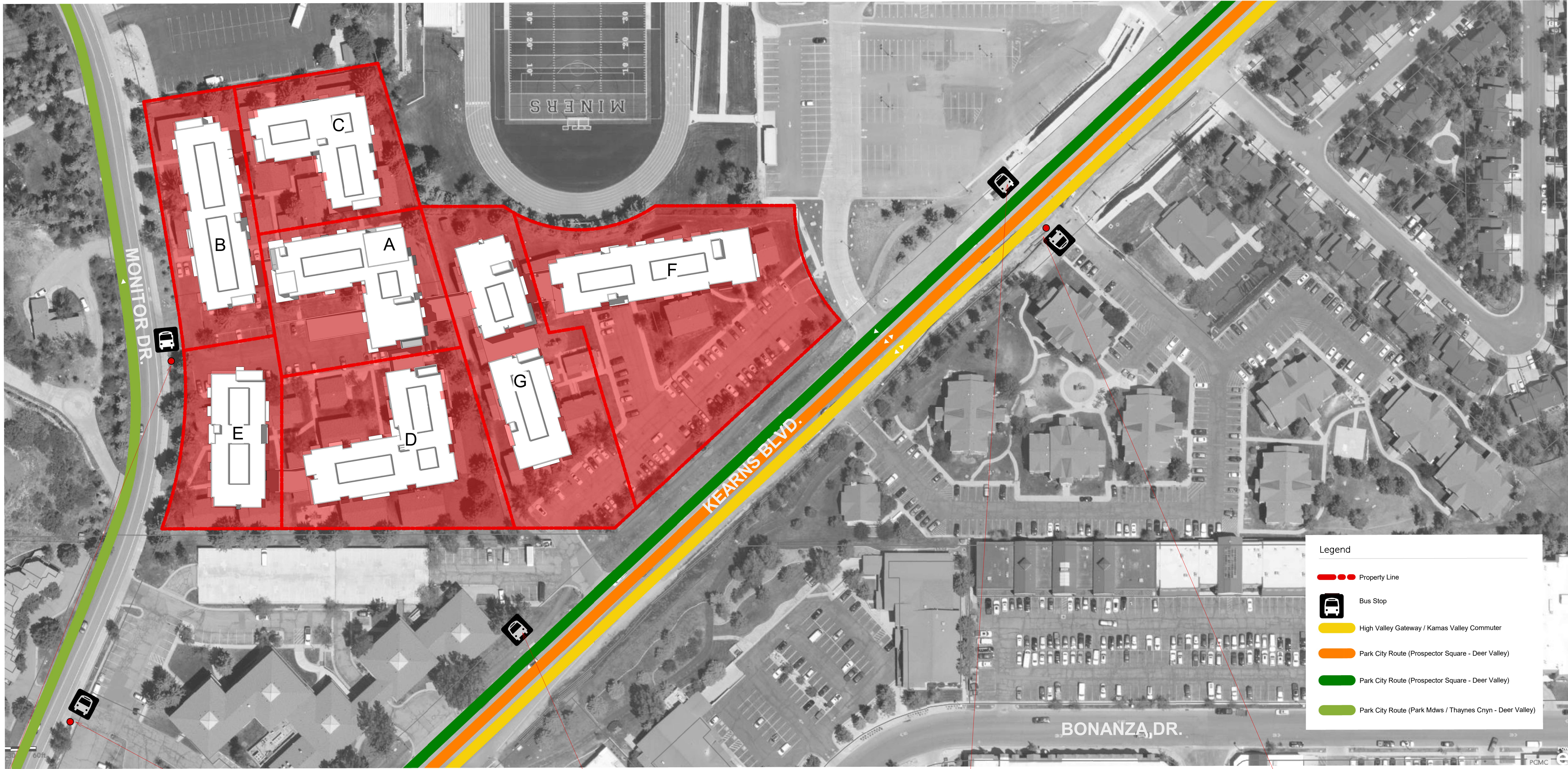


3 View from Monitor Dr 1  
1" = 10'-0"



4 View from Monitor Dr 2  
1" = 10'-0"





**Legend**

- Property Line
- Bus Stop
- High Valley Gateway / Kamas Valley Commuter
- Park City Route (Prospector Square - Deer Valley)
- Park City Route (Prospector Square - Deer Valley)
- Park City Route (Park Mds / Thaynes Cryn - Deer Valley)

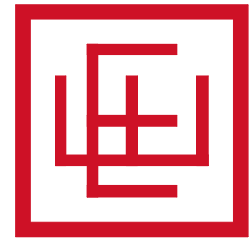
Existing Bus Stop

Existing Bus Stop

Existing Bus Stop

Existing Bus Stop / Transfer Between Routes

Existing Bus Stop





1/4 mi

5 Minutes

2 Minutes

3/4 mi

15 Minutes

3 Minutes

1 mi

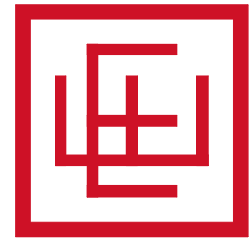
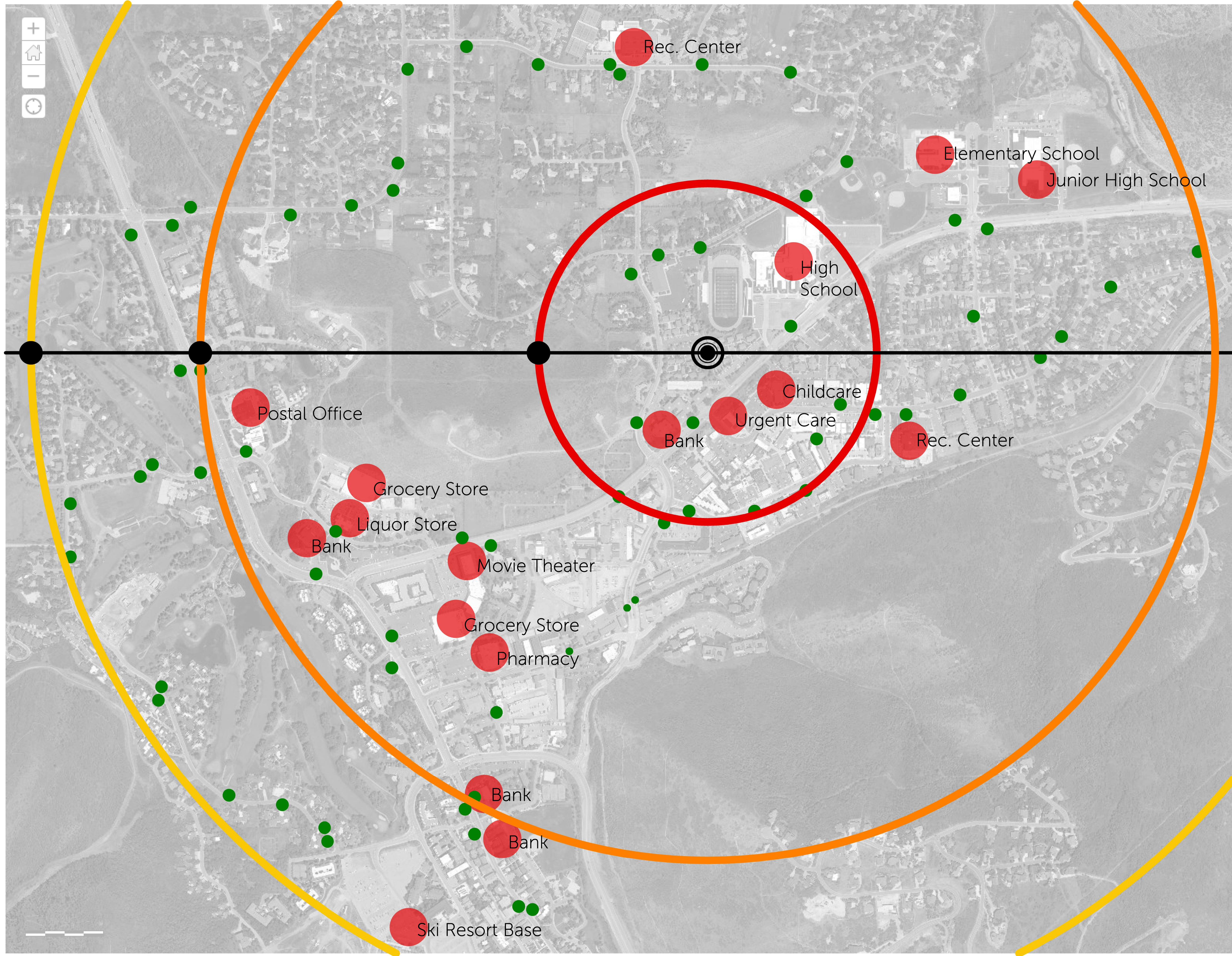
20 Minutes

5 Minutes

Site Location

Amenities

Bus Stops





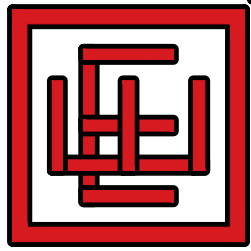


| Statistics   |        |        |        |        |         |         |
|--------------|--------|--------|--------|--------|---------|---------|
| Description  | Symbol | Avg    | Max    | Min    | Avg/Min | Max/Min |
| Calc Zone #1 | +      | 0.5 fc | 4.0 fc | 0.0 fc | N/A     | N/A     |

| Schedule |       |          |                                                     |                         |                                                                                                 |                 |                              |              |                 |                  |         |            |
|----------|-------|----------|-----------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------|-----------------|------------------------------|--------------|-----------------|------------------|---------|------------|
| Symbol   | Label | Quantity | Manufacturer                                        | Catalog Number          | Description                                                                                     | Lamp            | Filename                     | Number Lamps | Lumens Per Lamp | Lumen Multiplier | Wattage | Efficiency |
| ☐        | WL3   | 13       | COOPER LIGHTING SOLUTIONS - LUMARK (FORMERLY EATON) | XTOR18-Y                | CROSSTOUR WALL MOUNT LED                                                                        | EATON LED 3000K | XTOR18-Y.ses                 | 1            | 1326            | 1                | 12.2    | 100%       |
| ○        | AL1   | 16       | Holophane                                           | GSLF3 P10 30K XXXXX ASY | GlasWerks Luminescent LED Halbrook, P10 Performance Package, 3000K CCT, Asymmetric distribution |                 | GSLF3_P10_30 K_XXXXX_ASY1.es | 1            | 2500            | 1                | 30      | 100%       |
| ○        | AL2   | 35       | Holophane                                           | GSLF3 P10 30K XXXXX ASY | GlasWerks Luminescent LED Halbrook, P10 Performance Package, 3000K CCT, Asymmetric distribution |                 | GSLF3_P10_30 K_XXXXX_ASY1.es | 1            | 2000            | 1                | 30      | 100%       |

GENERAL NOTES

A. THE PHOTOMETRIC CALCULATION WAS PERFORMED DURING THE DESIGN DEVELOPMENT PROCESS AND THE REFLECTANCE VALUES USED ARE DESIGNER AVERAGES AND ARE CALCULATED USING THE LUMINARIES SELECTED DURING THAT PROCESS. A MORE ACCURATE PHOTOMETRIC CALCULATION CAN BE PERFORMED ONCE THE FIXTURE HAS BEEN SELECTED AND LOCATED DURING CONSTRUCTION.

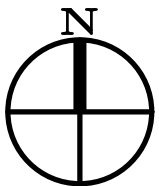


ELLIOTT WORKGROUP



PHOTOMETRIC PLAN

HOPA  
AMPD-16



1  
AMPD-16

PHOTOMETRIC PLAN

SCALE: 1"=30'-0"



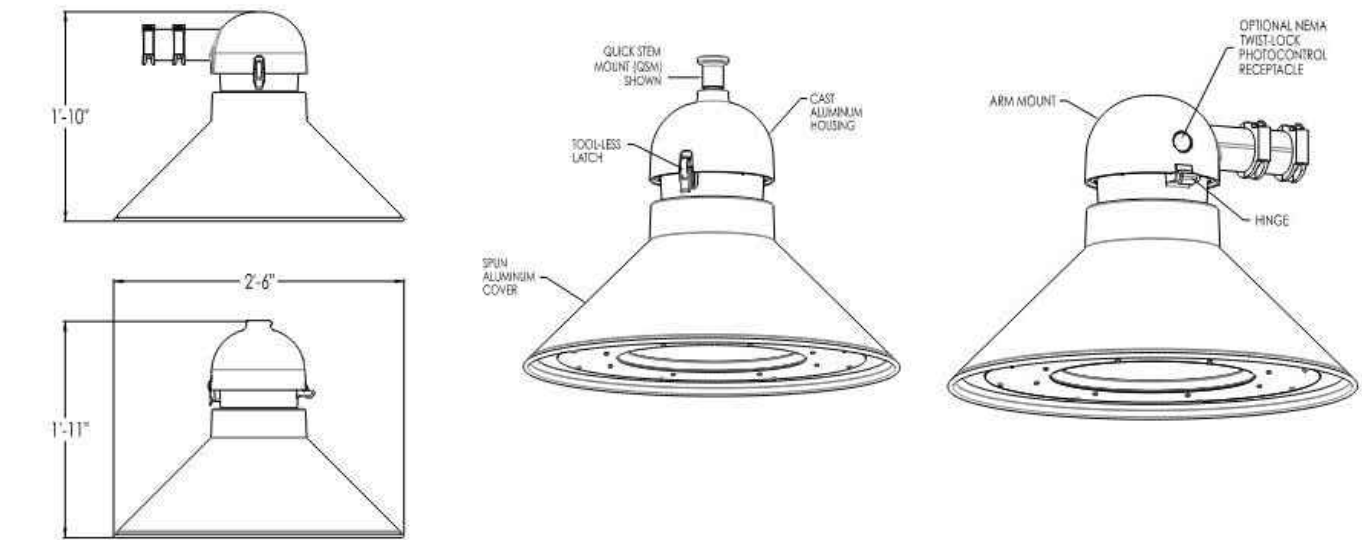


### GELF3

GlasWerks® Luminescent LED Hallbrook® Extended



#### DIMENSIONAL DATA



Maximum Weight - 51 lbs  
Maximum Effective Projected Area - 1.2 ft²

AcuityBrands | HoloPhane | 3825 Columbus Rd., Granville, OH 43023 | Phone: 866-HOLOPHANE | www.holophane.com | HOLOPHANE ARCH OUTDOOR HALLBROOK EXTENDED GELF3 PENDANT  
© 2018-2021 Acuity Brands Lighting, Inc. All rights reserved. Rev. 08/23/21 Specifications subject to change without notice. Page 2 of 4

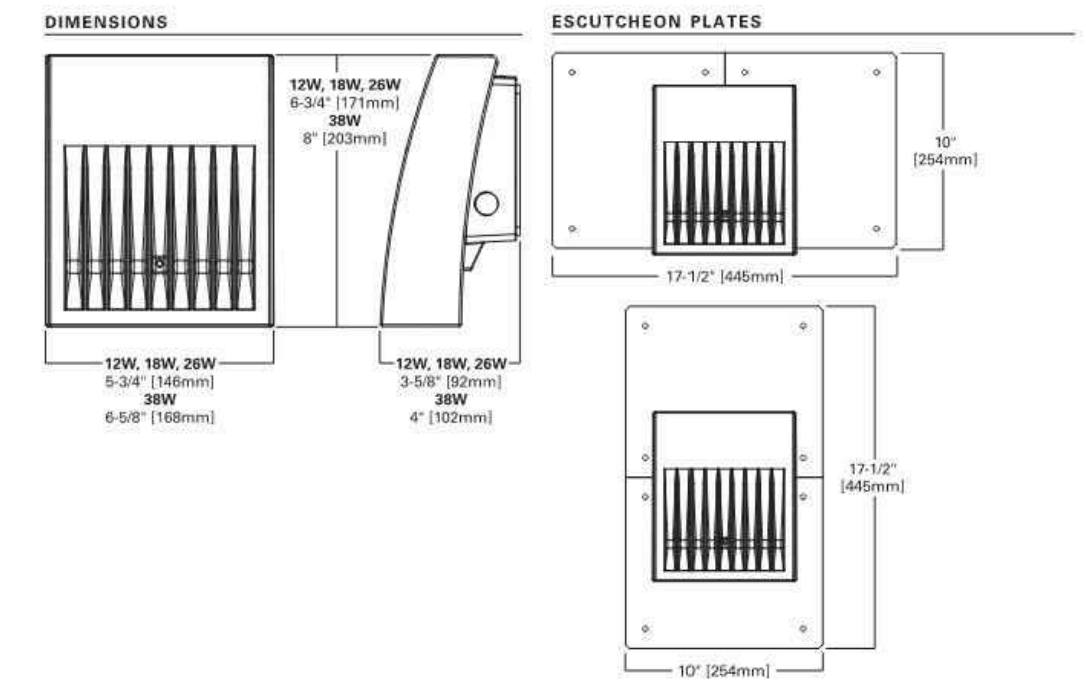
#### DESCRIPTION

The patented Lumark Crosstour™ LED Wall Pack Series of luminaires provides an architectural style with super bright, energy efficient LEDs. The low-profile, rugged one-piece, die-cast aluminum hinged removable door and back box. Matching providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Available in seven lumen packages: 5000K, 4000K and 3000K CCT.

#### SPECIFICATION FEATURES

**Construction**  
Slim, low-profile LED design with rugged one-piece, die-cast aluminum hinged removable door and back box. Matching providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Available in seven lumen packages: 5000K, 4000K and 3000K CCT.

**Electrical**  
LED driver is mounted to the die-cast housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 12W, 18W, 26W and 38W series operate in -40°C to 40°C (-40°F to 104°F). High ambient 50°C models available. Crosstour luminaires maintain greater than 89% of initial light output after 72,000 hours of operation. Three half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized applications.



T091403EN  
2017-06-16 09:22:28

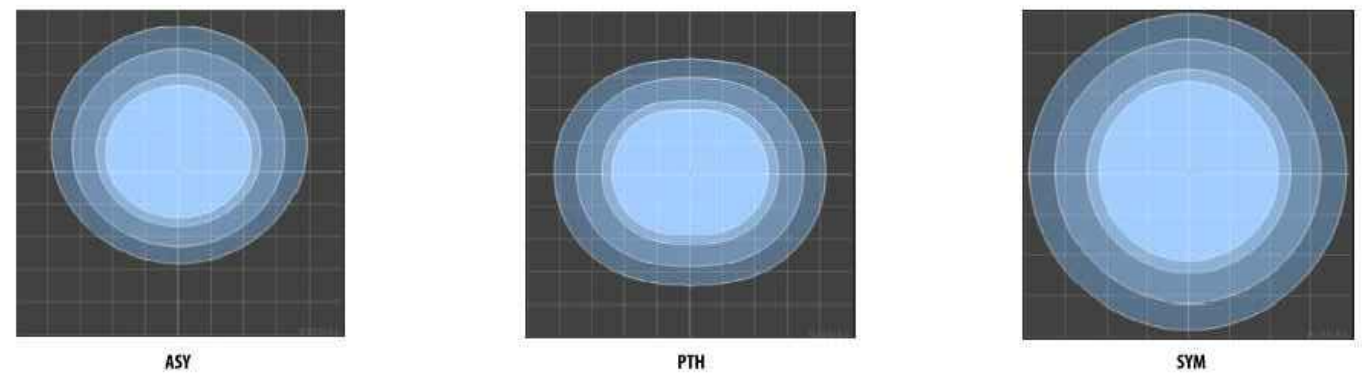


| ORDERING INFORMATION      |                             |                   |          |                |                          |              |
|---------------------------|-----------------------------|-------------------|----------|----------------|--------------------------|--------------|
| Cover Type                | LED Lumen Package           | Color Temperature | Voltage  | Optics         | Mounting Style           | Finish Color |
| GELF3 Hallbrook® Extended | P10 P10 Performance Package | 27K 2700K, 70 CRI | 120-277V | ASY Asymmetric | ARM Horizontal Arm Mount | BK Black     |
|                           | P20 P20 Performance Package | 30K 3000K, 70 CRI | 120-277V | SYM Symmetric  | NPT 1.5" NPT Thread      | BZ Bronze    |
|                           | P30 P30 Performance Package | 40K 4000K, 70 CRI | 120-277V | PTH Pathway    | QSM Quick Stem Mount     | GH Graphite  |
|                           | P40 P40 Performance Package |                   |          |                |                          | GR Green     |
|                           | P50 P50 Performance Package |                   |          |                |                          | GR Gray      |
|                           | P60 P60 Performance Package |                   |          |                |                          | WH White     |
|                           | P70 P70 Performance Package |                   |          |                |                          |              |
|                           | P80 P80 Performance Package |                   |          |                |                          |              |

| Options                                    |                          |
|--------------------------------------------|--------------------------|
| Control Options:                           | Prewire Lead Options:    |
| PR3 3 pin NEMA photocell receptacle        | L03 3ft prewire leads    |
| PR7 7 pin NEMA photocell receptacle        | L10 10ft prewire leads   |
| PR8 8 pin NEMA photocell receptacle        | L20 20ft prewire leads   |
| PR7E 7 pin NEMA photocell external         | L25 25ft prewire leads   |
| P34 Solid state long life photocell (347V) | L30 30ft prewire leads   |
| P48 Solid state long life photocell (480V) |                          |
| PCLL DALI photocell                        | NEMA Label Options:      |
| SH Shorting cap                            | NL1X1 1" x 1" NEMA label |
| AO Adjustable Output Module                | NL3X3 3" x 3" NEMA label |
| DALI DALI dimming                          |                          |
| WG Wire guard (ships separately)           |                          |
| HSS House side shield (ships separately)   |                          |

| Accessories: Order as separate catalog number. |                   |
|------------------------------------------------|-------------------|
| GBLF3HSS                                       | House side shield |
| GBLF3WG                                        | Wire guard        |

#### OPTICAL DISTRIBUTIONS



AcuityBrands | HoloPhane | 3825 Columbus Rd., Granville, OH 43023 | Phone: 866-HOLOPHANE | www.holophane.com | HOLOPHANE ARCH OUTDOOR HALLBROOK EXTENDED GELF3 PENDANT  
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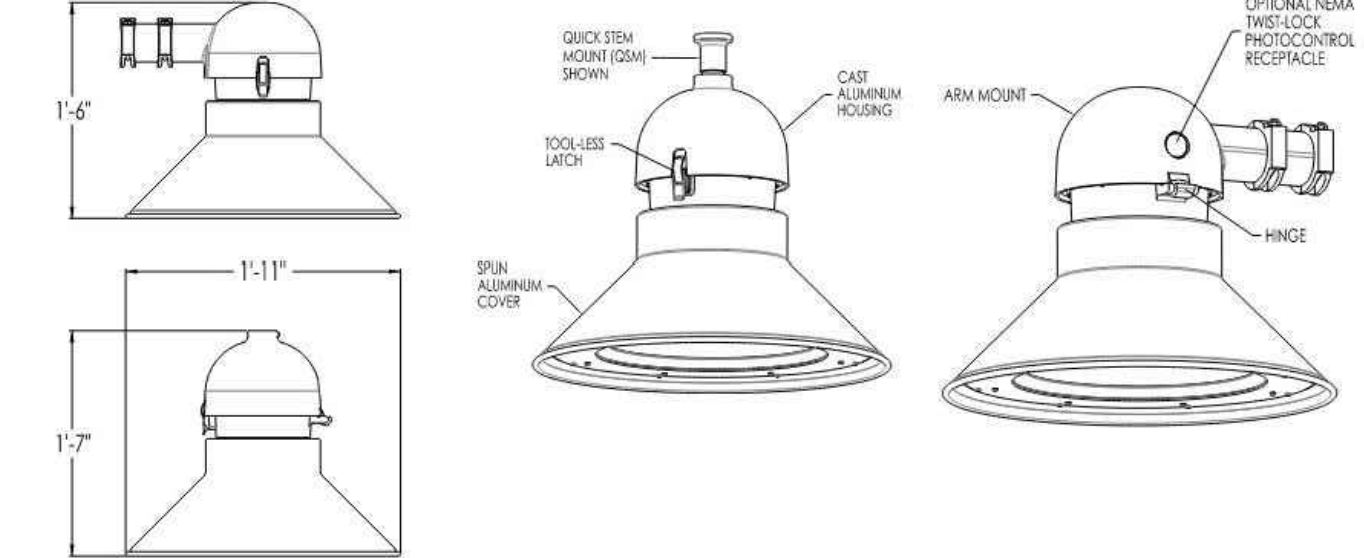


### GSLF3

GlasWerks® Luminescent LED Hallbrook®



#### DIMENSIONAL DATA



Maximum Weight - 47 lbs  
Maximum Effective Projected Area - 0.8 ft²

AcuityBrands | HoloPhane | 3825 Columbus Rd., Granville, OH 43023 | Phone: 866-HOLOPHANE | www.holophane.com | HOLOPHANE ARCH OUTDOOR HALLBROOK GSELF3 PENDANT  
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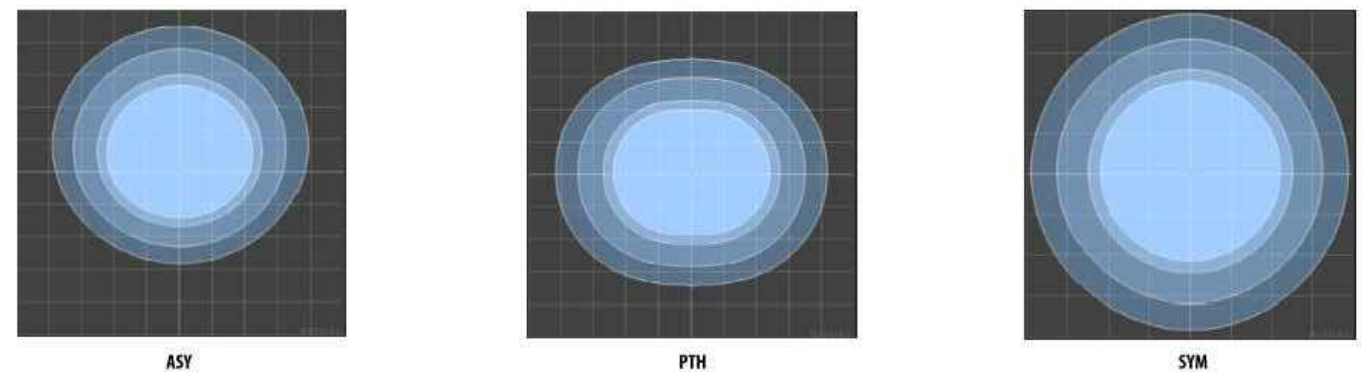


| ORDERING INFORMATION |                             |                   |          |                |                          |              |
|----------------------|-----------------------------|-------------------|----------|----------------|--------------------------|--------------|
| Cover Type           | LED Lumen Package           | Color Temperature | Voltage  | Optics         | Mounting Style           | Finish Color |
| GSLF3 Hallbrook®     | P10 P10 Performance Package | 27K 2700K, 70 CRI | 120-277V | ASY Asymmetric | ARM Horizontal Arm Mount | BK Black     |
|                      | P20 P20 Performance Package | 30K 3000K, 70 CRI | 120-277V | SYM Symmetric  | NPT 1.5" NPT Thread      | BZ Bronze    |
|                      | P30 P30 Performance Package | 40K 4000K, 70 CRI | 120-277V | PTH Pathway    | QSM Quick Stem Mount     | GH Graphite  |
|                      | P40 P40 Performance Package |                   |          |                |                          | GR Green     |
|                      | P50 P50 Performance Package |                   |          |                |                          | GR Gray      |
|                      | P60 P60 Performance Package |                   |          |                |                          | WH White     |
|                      | P70 P70 Performance Package |                   |          |                |                          |              |
|                      | P80 P80 Performance Package |                   |          |                |                          |              |

| Options                                    |                          |
|--------------------------------------------|--------------------------|
| Control Options:                           | Prewire Lead Options:    |
| PR3 3 pin NEMA photocell receptacle        | L03 3ft prewire leads    |
| PR7 7 pin NEMA photocell receptacle        | L10 10ft prewire leads   |
| PR8 8 pin NEMA photocell receptacle        | L20 20ft prewire leads   |
| PR7E 7 pin NEMA photocell external         | L25 25ft prewire leads   |
| P34 Solid state long life photocell (347V) | L30 30ft prewire leads   |
| P48 Solid state long life photocell (480V) |                          |
| PCLL DALI photocell                        | NEMA Label Options:      |
| SH Shorting cap                            | NL1X1 1" x 1" NEMA label |
| AO Adjustable Output Module                | NL3X3 3" x 3" NEMA label |
| DALI DALI dimming                          |                          |
| WG Wire guard (ships separately)           |                          |
| HSS House side shield (ships separately)   |                          |

| Accessories: Order as separate catalog number. |                   |
|------------------------------------------------|-------------------|
| GBLF3HSS                                       | House side shield |
| GBLF3WG                                        | Wire guard        |

#### OPTICAL DISTRIBUTIONS



AcuityBrands | HoloPhane | 3825 Columbus Rd., Granville, OH 43023 | Phone: 866-HOLOPHANE | www.holophane.com | HOLOPHANE ARCH OUTDOOR HALLBROOK GSELF3 PENDANT  
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### Lumark

| Catalog #   | XTORBYPC1 | Type |
|-------------|-----------|------|
| Project     |           | WL3  |
| Comments    |           | Date |
| Prepared by |           |      |



#### XTOR CROSSTOUR LED

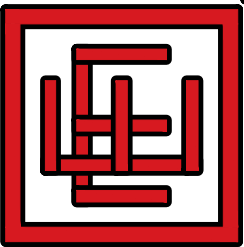
**APPLICATIONS:**  
WALL / SURFACE  
POST / BOLLARD  
LOW LEVEL  
FLOODLIGHT  
INVERTED  
SITE LIGHTING



**CERTIFICATION DATA**  
ULUL10, Wet Location Listed  
LM79-0 (LM80 Compliant)  
RHPS Compliant  
ADA Compliant  
NOM Compliant Models  
IP66 Ingress Protection Rated  
Title 24 Compliant  
DesignLights Consortium® Qualified\*

**TECHNICAL DATA**  
40°C Maximum Ambient Temperature  
External Supply Wiring 90°C Minimum  
**EPA**  
Effective Projected Area (Sq. Ft.):  
XTOR18, XTOR26, XTOR38=0.34  
XTOR48=0.46

**SHIPPING DATA:**  
Approximate Net Weight:  
3.7 - 5.25 lbs. (1.7 - 2.4 kgs.)



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LIGHTING CUT SHEET

HOPA  
AMPD-17





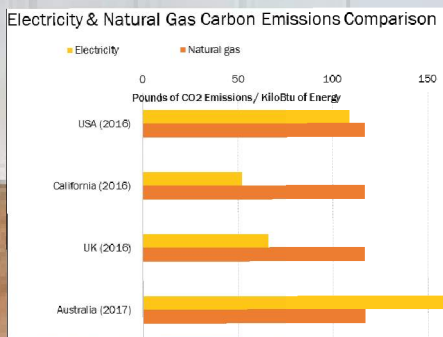
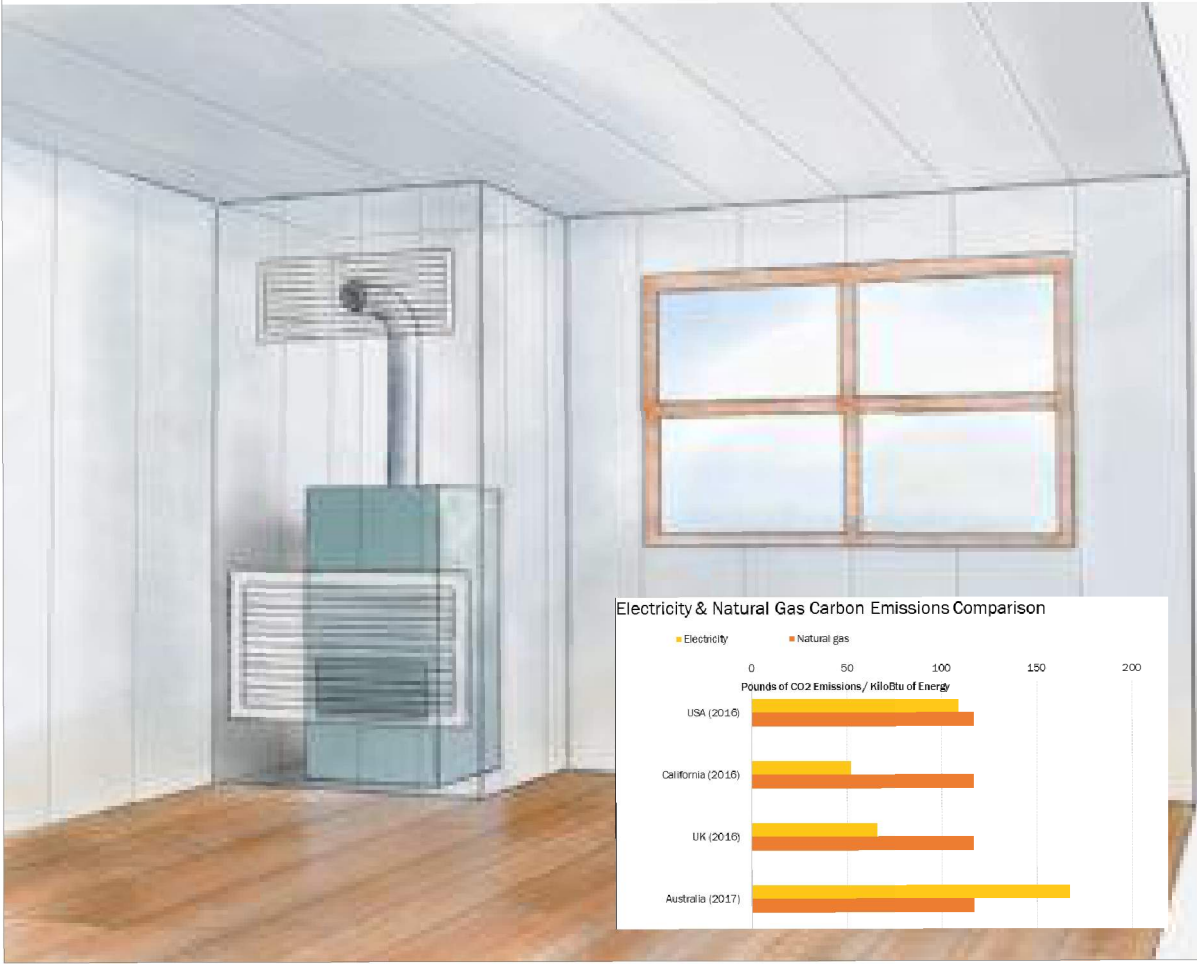
### Electric Car Charging Stations

The project will meet the LMC requirements of 20% of the provided stalls to have the infrastructure for an Electric Vehicle Charging station



### All Electric Buildings

Ultimate benefits of all-electric built environment are lower carbon emissions, lower air pollution and increased resiliency. An all-electric project encompasses not just the actual buildings, but also the site including distributed energy sources. The impact of decisions made at the building & community level have serious implication on electricity transmission network and ultimately on the carbon emissions of power plants. We proposed to use a VTAC system for the Heat and Cooling Ssystem which is an all Electric technology.



### Windows with High U-Values

The proposed window Systems are locally built high performance. The windows specifically designed for our unique Mountain climate. Providing more comfortable, energy efficient, and look it's best ! Full frame performance from **R-5** (U.20) to **R-9** (U.11). High performance, enduring quality, and low maintenance.



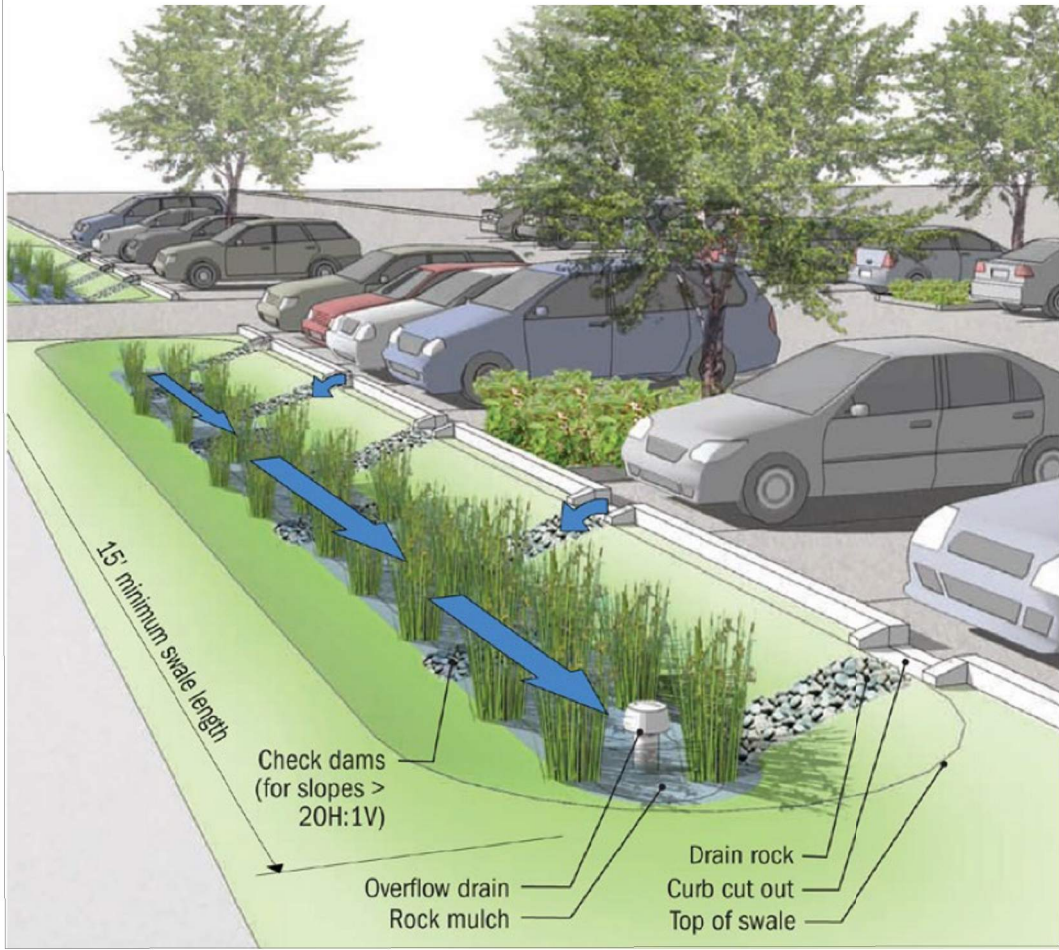
### Possibility of Solar PV Panels on Roofs

Installing Solar Panels for the direct or indirect benefit of the tenants is really sustainable on an Affordable Housing Program. Utility bills are usually the largest and most volatile portion of an affordable housing development's budget. Stabilizing utility bills through solar and other measures makes it easier to maintain operating budgets, retain tenant services and avoid raising rents.



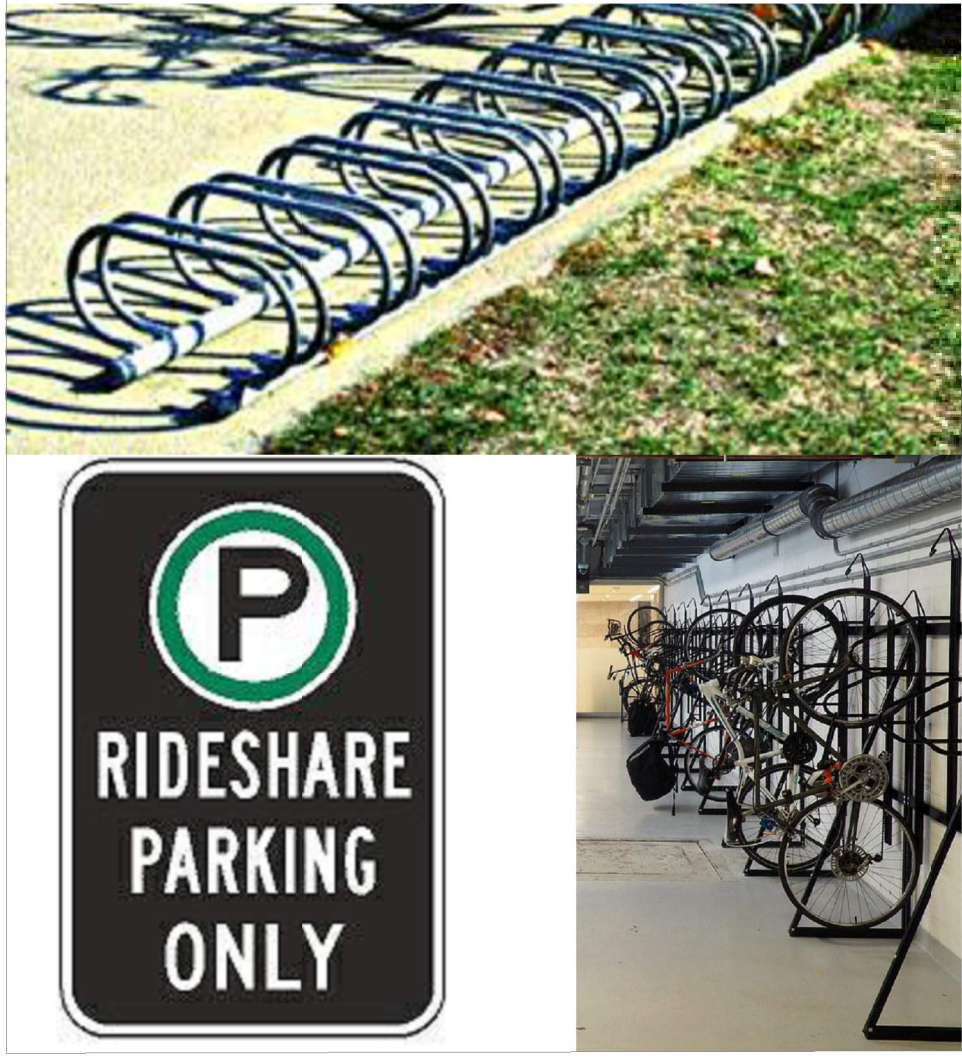
### Sustainable Storm Water System (Bioswale)

Bioswales are channels designed to concentrate and convey stormwater runoff while removing debris and pollution. Bioswales can also be beneficial in recharging groundwater. Bioswales are typically vegetated, mulched, or xeriscaped. They consist of a swaled drainage course with gently sloped sides (less than 6%). Bioswale design is intended to safely maximize the time water spends in the swale, which aids the collection and removal of pollutants, silt and debris. Depending on the site topography, the bioswale channel may be straight or meander. Check dams are also commonly added along the bioswale to increase stormwater infiltration. A bioswale's make-up can be influenced by many different variables, including climate, rainfall patterns, site size, budget, and vegetation suitability



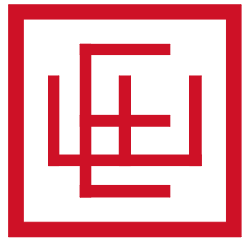
### Promote Car Free Community

In addition to reducing air pollution, car-free initiatives have other benefits. They have also increased physical activity and reduced obesity, which can both improve quality of life. Car-free initiatives also reduce noise levels and increase community cohesion. HOPA is the perfect location to start with this initiatives because its strategic location. Refer to Walk/Bike study. This project is proposing to have designated stalls for car share vehicles. Bike storage will be provided on the surface and underground (Protected from weather), well above the required by Code. Also underground scooter and motorcycle stalls are assigned through out the garage.



### Over Insulate Exterior Walls

The Required R Value on Exterior Walls by Code is R-17, the proposed insulation in exterior walls is R-23. By taking this route the building envelope becomes tighter and the energy loss transfer get reduced. The proposed insulations is BIBS fibers, which incorporates materials with at least 25% recycled content. The remaining 75% is still raw materials newly manufactured for this sole use. These materials primarily include silica sand, limestone, and soda ash, extracted from the Earth's crust and have their footprints associated with extraction and manufacturing. BIBS fiberglass insulation can result in less installation waste because only the amount of fiber necessary to fill the wall cavities is used. In contrast, batting insulation might result in scraps left over from cutting pieces to size. Old or dirty fiberglass insulation is seldom able to be recycled at the end of its service life. The most likely end place for this product is a landfill, like a spray foam insulation. Blown-in cellulose and sheep's wool insulation win on this front by being biodegradable. From an energy efficiency standpoint, BIBS insulation offers superior R-value to fiberglass batt insulation. Its thermal resistance lasts for the product's lifetime. In contrast, other types of insulation like foams can reduce in R-value as they off-gas ze.



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Sustainability

HOPA  
AMPD-018





## Coffee with Residents at Holiday Village - October 5th, 2022 - (10) Residents

- Terry: a tenant, works at PCMR - I talked to her boyfriend Dave P.. terry has three kids, including a three-year-old with autism. Dave is very complimentary of the free transit system.
- Laura: lived there 13 years
- Veronica: housekeeper
- Howie: Angelica's friend. Elyse and I went through his house with Angie to take measurements.
- Mary: nicest lady in the world. Keeps an extremely tidy house. Has lived in Parkside for almost 20 years and raised her sons there who are now at the university of Utah pursuing a masters and PhD. She would love to have an elevator so that she can continue to get upstairs to her unit as she ages.
- Mia: lived here 15 years. Lived in town since '75. Not in favor of tearing down units. She was very nice and apologized for dissenting. I did talk to her about possibly having some homage or acknowledgment of the existing units as we redevelop in a way that recognizes the history. Her son is a real estate attorney and told her that she is not getting all the information. We assured her that our purpose on site was to listen to her concerns so that we could take them into account. She wants to be involved as we move forward. She is 85 years old.
- Lishelle: so excited to have a neurodiverse community. Excited about washer and dryer. Concerned about internet rates.
- Constanza: been here a few months. Nanny to three kids.
- Marty: He also said he dog sits a lot. He's in his 70's.



## Pizza Party at Parkside - October 12th, 2022 - (14) Residents

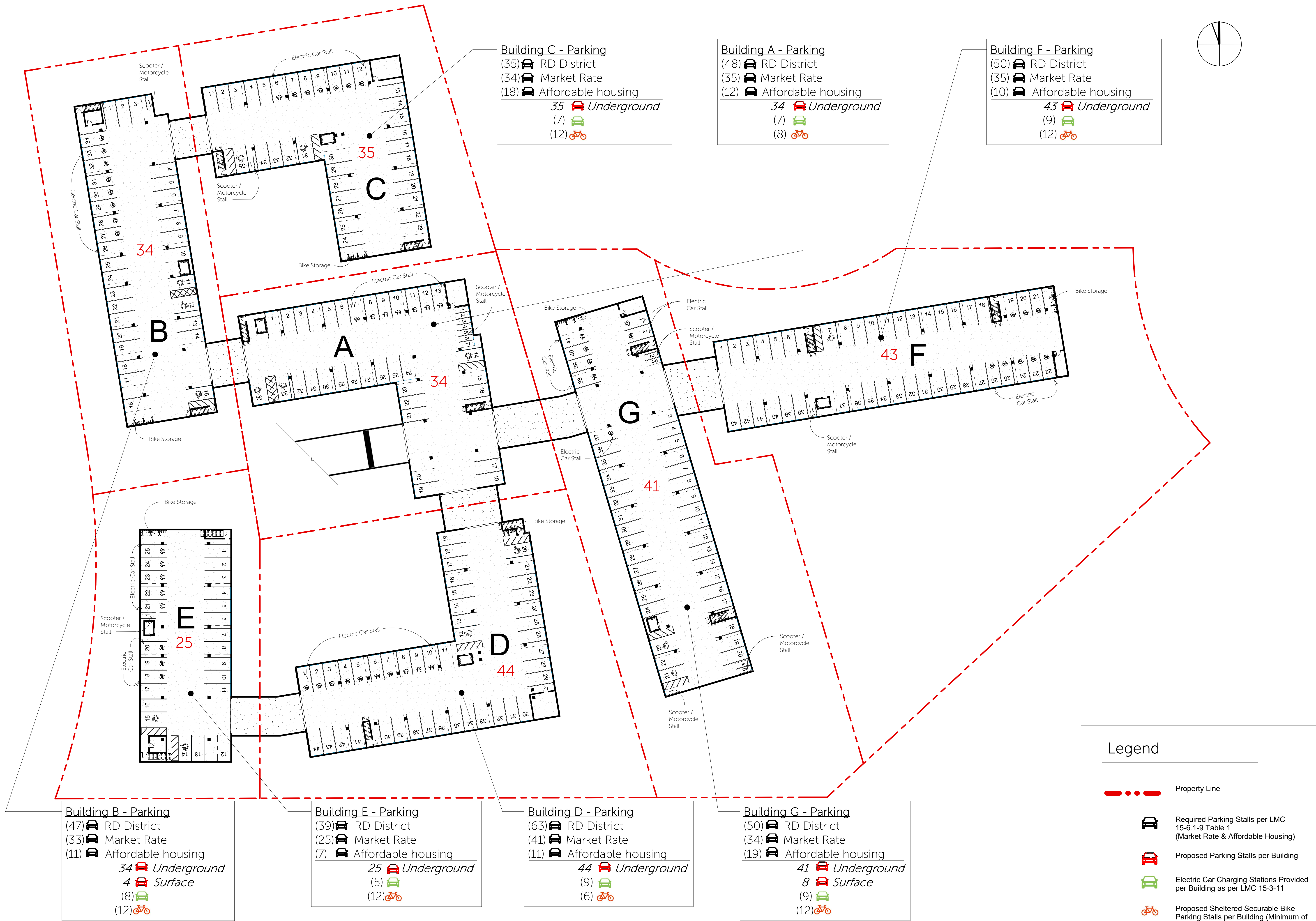
- Jordia: Really woud like balcony storage, many others also felt that this was a priority
- Karina: Wanted to better understand rent increases and how rental assistance would look, and wanted to know if the recertification would still look the same
- Rose: wanted to know if there would be compensation for moving, and if 3-bedroom units would be 1 floor instead of the current loft set up, also asked how many new units there would be and how many units per building
- Marilu: mother of a disabled resident, wanted to know more about funding sources, was grateful for community effort around this
- Hudson: Expressed that parking was a key issue and wanted to see their parking monitored into the future
- Roman: wanted covered parking or garages (many others agreed) and worried about snow removal issues, also wanted to know if the resorts would be using the new project for their workers.
- Ana: wants more ADA parking spots
- Lisa: wanted an email for additional thoughts and concerns, was curious what the playgrounds would look like
- Riley: was curious about the garages and clubhouse (said no garages, yes clubhouse)
- Ana: wondered if income limits would change in the new project
- Maria Elena: wanted to see if an additional 1/2 bathroom could be incorporated into 2 bed design, many agreed
- Placido: wondered if the existing waitlist would change, and if current residents could have priority .
- Liz: wants to keep a ground floor unit as she currently has, if possible
- Catherine Ann: I just want to put my two cents in about insulation. I live in a downstairs apartment at Holiday Village and I hear everything my neighbor does upstairs. There is absolutely no insulation between the flooring and my apartment other than the drywall on my ceiling. Her cats play all night and she goes to bed late. So I've got like two hours of silence. Just an FYI That it's extremely important that the walls and the ceilings be insulated really well.



## 24 Hours Charette at Laundry Rooms - November 15th, 2022 - (16) Comments

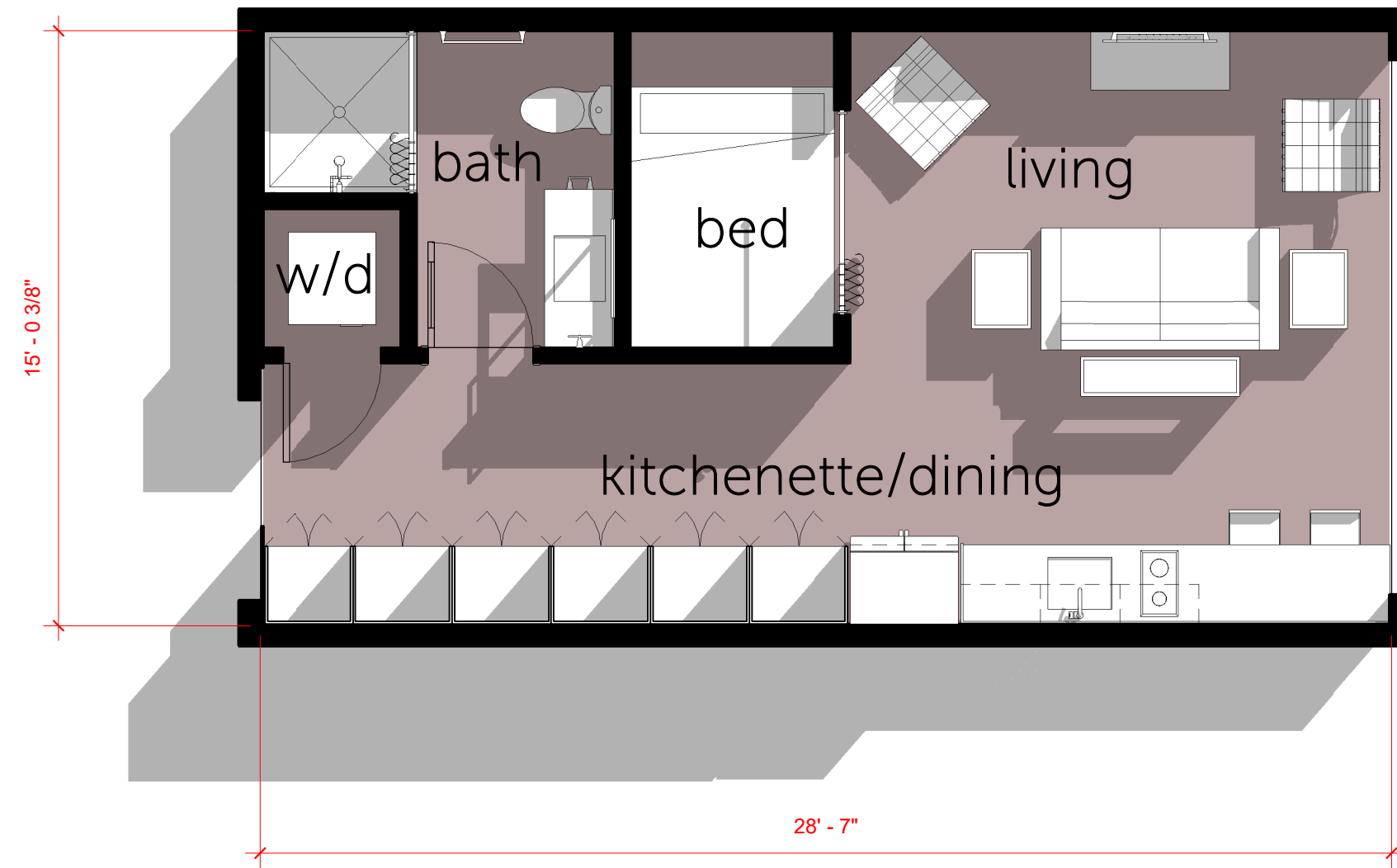
- Owned Parking?
- When will we see a blue print for actual units
- Sidewalks?
- Balconies?
- When will we see "apples to apples" look like?
- Will there be guest parking?
- Laundry hook ups in rooms?
- Playground grass or sand?
- New playground equipment?
- Washer, Dryer, Dish Washer in Units?
- Additional 3 bedroom units?
- Basketball Court?
- When is each plan time estimated?
- Since this is going to take a long time, will there be any repairs to the current buildings? Some of our windows and gutters are literally falling apart
- What will be in the clubhouse?
- How many parking spots will each apartment have?





Total Stalls.....268

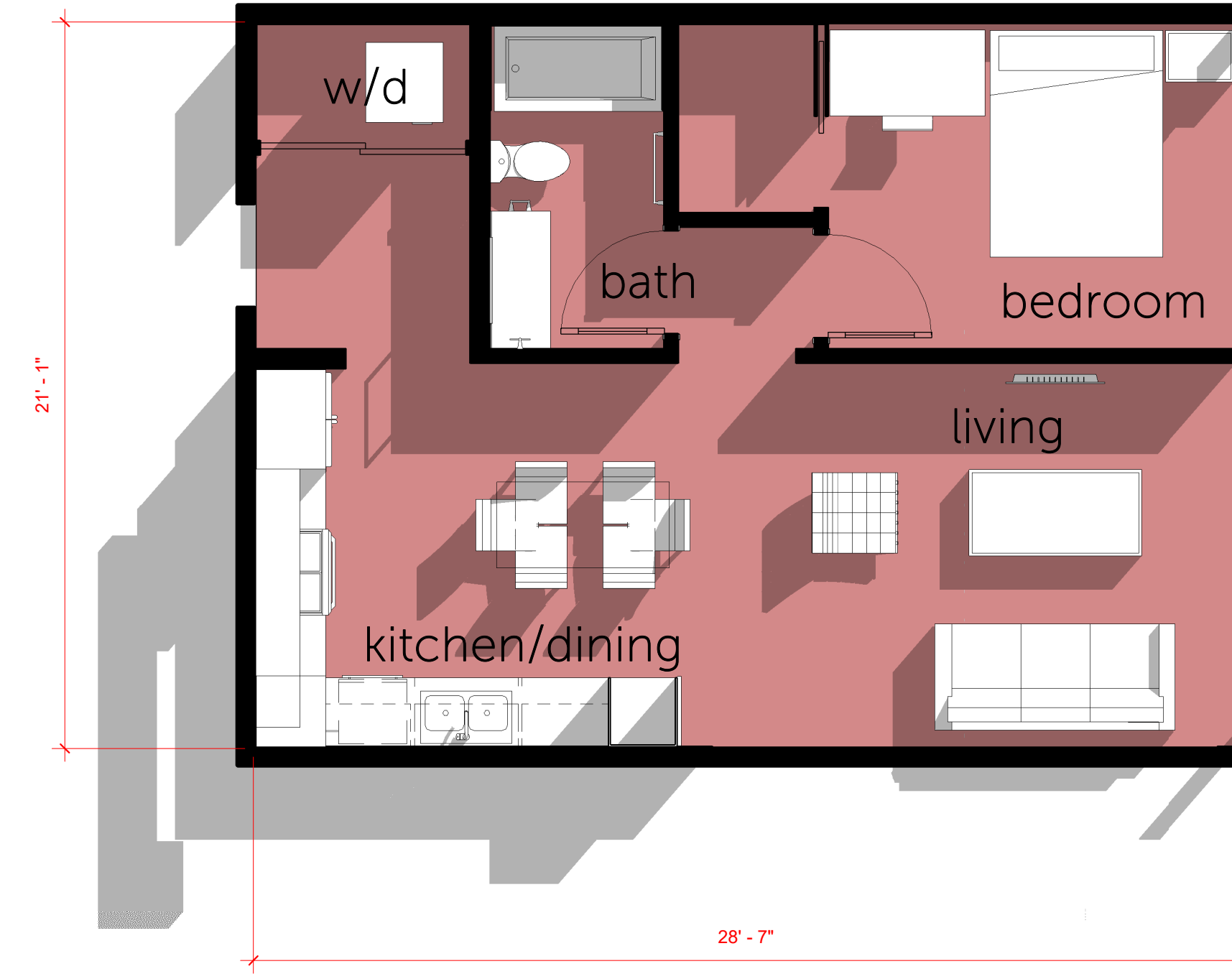




Studio .....427 SF



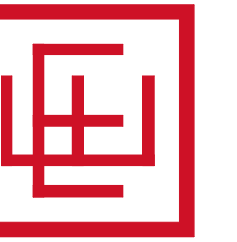
Three Bedroom Unit.....1125 SF



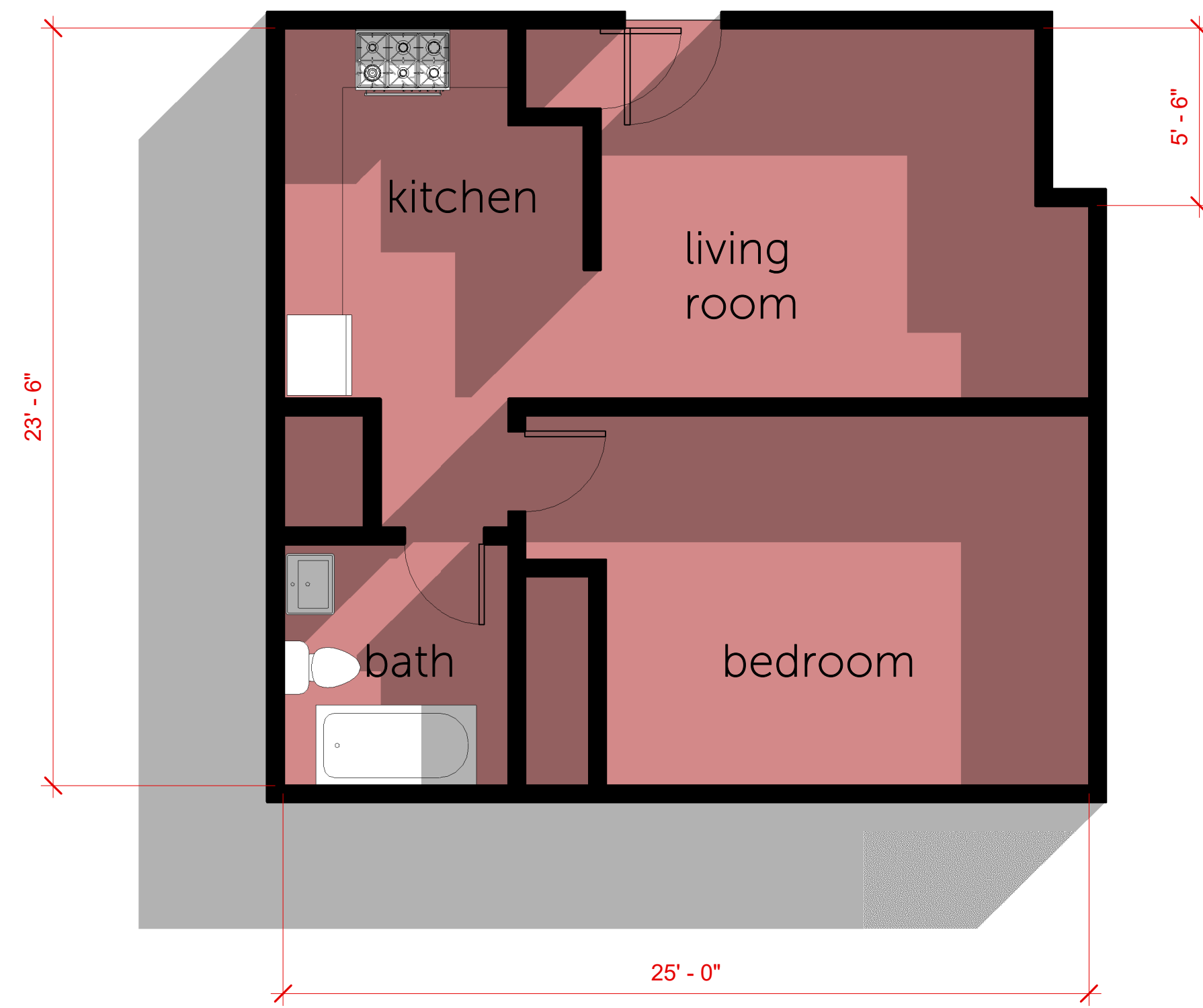
One Bedroom Unit.....600 SF



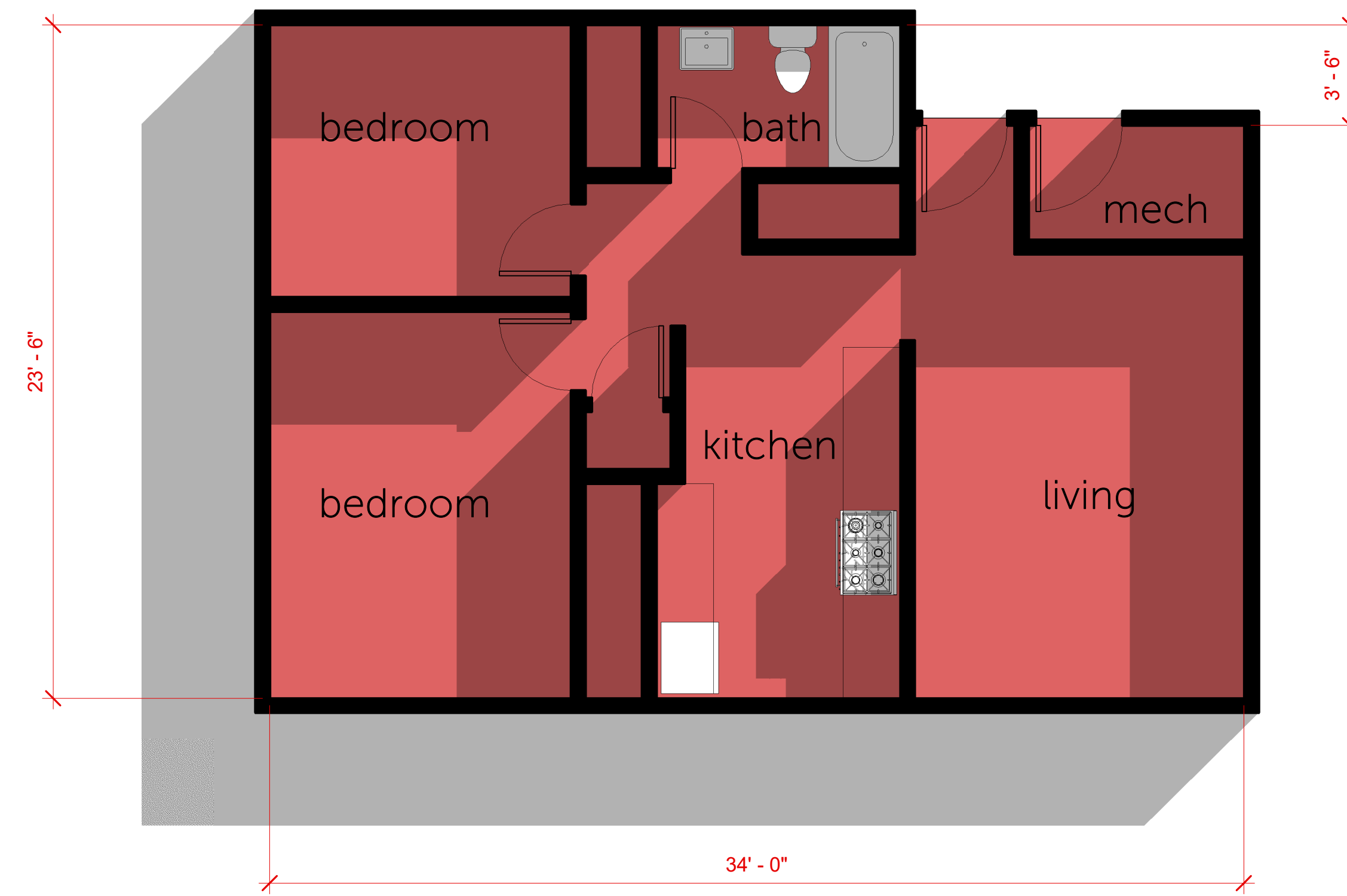
Two Bedroom Unit.....837 SF



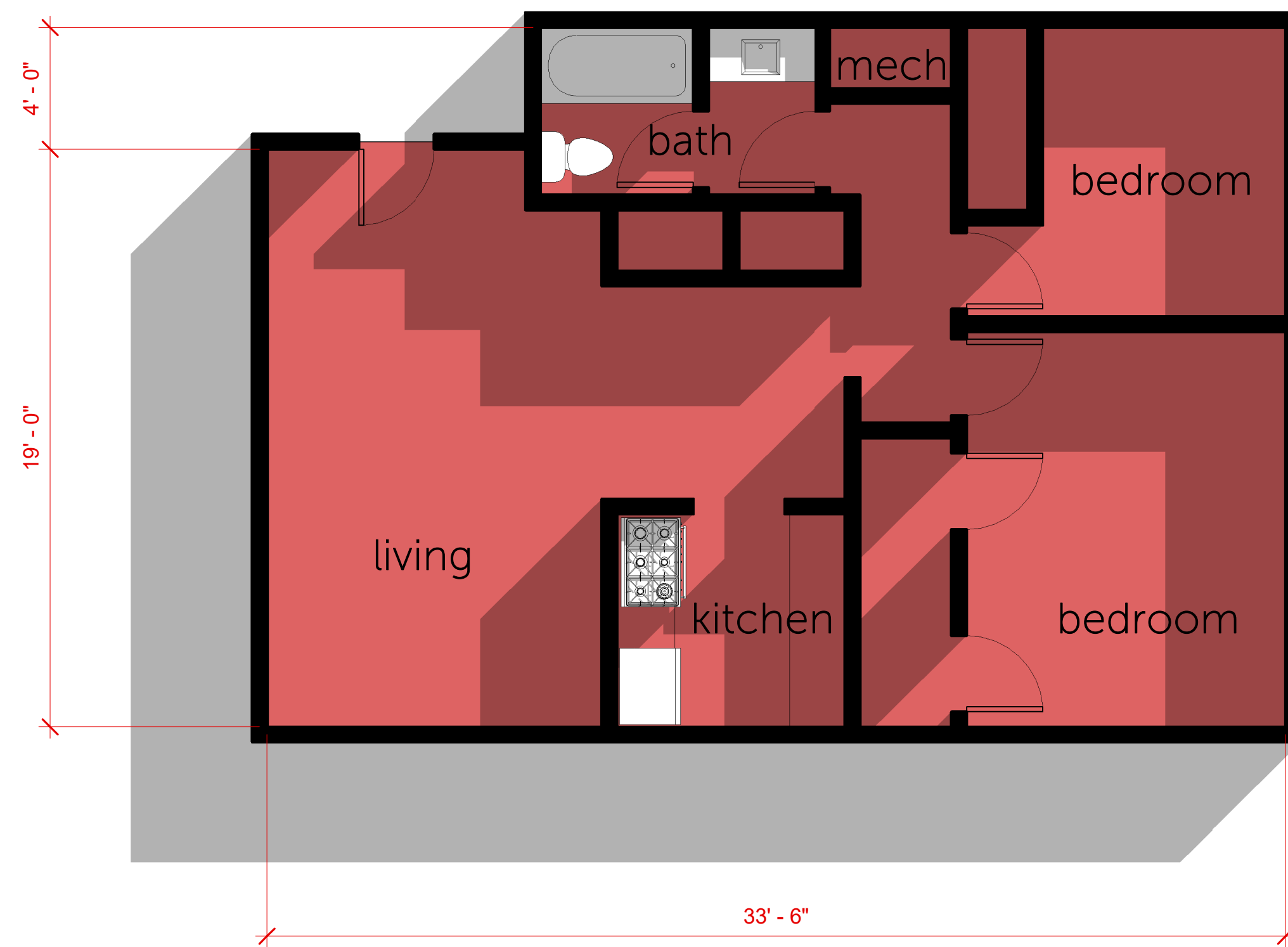




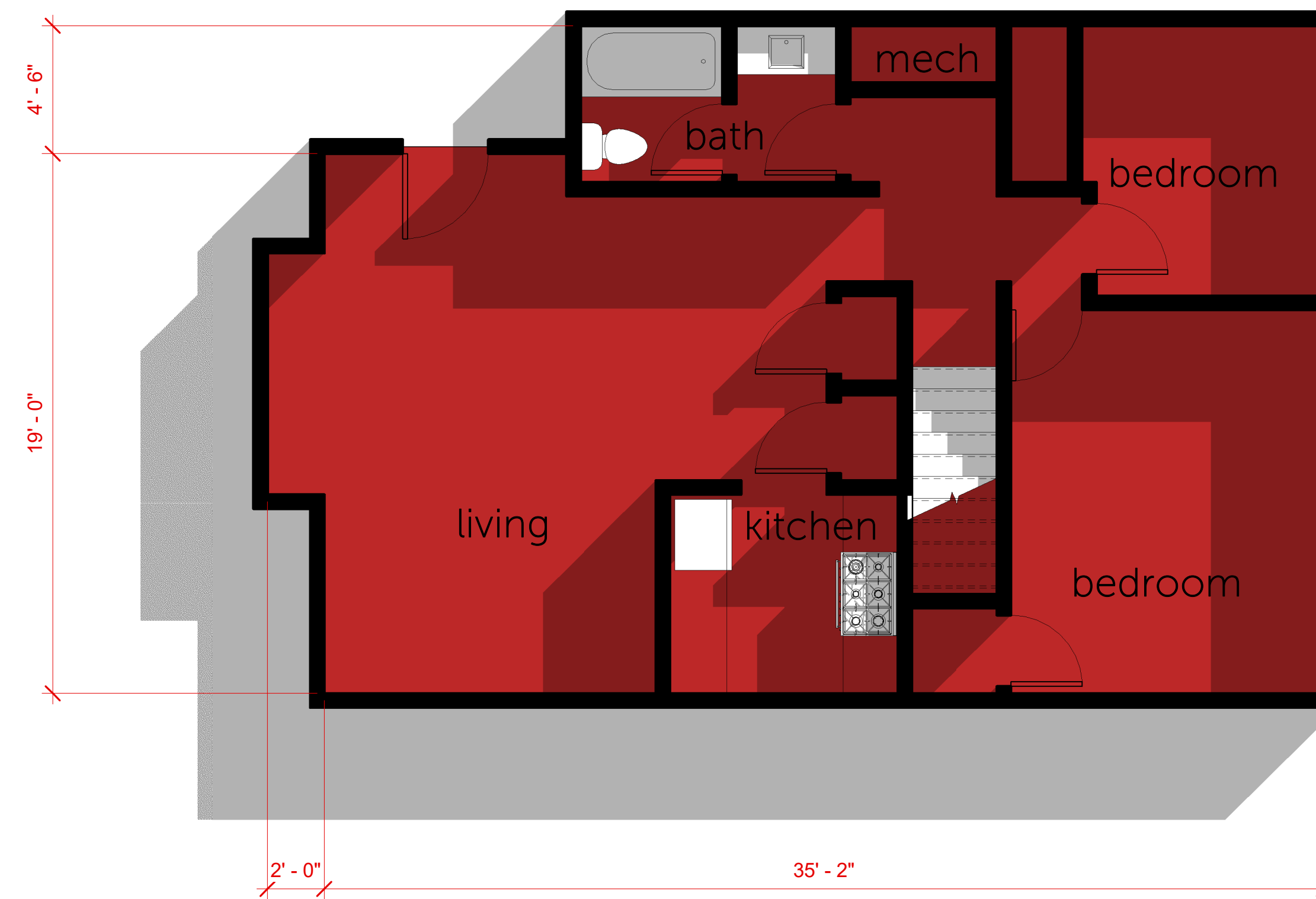
Holiday Village One Bedroom .....578 SF



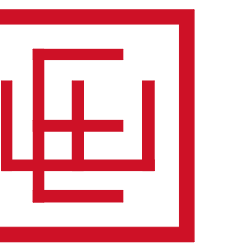
Holiday Village Two Bedroom .....757 SF



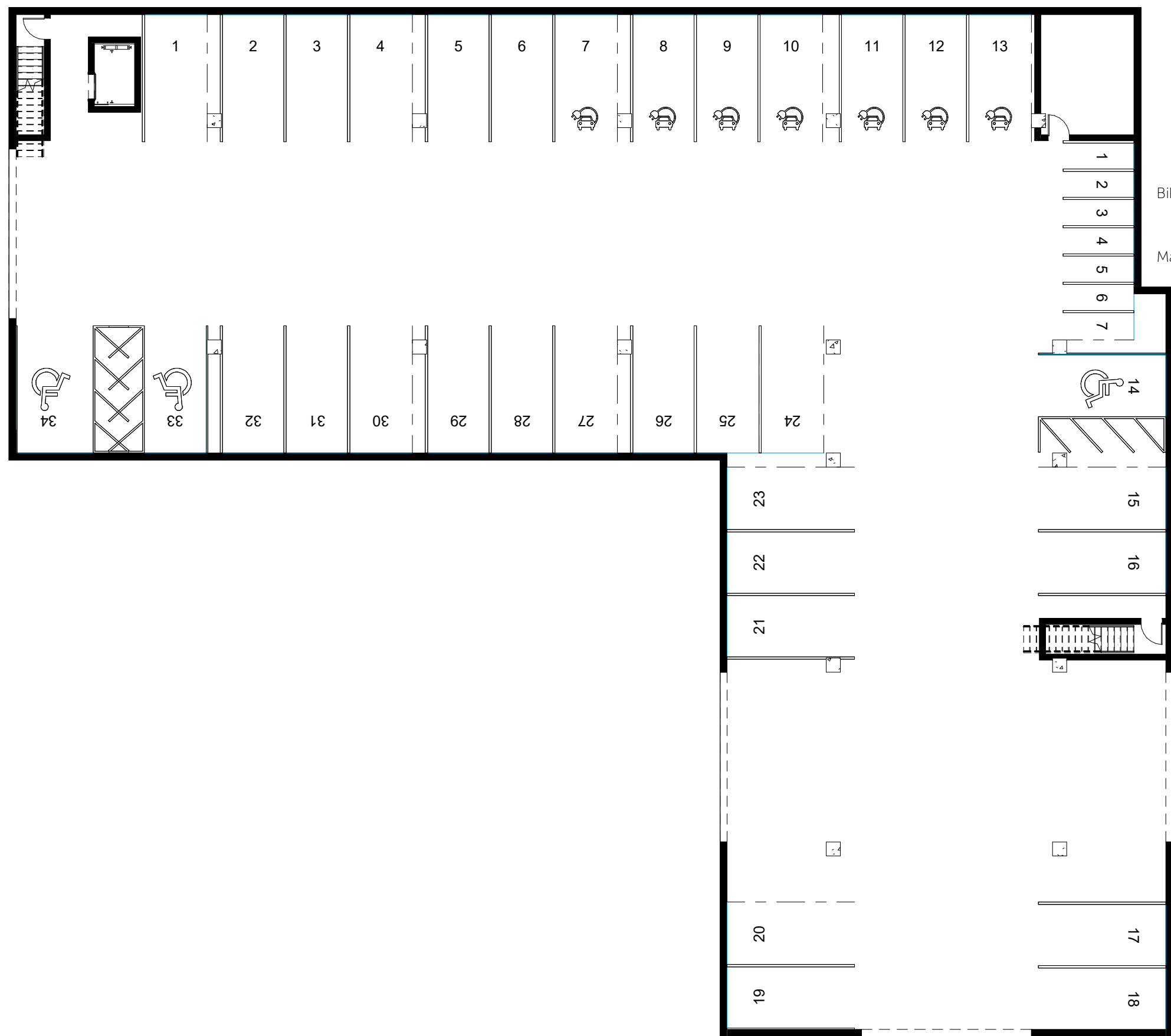
Parkside Two Bedroom .....735 SF



Parkside Three Bedroom .....1148 SF

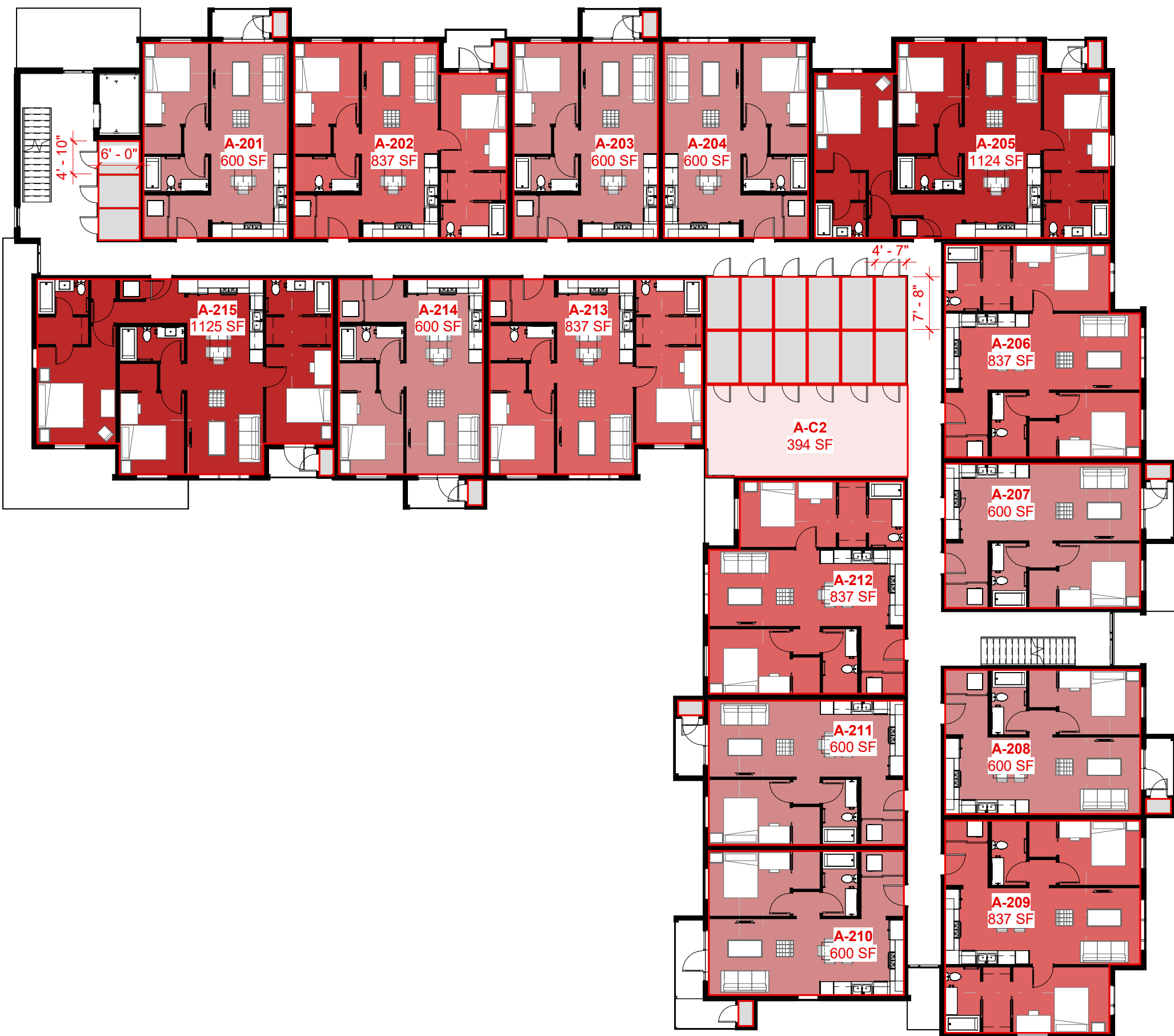
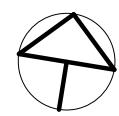






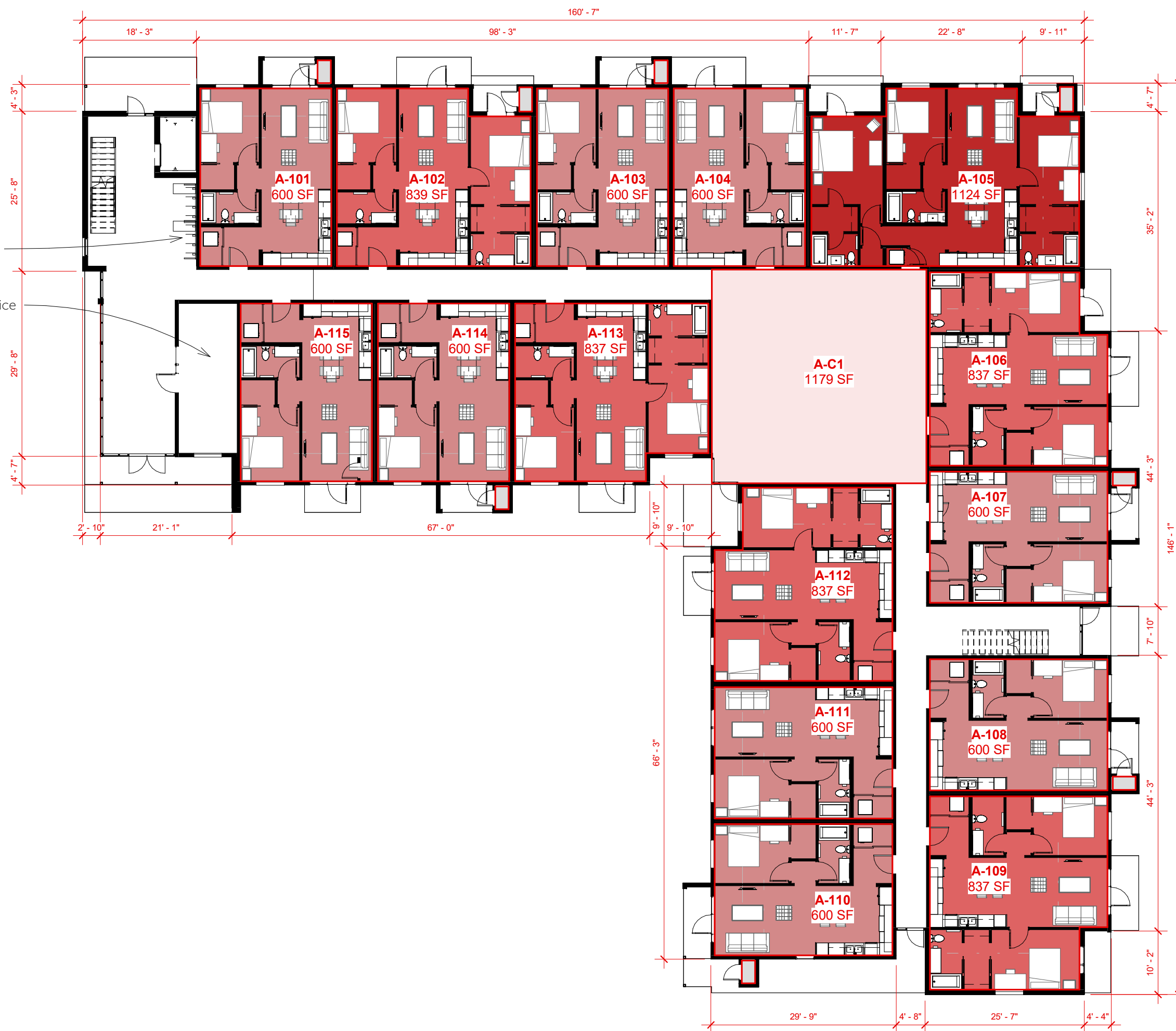
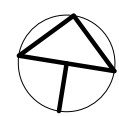
Building A - Level P

SCALE: 1/16" = 1'-0"



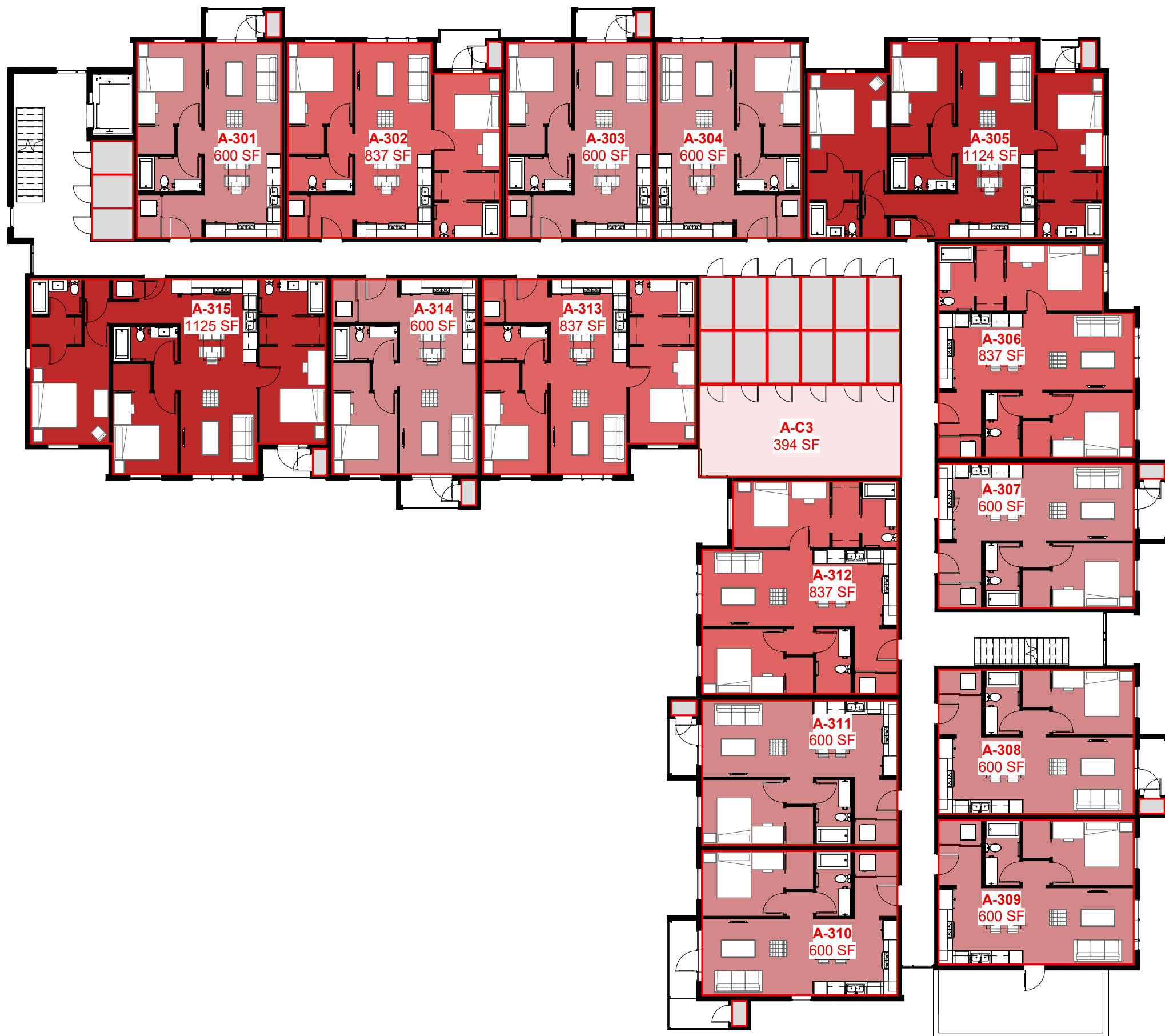
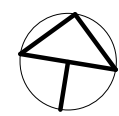
Building A - Level 2

SCALE: 1/16" = 1'-0"



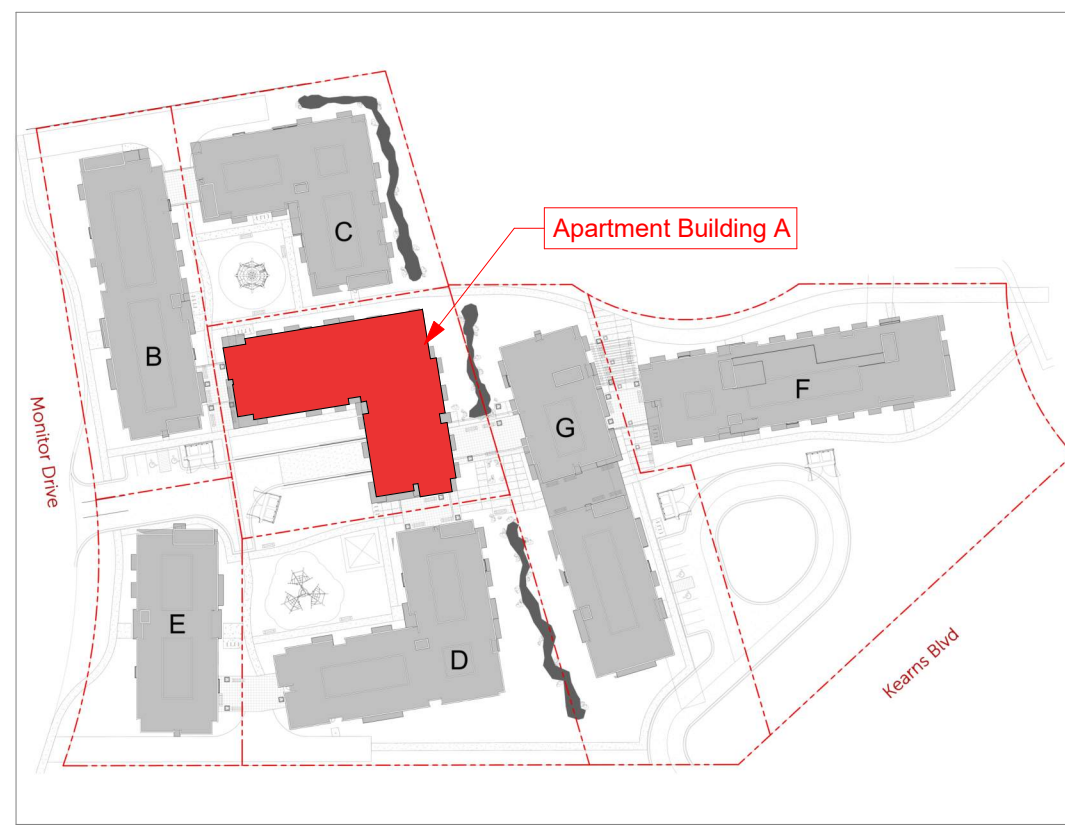
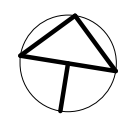
Building A - Level 1

SCALE: 1/16" = 1'-0"



Building A - Level 3

SCALE: 1/16" = 1'-0"



### General Notes:

1. Datum Elevation 6776' = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

### Building Data:

- \* (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (12) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* (34) Parking Stalls Provided
- \* (7) Scooter / Motorcycle Parking Stalls Provided
- \* (8) Sheltered Securable Bike Parking Stalls Provided

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* 29' 6" Proposed Building Height

\*Total Building Area: 44,798 SF

\*Total (N) Unit Equivalents: 44,798 / 2000 = 22.40

### Units:

| Unit Type and Count | Unit Area    |
|---------------------|--------------|
| 1 Bed               | 600 Sq. Ft.  |
| 26                  |              |
| 2 Bed               | 837 Sq. Ft.  |
| 14                  |              |
| 3 Bed               | 1125 Sq. Ft. |
| 5                   |              |
| Total: 45           |              |

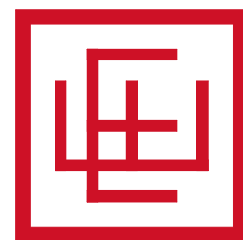
### Common Spaces:

| Type           | Total Area |
|----------------|------------|
| - Common Space | 1966 SF    |
| - Storage Area | 1259 SF    |

### Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        | 0                 | 0                |
| - Storage Area                        | 0                 | 0                |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 13                | 0                |
| 2 Bed                      | 14                | 7                |
| 3 Bed                      | 7.5               | 5                |
| 45                         | 34.5              | 12               |



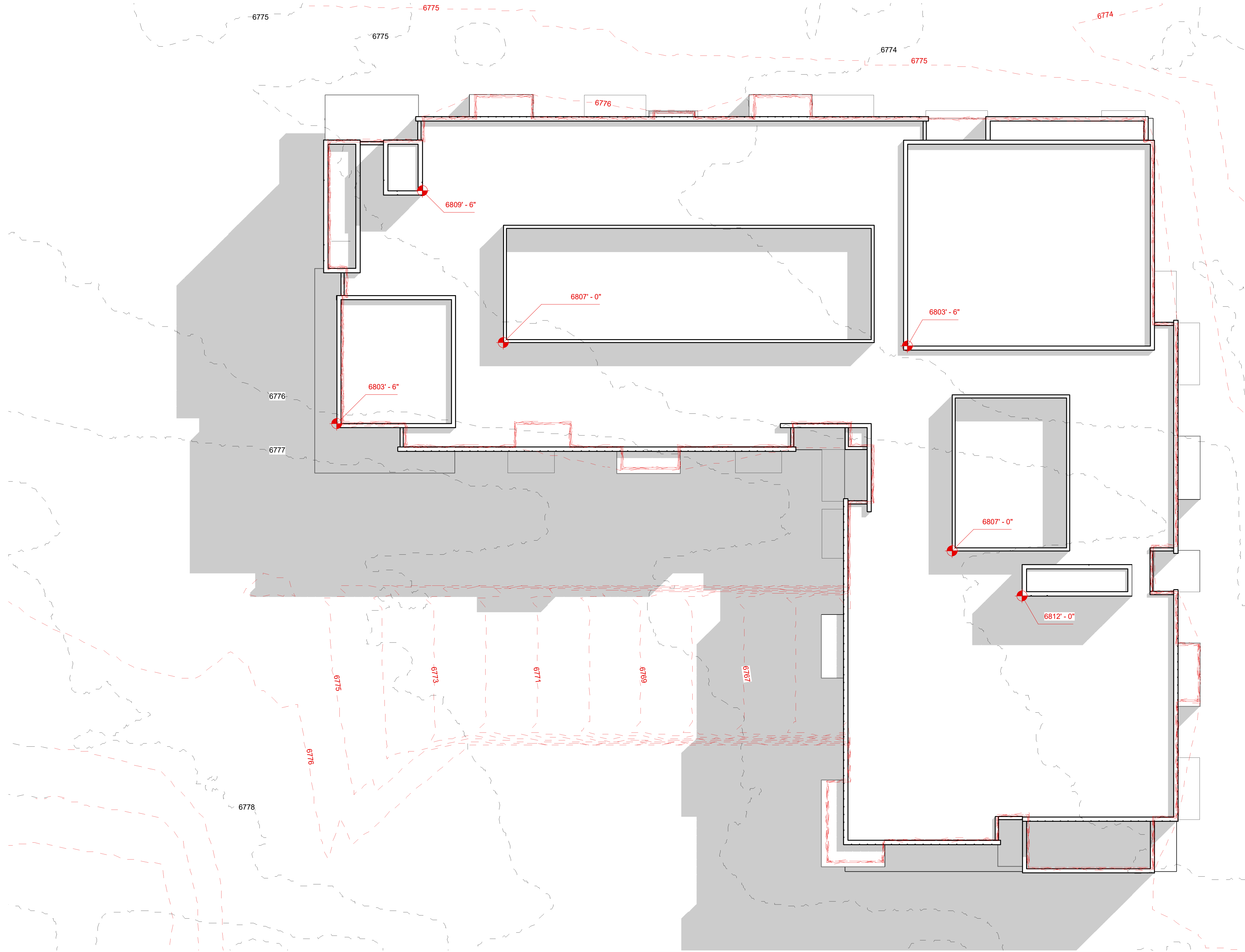
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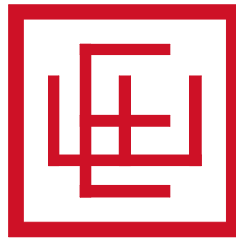
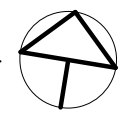
Apt. Bldg. A - Floor Plans

HOPA  
AMPD-100





Roof Plan  
SCALE: 3/32" = 1'-0"







Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"



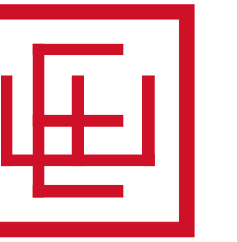
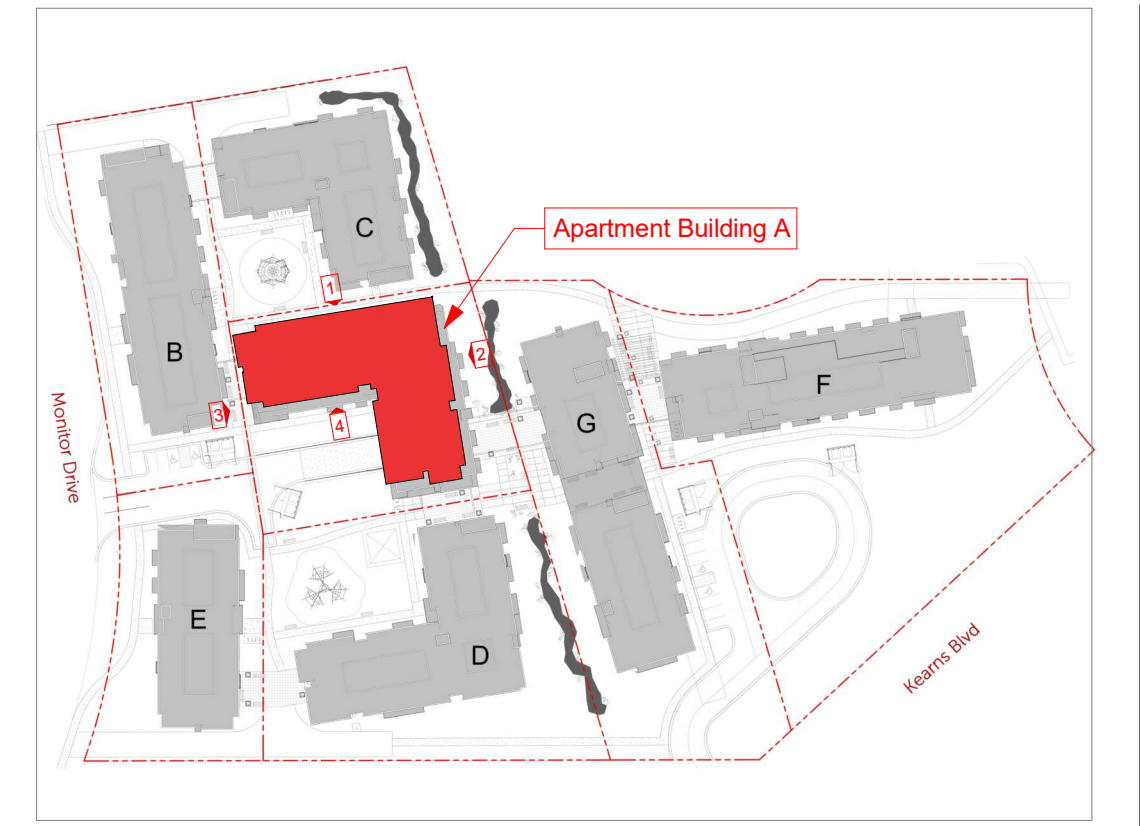
Elevation 2

SCALE: 3/32" = 1'-0"



Elevation 1

SCALE: 3/32" = 1'-0"



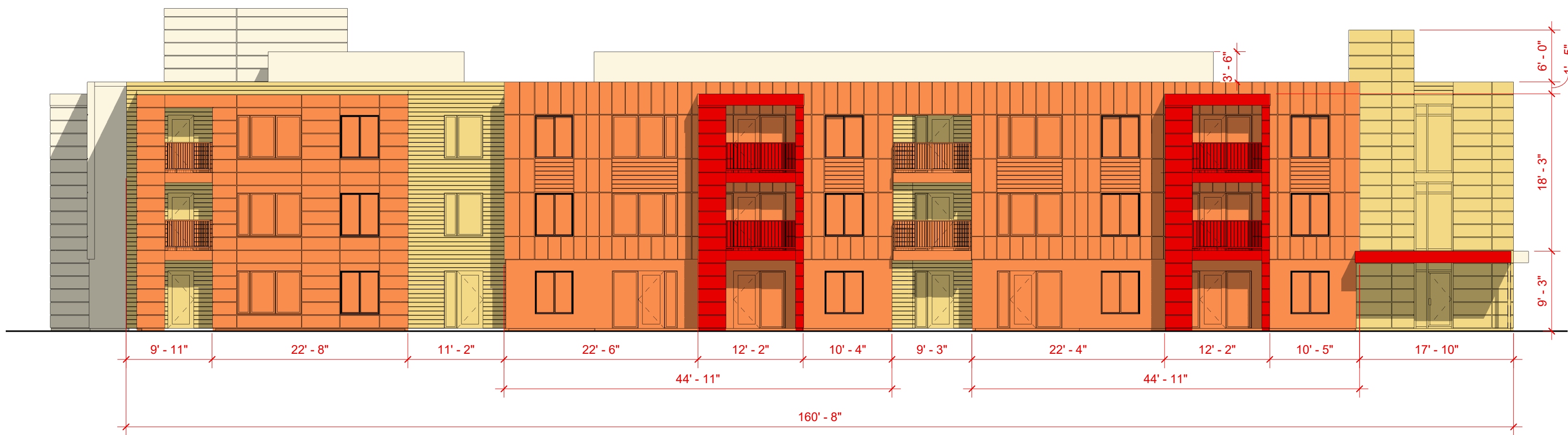
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Apt. Bldg. A - Elevations

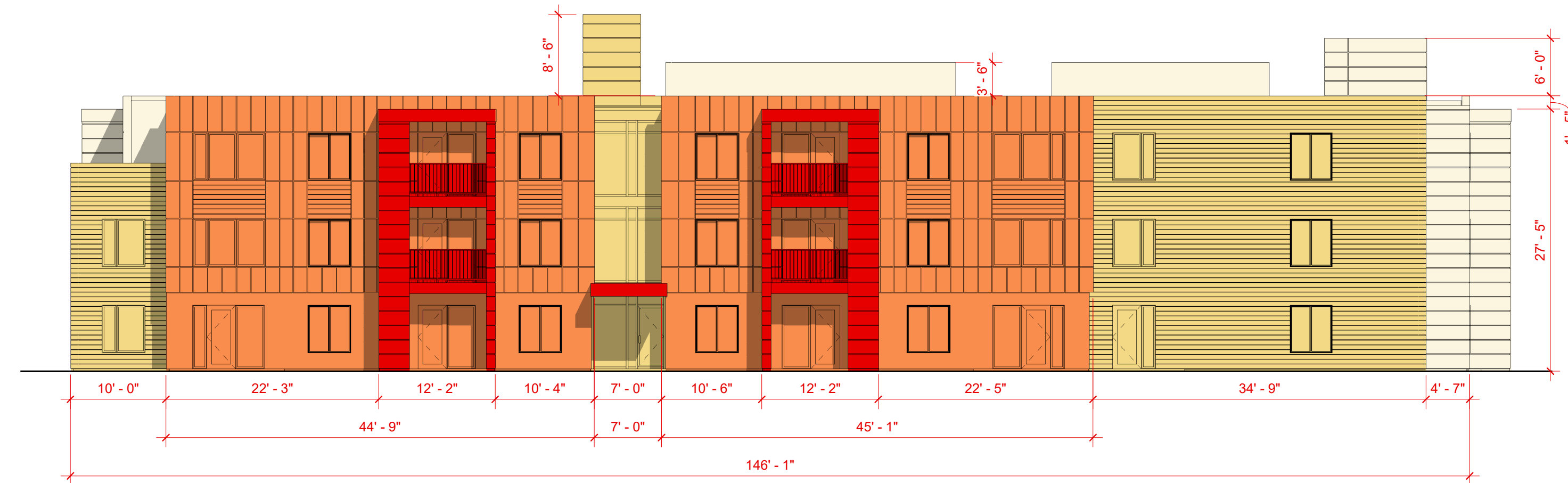
HOPA  
AMPD-102





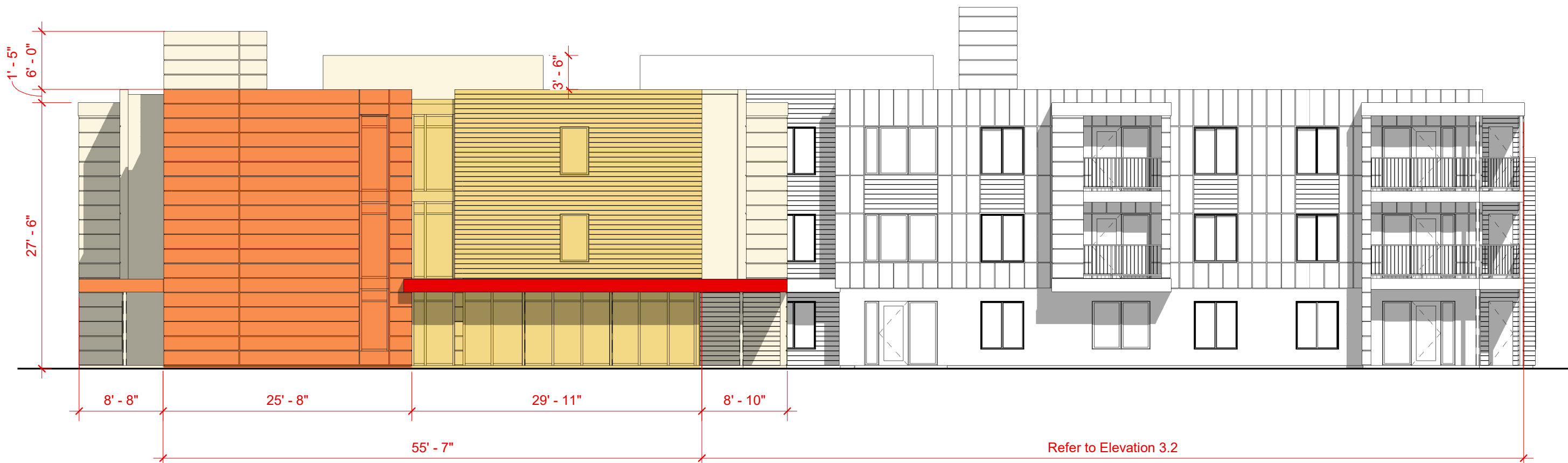
Elevation 1 Facade Variation

SCALE: 3/32" = 1'-0"



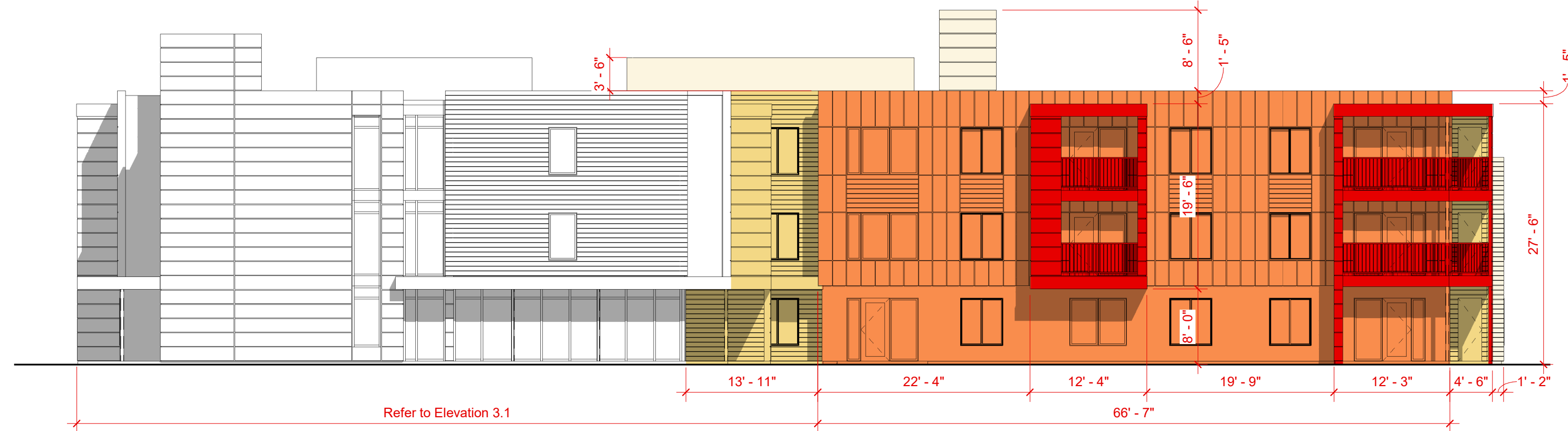
Elevation 2 Facade Variation

SCALE: 3/32" = 1'-0"



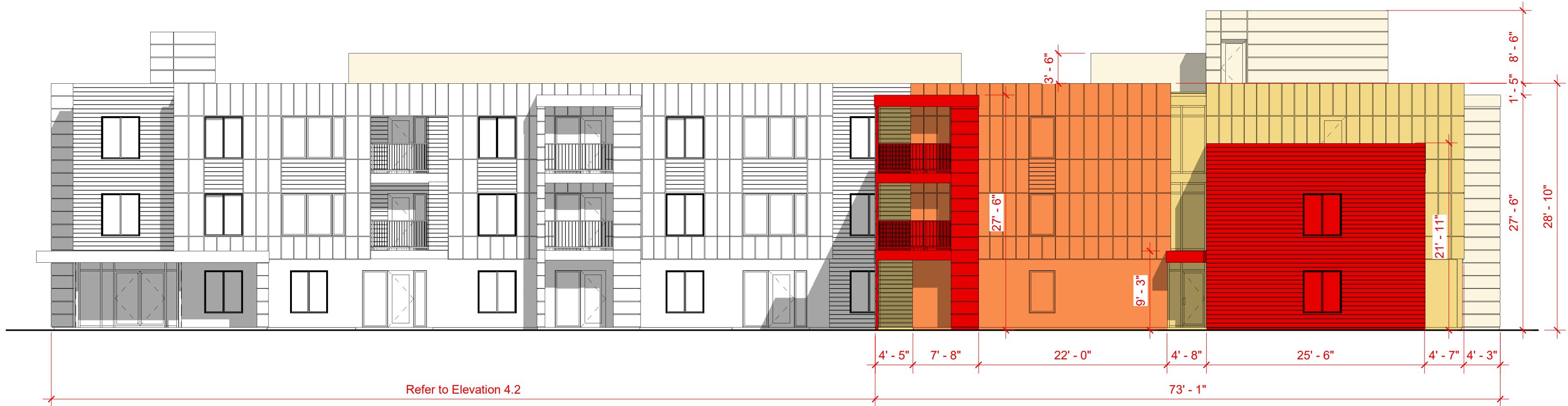
Elevation 3.1 Facade Variation

SCALE: 3/32" = 1'-0"



Elevation 3.2 Facade Variation

SCALE: 3/32" = 1'-0"



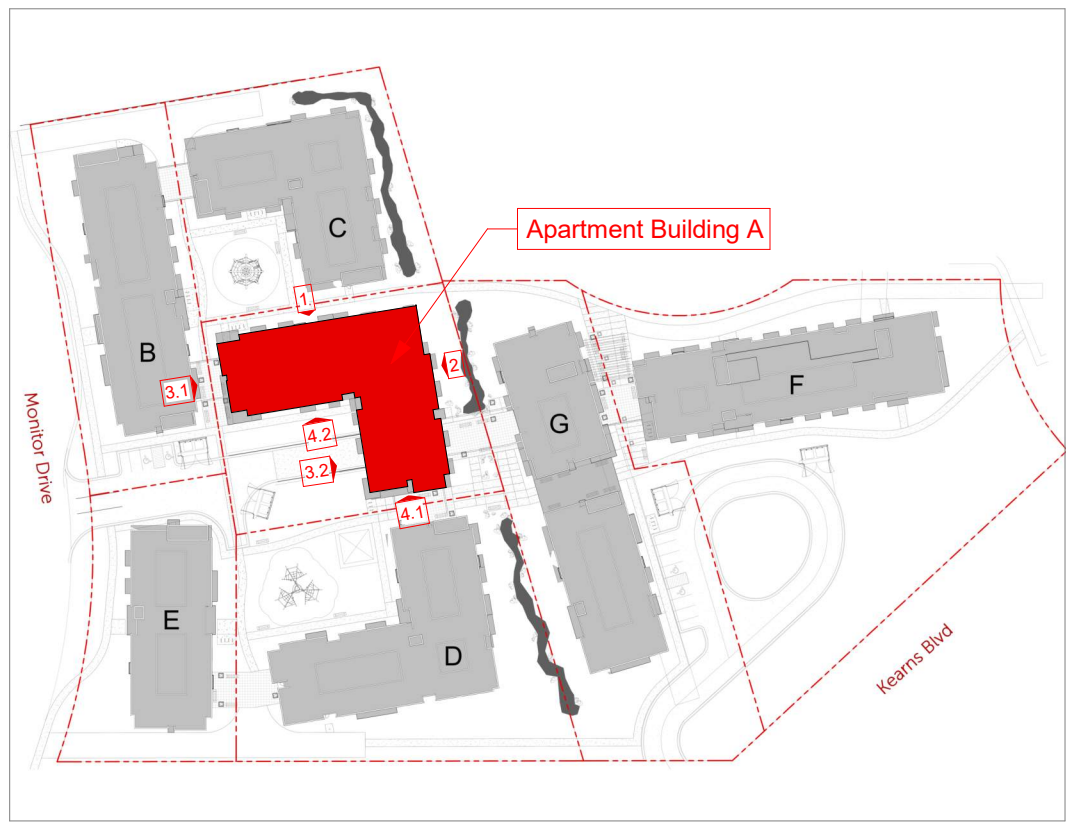
Elevation 4.1 Facade Variation

SCALE: 3/32" = 1'-0"



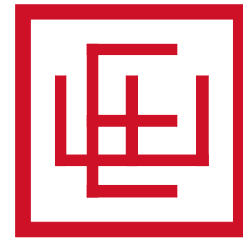
Elevation 4.2 Facade Variation

SCALE: 3/32" = 1'-0"



Facade Shift Legend

- Facade Bumpout Area.....4' to 5'
- Primary Facade Area..... 0'
- Recessed Facade Area..... 4' to 5'
- Recessed Facade Area..... 15'+



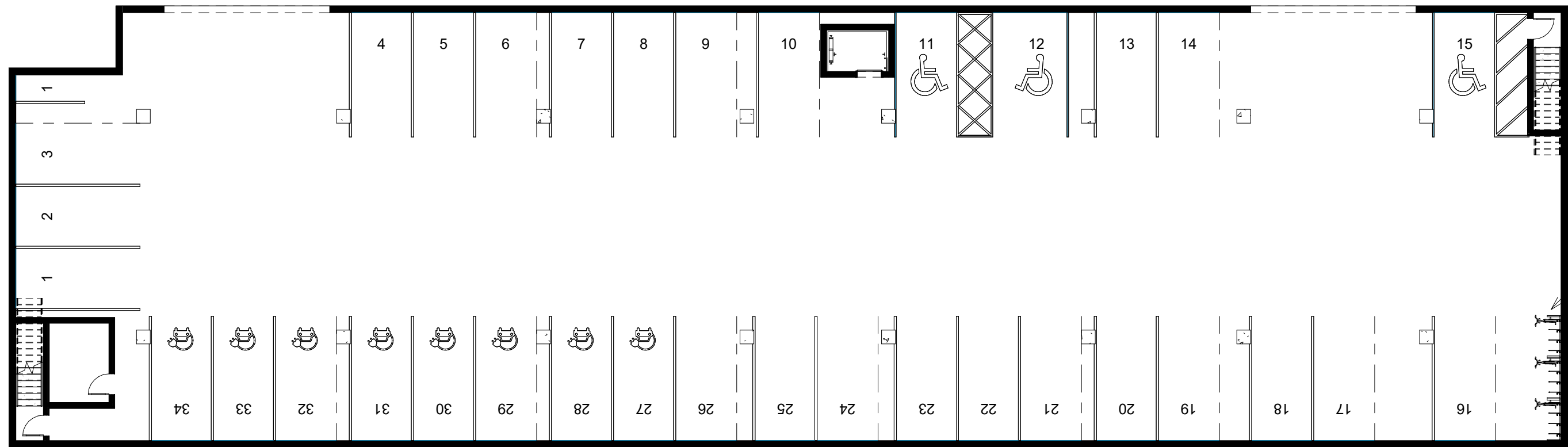
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Apt. Bldg. A-Facade Variation

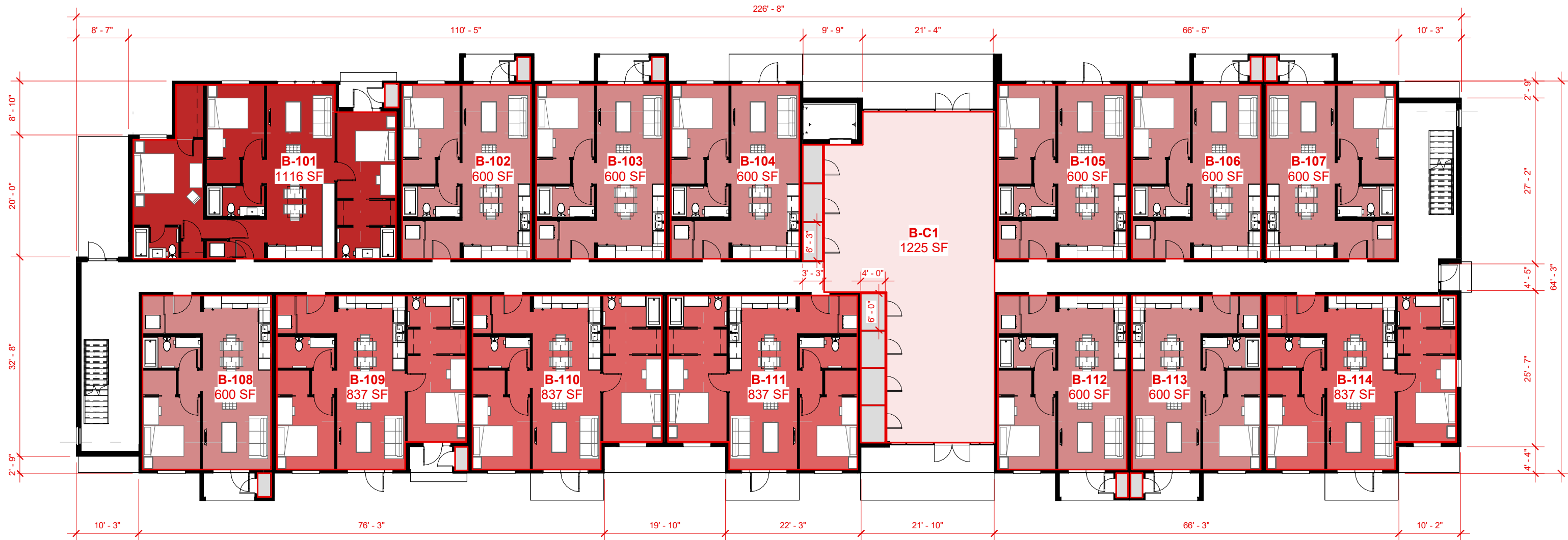
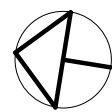
HOPA  
AMPD-103





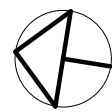
Building B - Level P

SCALE: 1/16" = 1'-0"



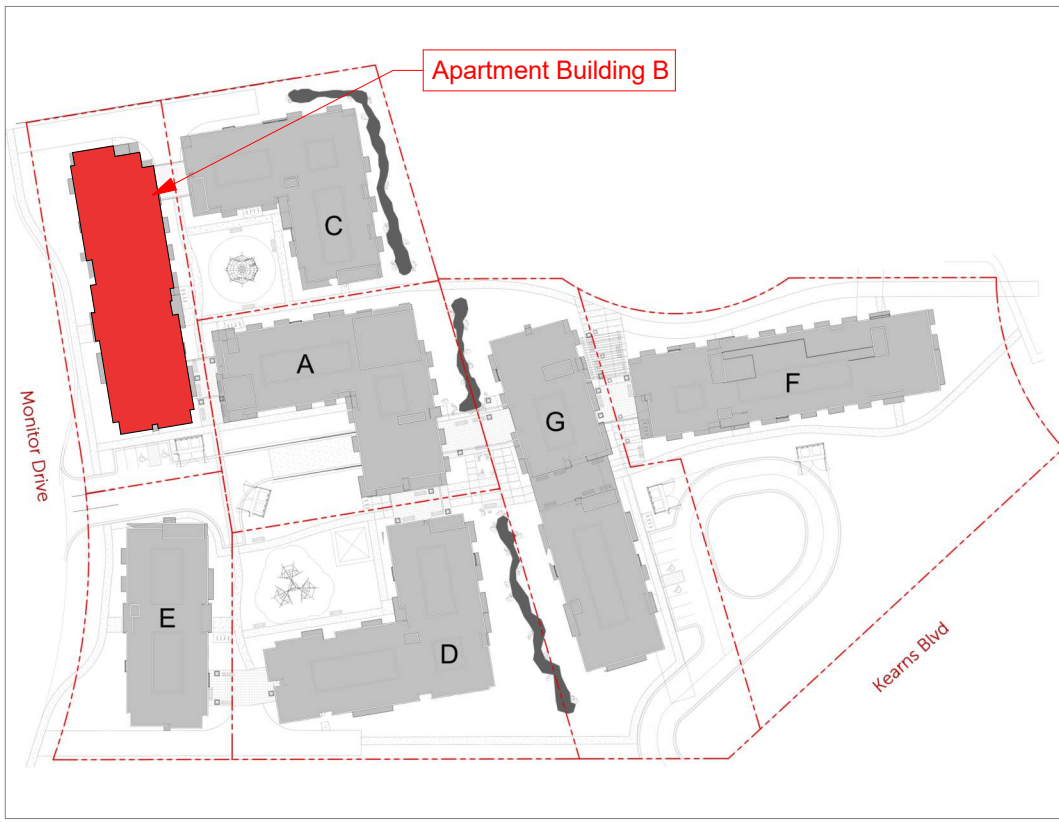
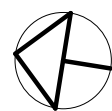
Building B - Level 1

SCALE: 1/16" = 1'-0"



Building B - Level 2

SCALE: 1/16" = 1'-0"



General Notes:

- 1. Datum Elevation 6775' 6" = Architectural 100' - 0"
- 2. See Building Elevations for Proposed Materials
- 3. See AMPD-009 for Landscape Plan
- 4. Dimensions on Level 2 and 3 are Similar to Level 1
- 5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- \* (33) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (11) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* (33) Parking Stalls Provided
- \* (1) Scooter / Motorcycle Parking Stall Provided
- \* (12) Sheltered Securable Bike Parking Stalls Provided

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* 29' 6" Proposed Building Height

\*Total Building Area: 41,821 SF

\*Total (N) Unit Equivalents: 41,821 / 2000 = 20.91

Units:

| Unit Type and Count | Unit Area    |
|---------------------|--------------|
| 1 Bed               | 600 Sq. Ft.  |
| 27                  |              |
| 2 Bed               | 837 Sq. Ft.  |
| 12                  |              |
| 3 Bed               | 1125 Sq. Ft. |
| 5                   |              |
| Total: 44           |              |

Common Spaces:

| Type           | Total Area |
|----------------|------------|
| - Common Space | 1225 SF    |
| - Storage Area | 563 SF     |

Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        | 0                 | 0                |
| - Storage Area                        | 0                 | 0                |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 13.5              | 0                |
| 2 Bed                      | 12                | 6                |
| 3 Bed                      | 7.5               | 5                |
| 44                         | 33                | 11               |

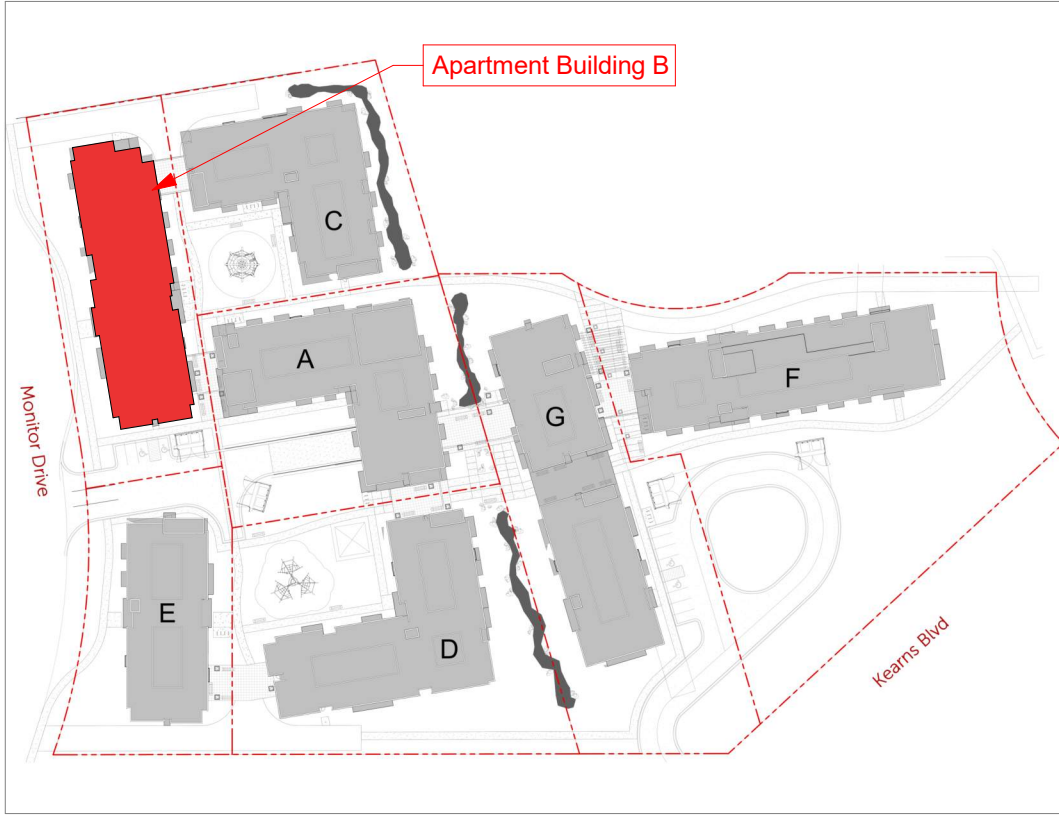
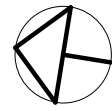






Building B - Level 3

SCALE: 1/16" = 1'-0"



General Notes:

- 1. Datum Elevation 6775' 6" = Architectural 100' - 0"
- 2. See Building Elevations for Proposed Materials
- 3. See AMPD-009 for Landscape Plan
- 4. Dimensions on Level 2 and 3 are Similar to Level 1
- 5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- \* (33) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (11) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* (33) Parking Stalls Provided
- \* (1) Scooter / Mortorcycle Parking Stall Provided
- \* (12) Sheltered Securable Bike Parking Stalls Provided

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* 29' 6" Proposed Building Height

\*Total Building Area: 41,821 SF

\*Total (N) Unit Equivalents: 41,821 / 2000 = 20.91

Units:

| Unit Type and Count | Unit Area    |
|---------------------|--------------|
| 1 Bed               | 600 Sq. Ft.  |
| 27                  |              |
| 2 Bed               | 837 Sq. Ft.  |
| 12                  |              |
| 3 Bed               | 1125 Sq. Ft. |
| 5                   |              |
| Total: 44           |              |

Common Spaces:

| Type           | Total Area |
|----------------|------------|
| - Common Space | 1225 SF    |
| - Storage Area | 563 SF     |

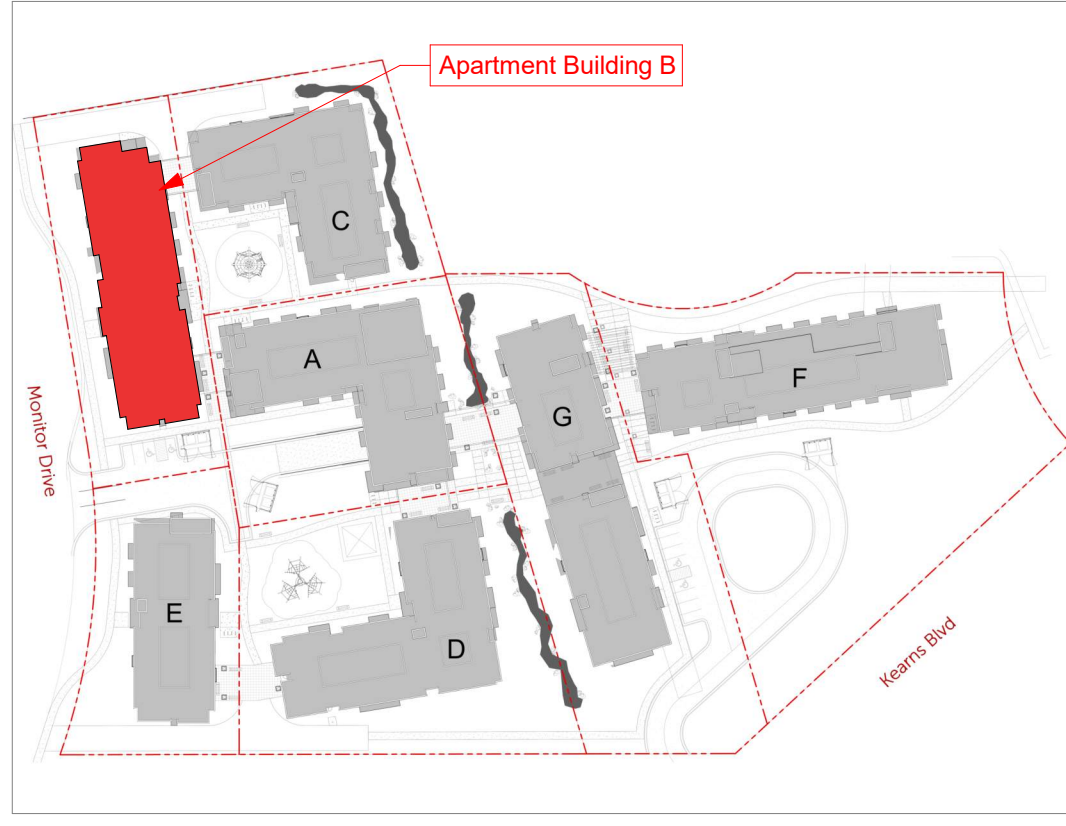
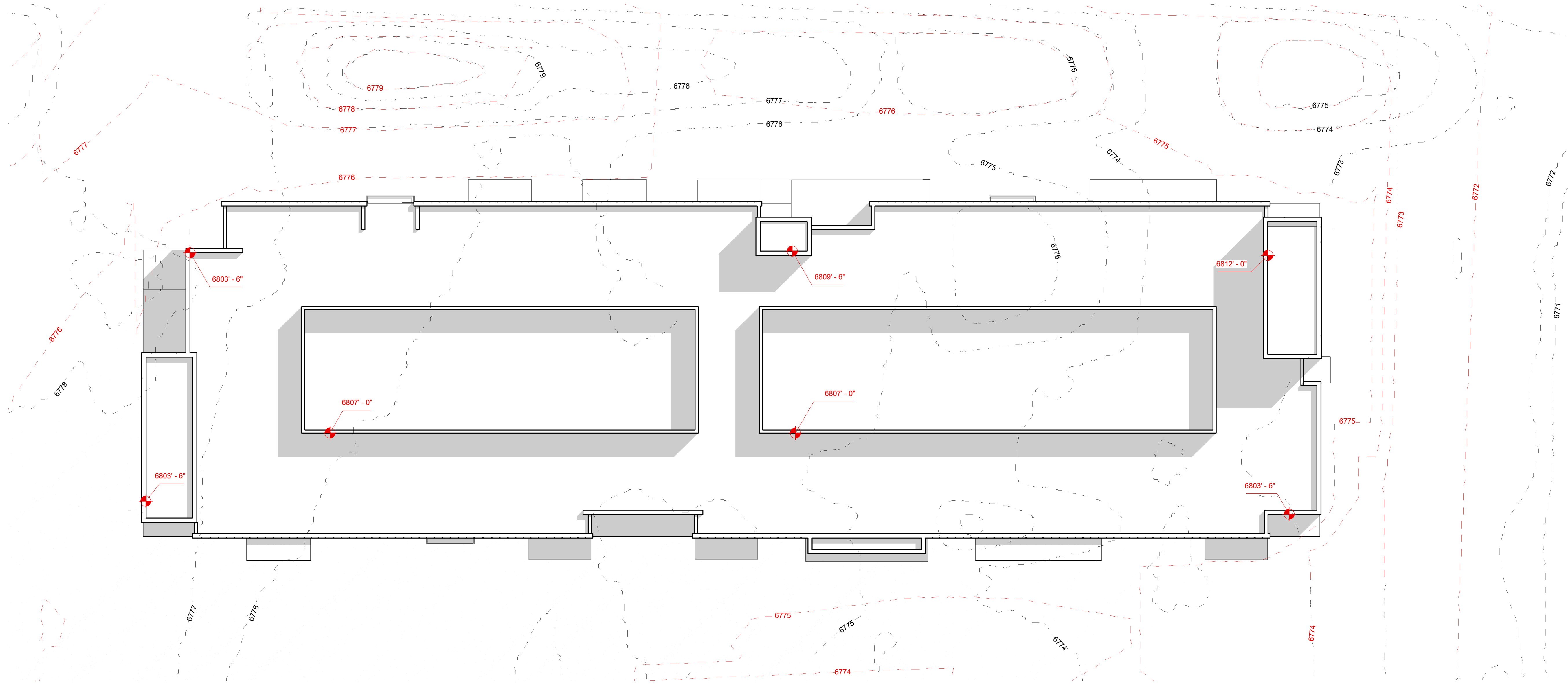
Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        | 0                 | 0                |
| - Storage Area                        | 0                 | 0                |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 13.5              | 0                |
| 2 Bed                      | 12                | 6                |
| 3 Bed                      | 7.5               | 5                |
| 44                         | 33                | 11               |

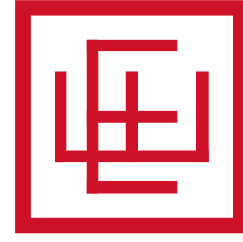
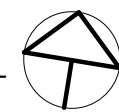






Roof Plan

SCALE: 3/32" = 1'-0"

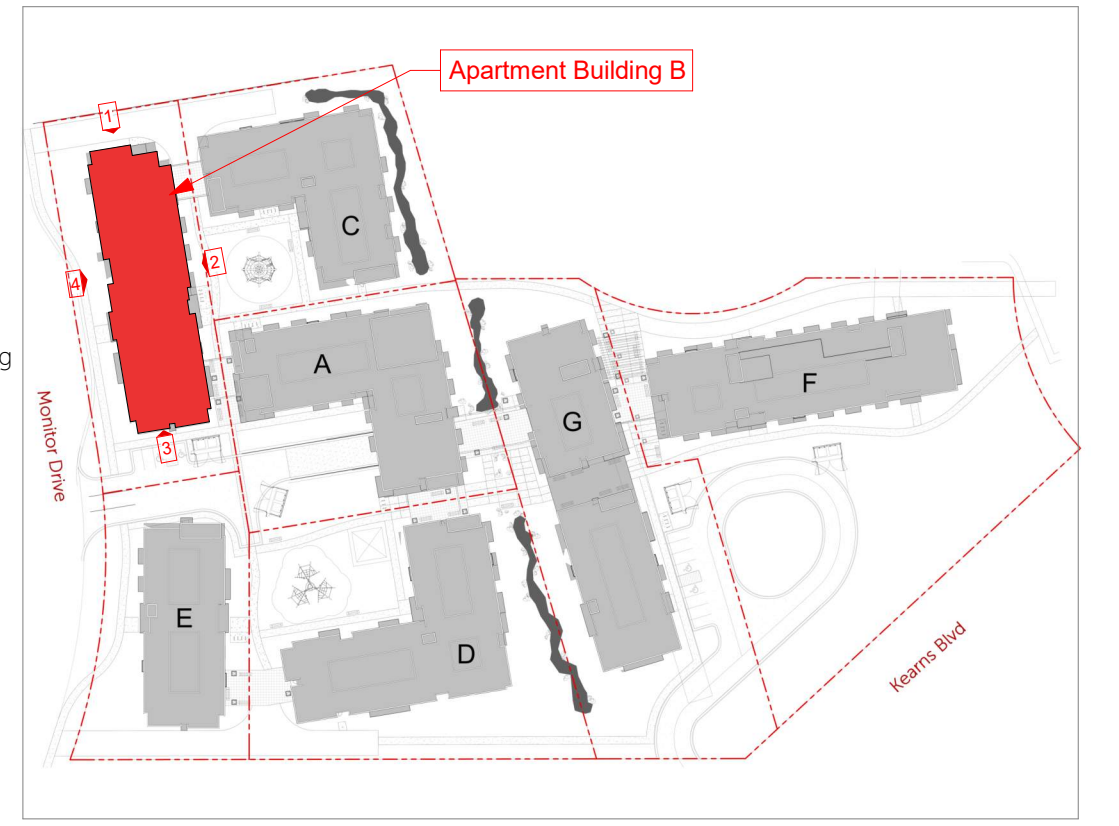






Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"



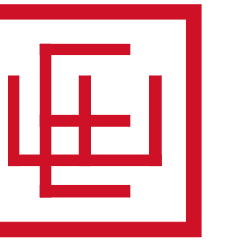
Elevation 2

SCALE: 3/32" = 1'-0"



Elevation 1

SCALE: 3/32" = 1'-0"



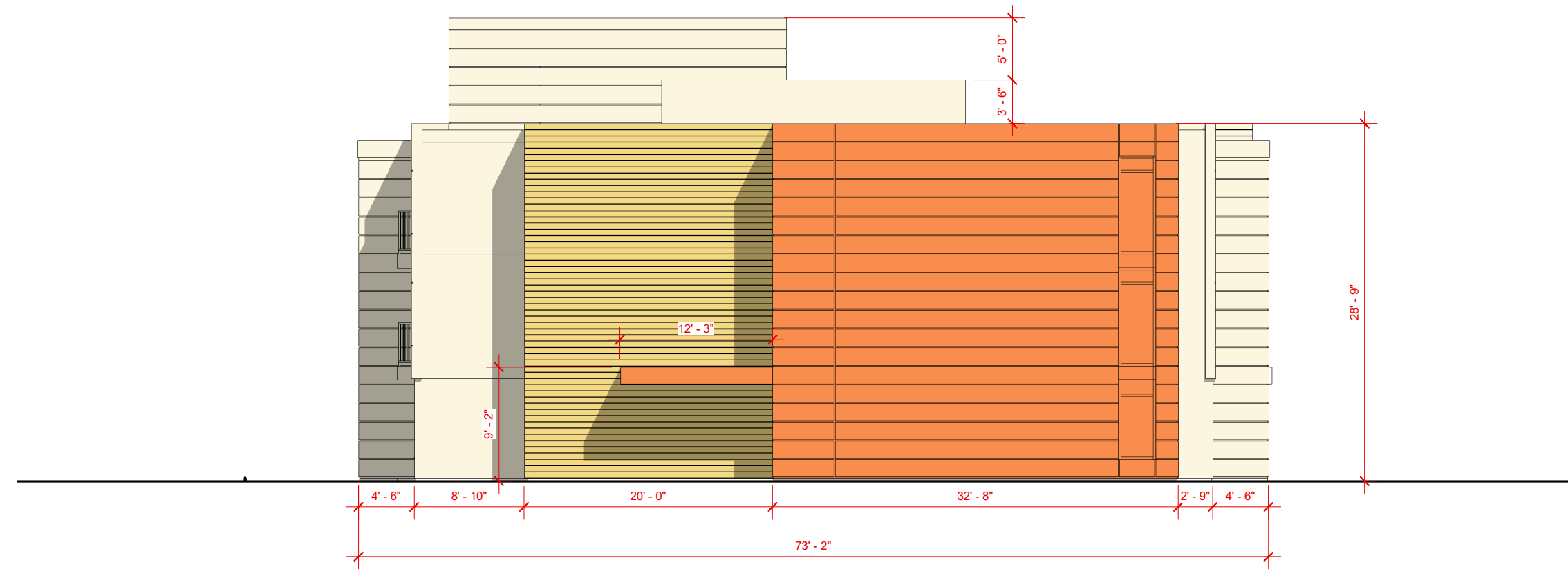
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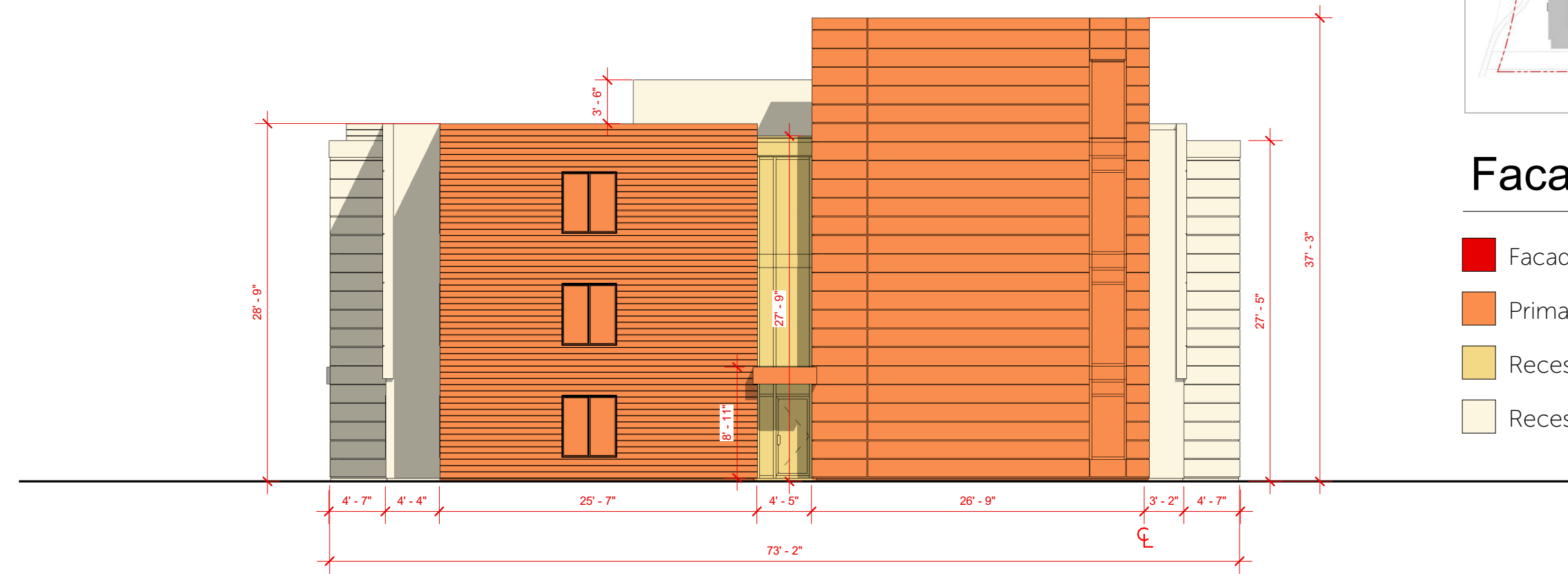
Apt. Bldg. B - Elevations

HOPA  
AMPD-113

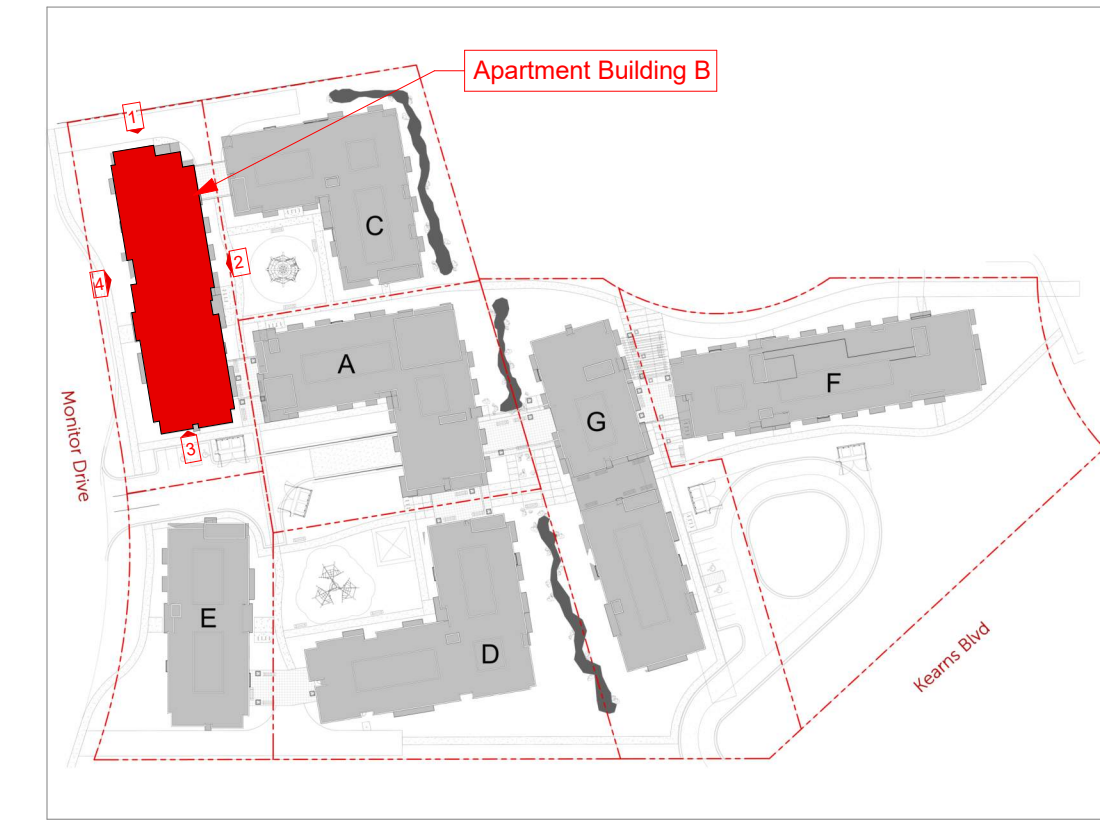




1 Elevation 1 Facade Variation  
SCALE: 3/32" = 1'-0"

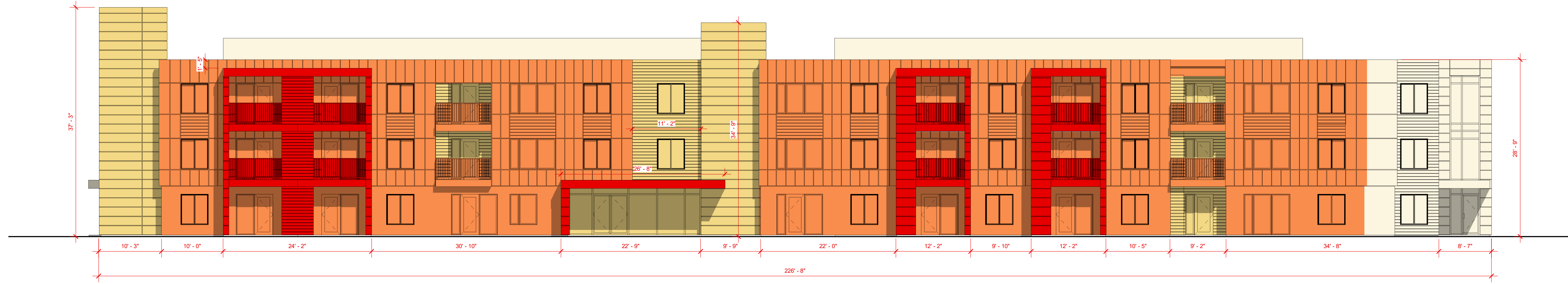


3 Elevation 3 Facade Variation  
SCALE: 3/32" = 1'-0"



#### Facade Shift Legend

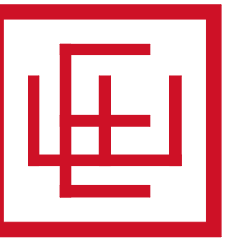
- Facade Bumpout Area.....4' to 5'
- Primary Facade Area..... 0'
- Recessed Facade Area..... 4' to 5'
- Recessed Facade Area..... 15'+



2 Elevation 2 Facade Variation  
SCALE: 3/32" = 1'-0"



4 Elevation 4 Facade Variation  
SCALE: 3/32" = 1'-0"

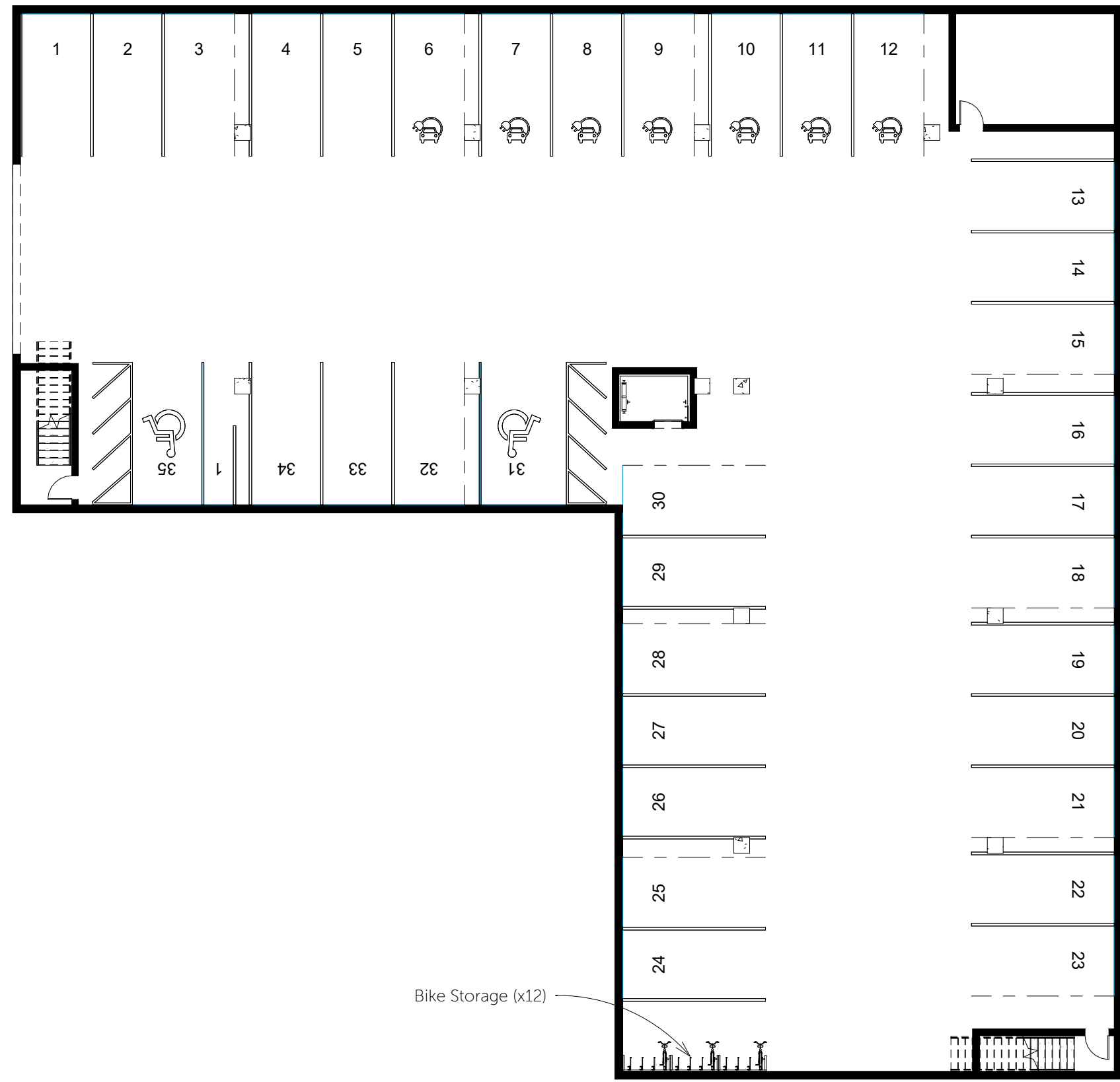


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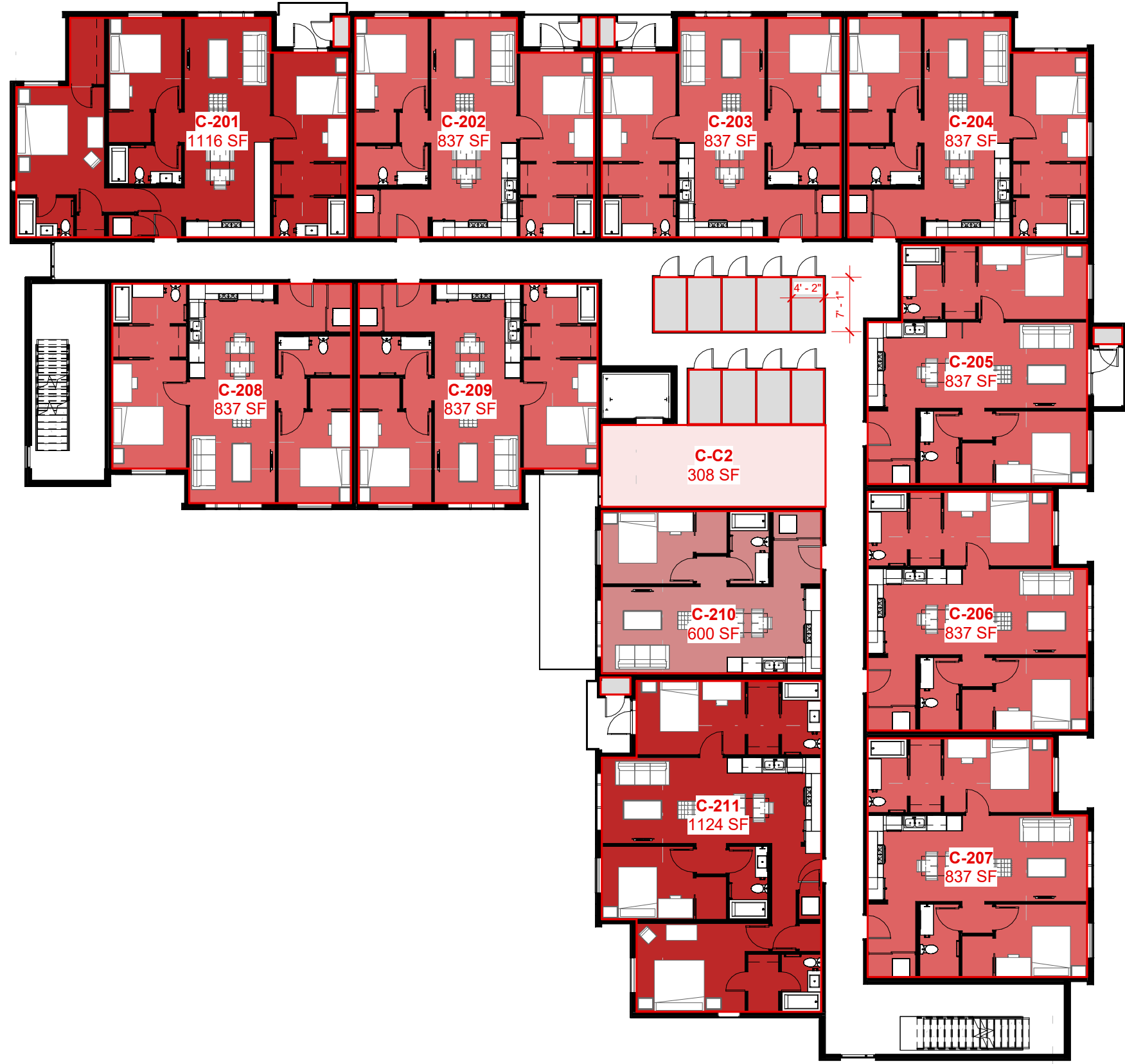
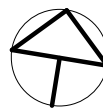
HOPA  
AMPD-114  
Apt. Bldg. B - Facade Variation





Building C - Level P

SCALE: 1/16" = 1'-0"



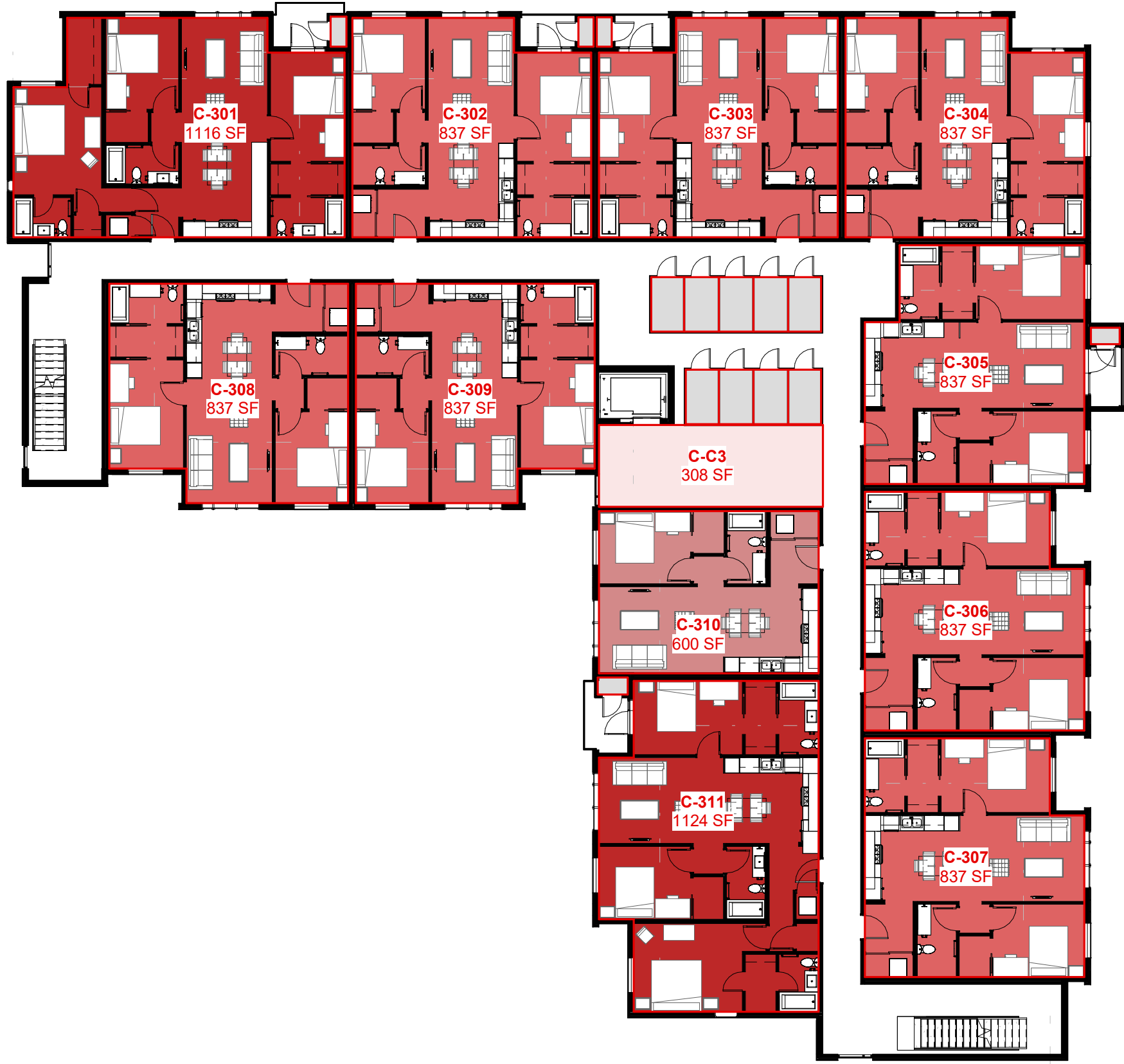
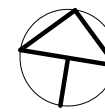
Building C - Level 2

SCALE: 1/16" = 1'-0"



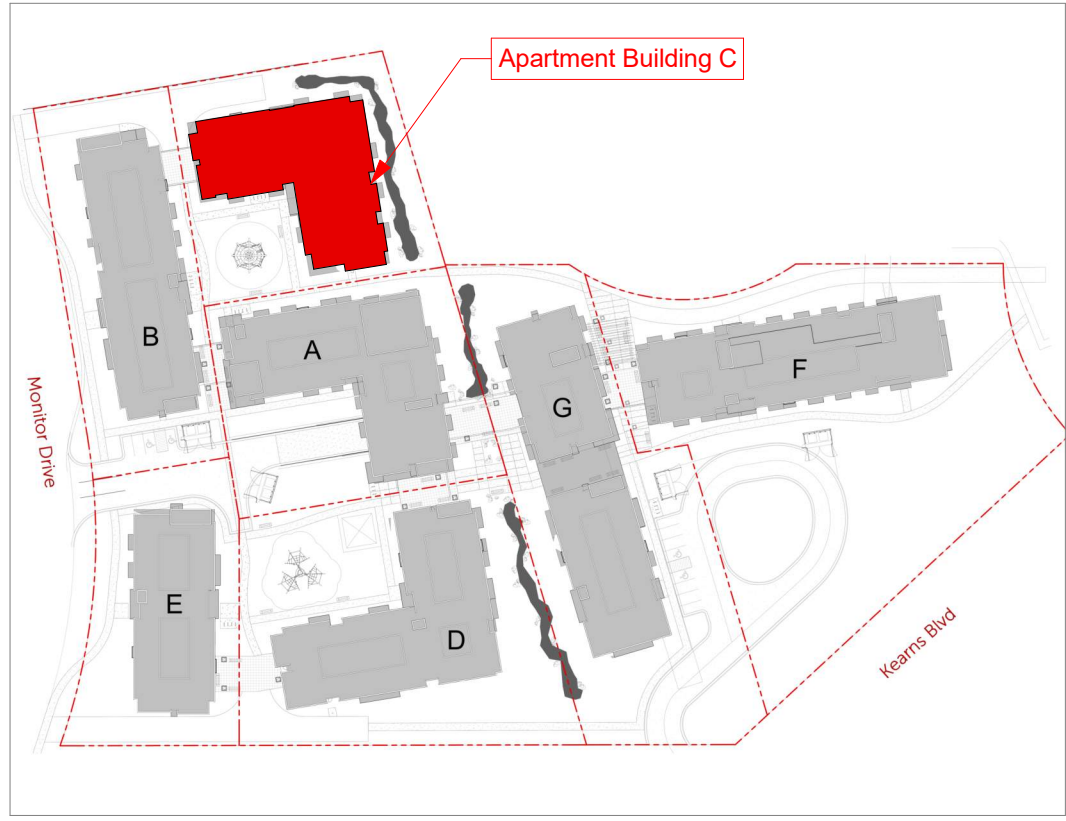
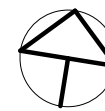
Building C - Level 1

SCALE: 1/16" = 1'-0"



Building C - Level 3

SCALE: 1/16" = 1'-0"



### General Notes:

1. Datum Elevation 6775' = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

### Building Data:

- \* (34) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (18) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* (35) Parking Stalls Provided
- \* (1) Scooter / Motorcycle Parking Stall Provided
- \* (12) Sheltered Securable Bike Parking Stalls Provided

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* 29' 6" Proposed Building Height

\*Total Building Area: 38,645 SF

\*Total (N) Unit Equivalents: 38,645 / 2000 = 19.32

### Units:

| Unit Type and Count | Unit Area    |
|---------------------|--------------|
| 1 Bed               | 600 Sq. Ft.  |
| 2                   |              |
| 2 Bed               | 837 Sq. Ft.  |
| 24                  |              |
| 3 Bed               | 1125 Sq. Ft. |
| 6                   |              |
| Total: 32           |              |

### Common Spaces:

| Type           | Total Area |
|----------------|------------|
| - Common Space | 2453 SF    |
| - Storage Area | 679 SF     |

### Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        | 0                 | 0                |
| - Storage Area                        | 0                 | 0                |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 1                 | 0                |
| 2 Bed                      | 24                | 12               |
| 3 Bed                      | 9                 | 6                |
| 32                         | 34                | 18               |











Elevation 4  
SCALE: 3/32" = 1'-0"



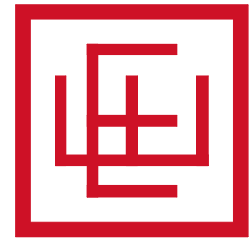
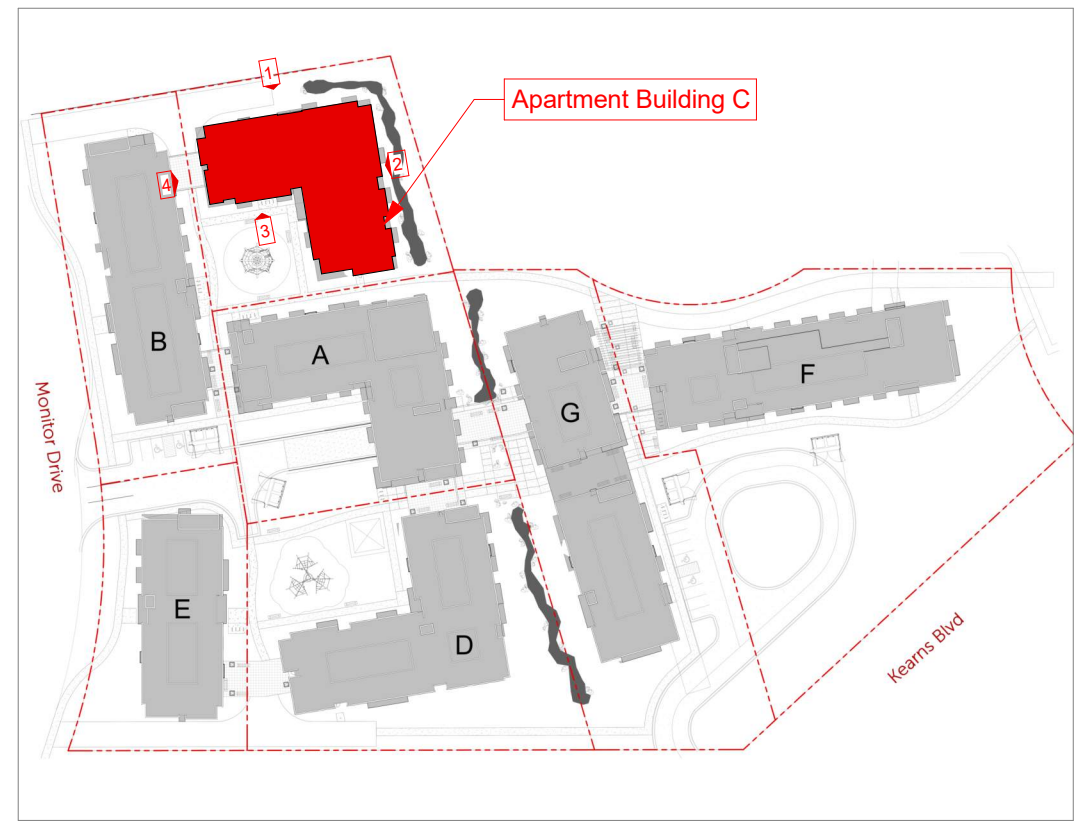
Elevation 3  
SCALE: 3/32" = 1'-0"



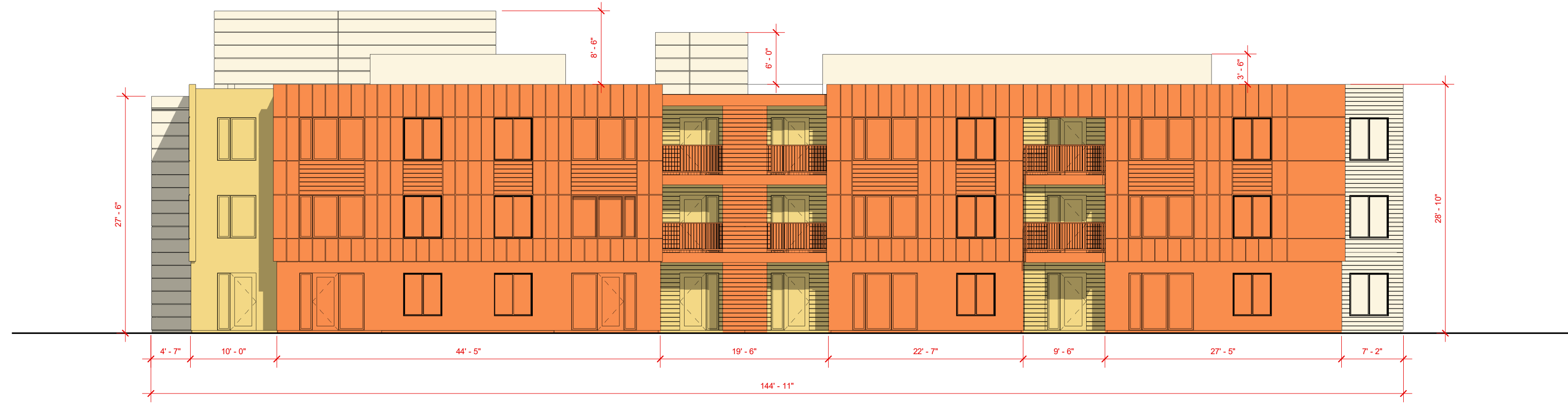
Elevation 2  
SCALE: 3/32" = 1'-0"



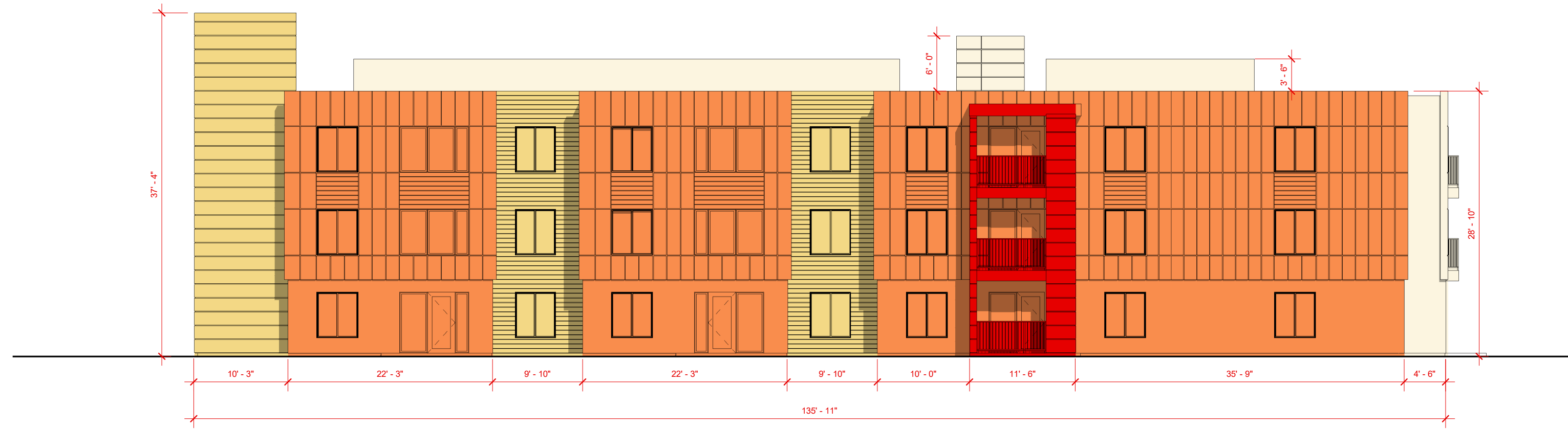
Elevation 1  
SCALE: 3/32" = 1'-0"



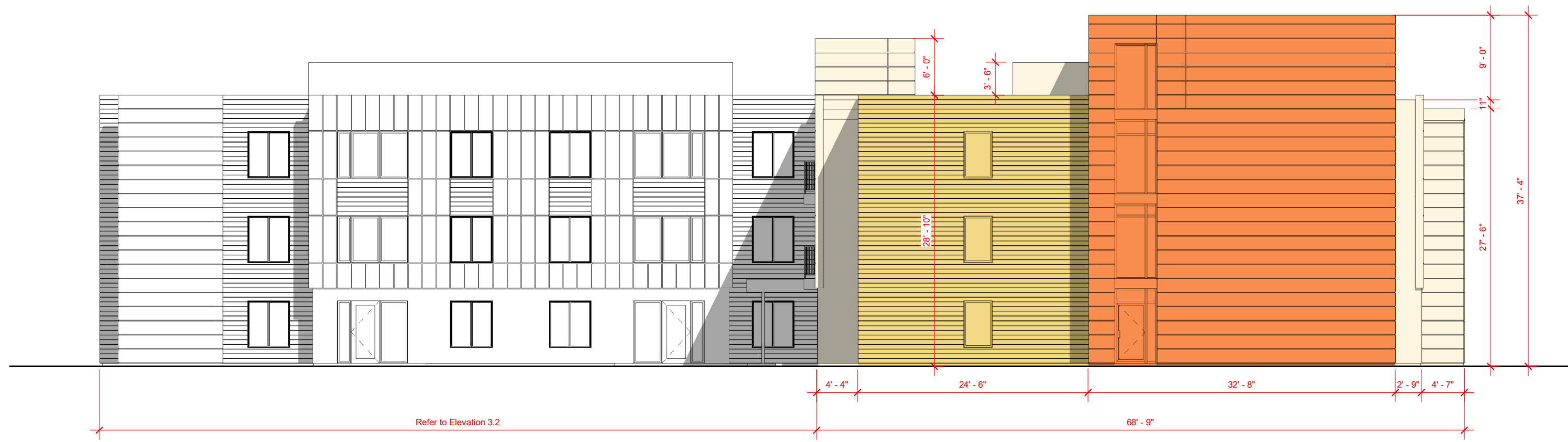




① Elevation 1 Facade Variation  
SCALE: 3/32" = 1'-0"



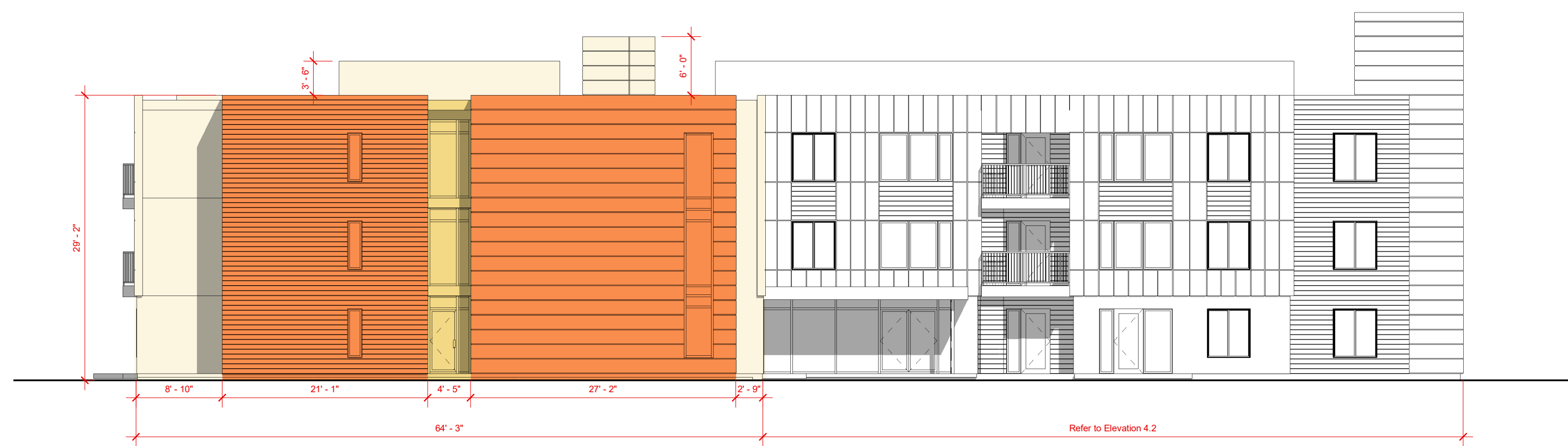
② Elevation 2 Facade Variation  
SCALE: 3/32" = 1'-0"



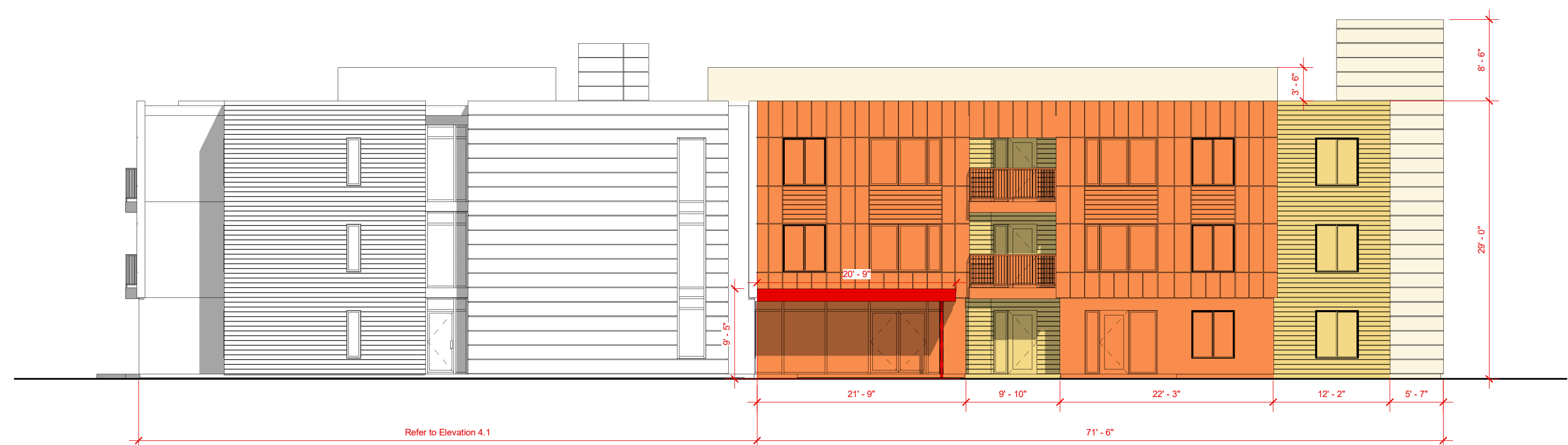
③.1 Elevation 3.1 Facade Variation  
SCALE: 3/32" = 1'-0"



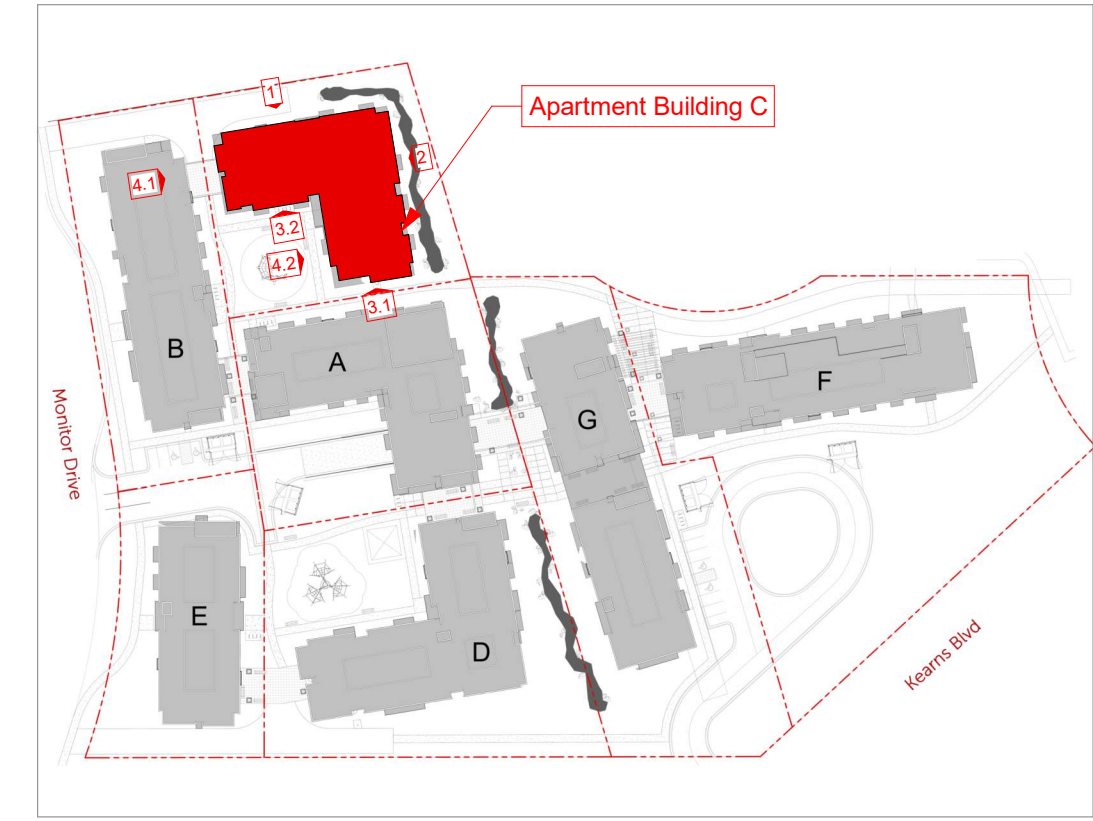
③.2 Elevation 3.2 Facade Variation  
SCALE: 3/32" = 1'-0"



④.1 Elevation 4.1 Facade Variation  
SCALE: 3/32" = 1'-0"



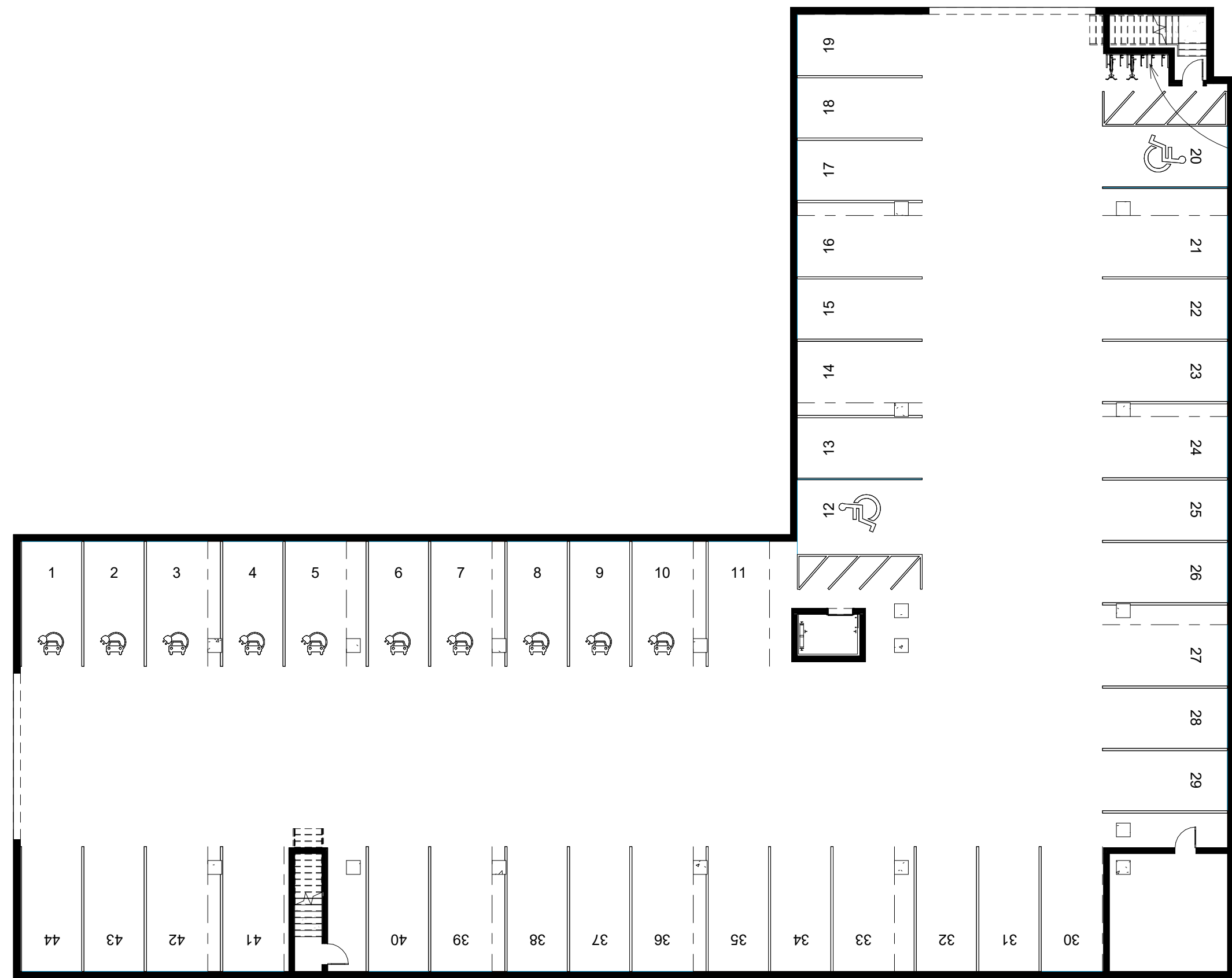
④.2 Elevation 4.2 Facade Variation  
SCALE: 3/32" = 1'-0"



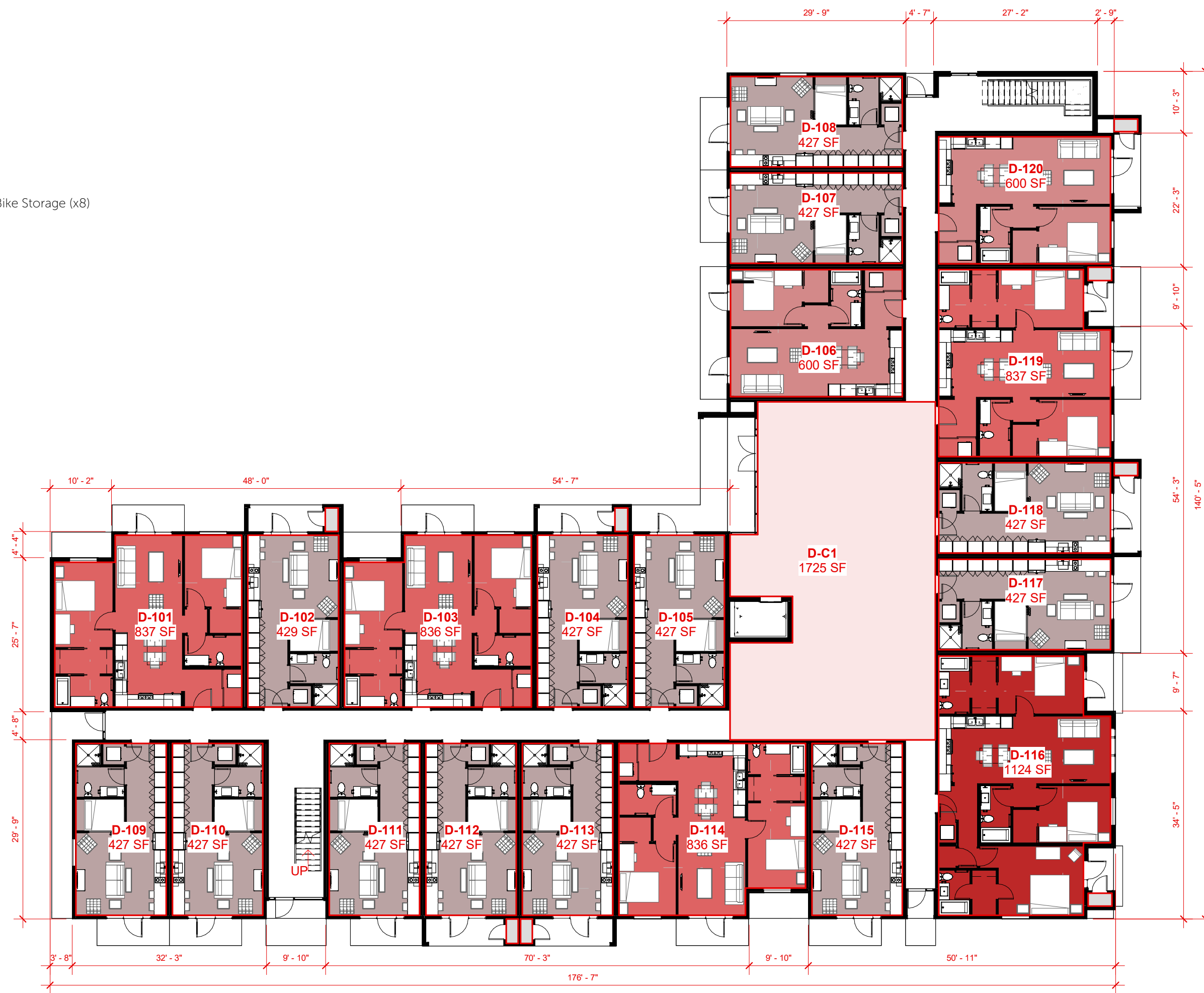
Facade Shift Legend

- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15'+

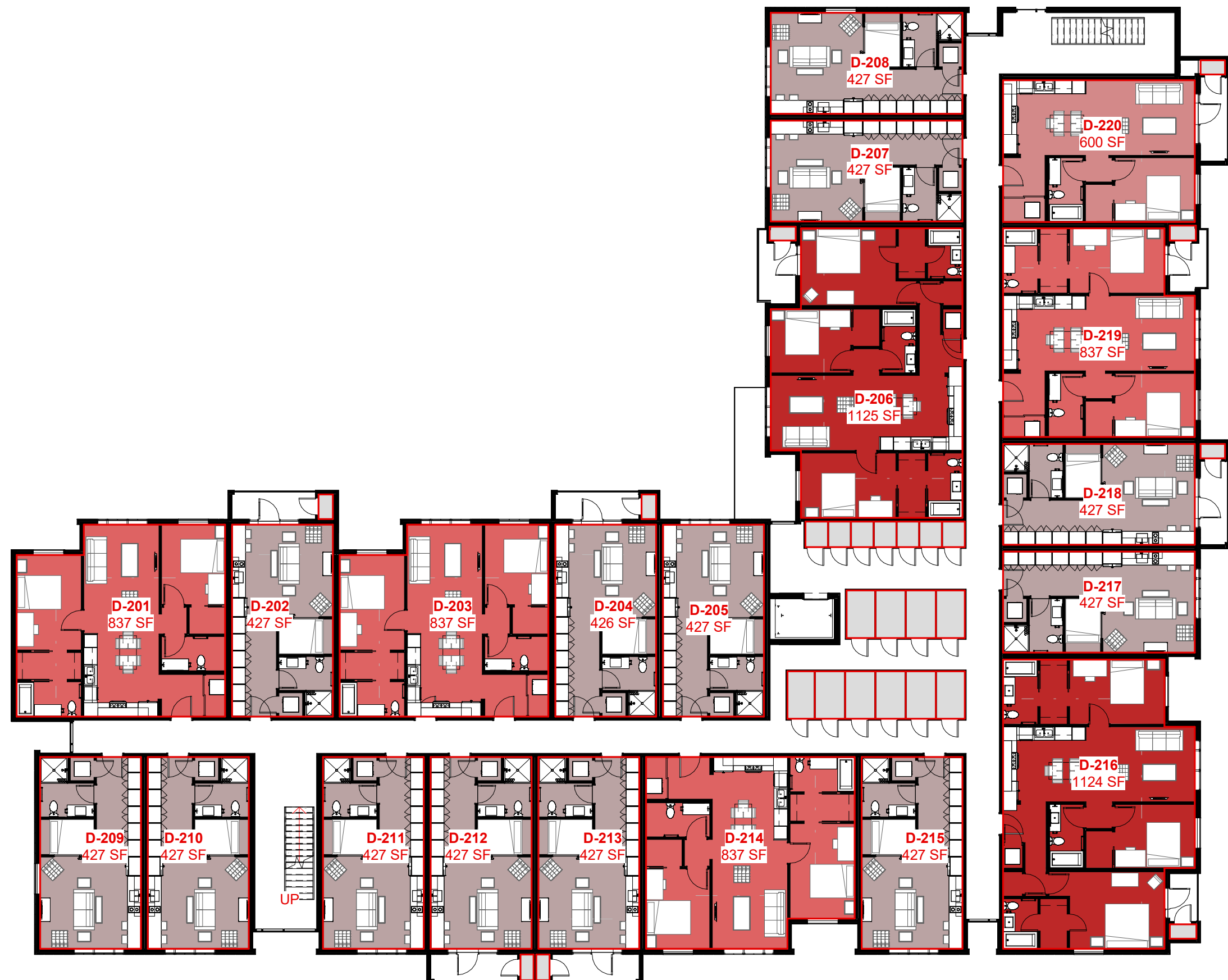




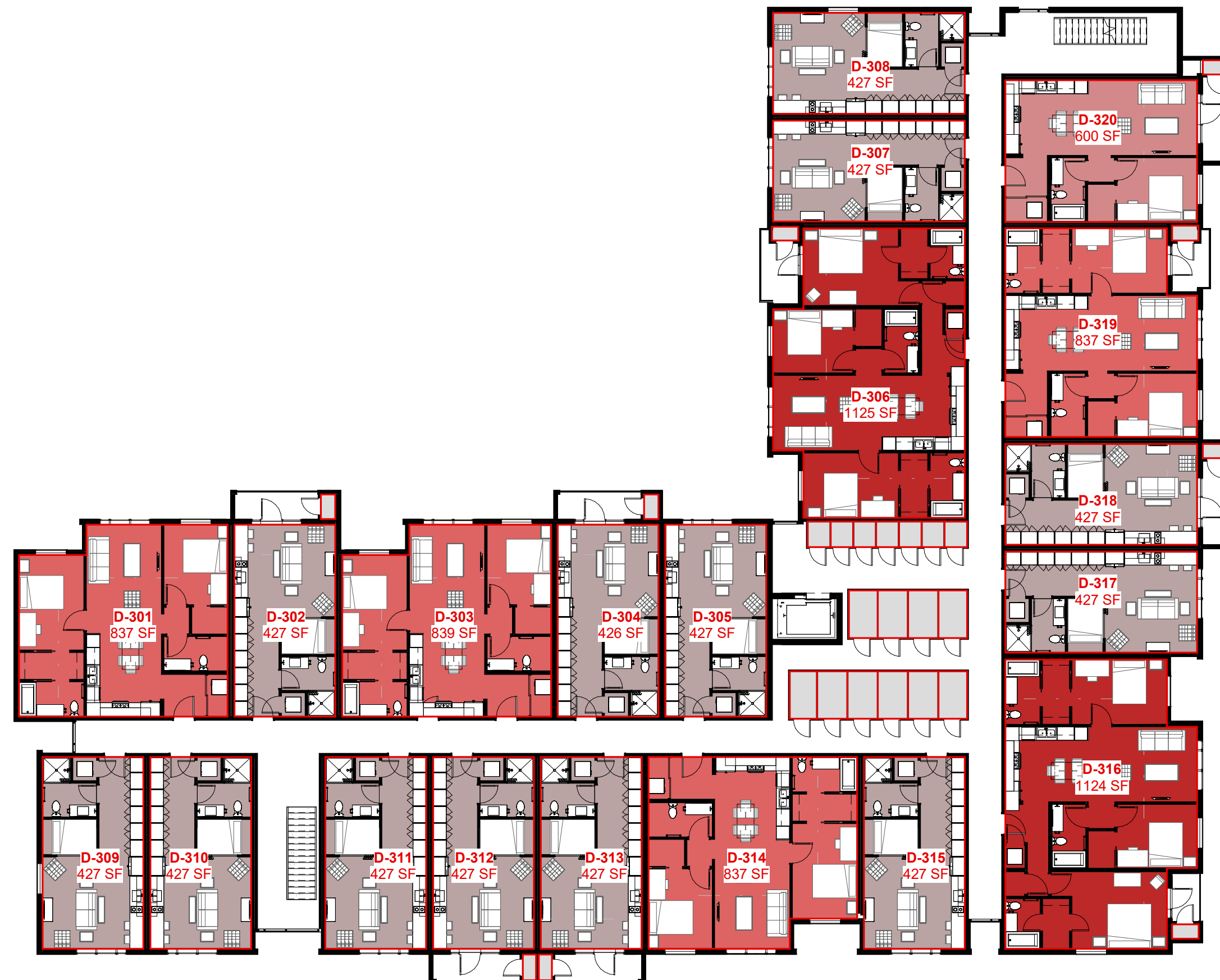
Building D - Level P  
SCALE: 1/16" = 1'-0"



Building D - Level 1  
SCALE: 1/16" = 1'-0"



Building D - Level 2  
SCALE: 1/16" = 1'-0"



Building D - Level 3  
SCALE: 1/16" = 1'-0"

#### General Notes:

1. Datum Elevation 6777' = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

#### Building Data:

- \* (41) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (11) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* (44) Parking Stalls Provided
- \* (0) Scooter / Motorcycle Parking Stalls Provided
- \* (8) Sheltered Securable Bike Parking Stalls Provided

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* 29' 6" Proposed Building Height

\*Total Building Area: 47,239 SF

\*Total New Unit Equivalents: 47,239 / 2000 = 23.62

#### Units:

| Unit Type and Count | Unit Area    |
|---------------------|--------------|
| 1 Bed<br>4          | 600 Sq. Ft.  |
| 2 Bed<br>12         | 837 Sq. Ft.  |
| 3 Bed<br>5          | 1125 Sq. Ft. |
| Studio<br>39        | 427 Sq. Ft.  |
| Total: 60           |              |

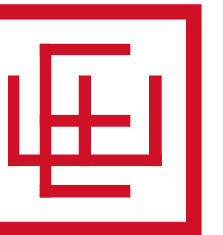
#### Common Spaces:

| Unit Type and Count | Area    |
|---------------------|---------|
| - Common Space      | 1725 SF |
| - Storage Area      | 1007 SF |

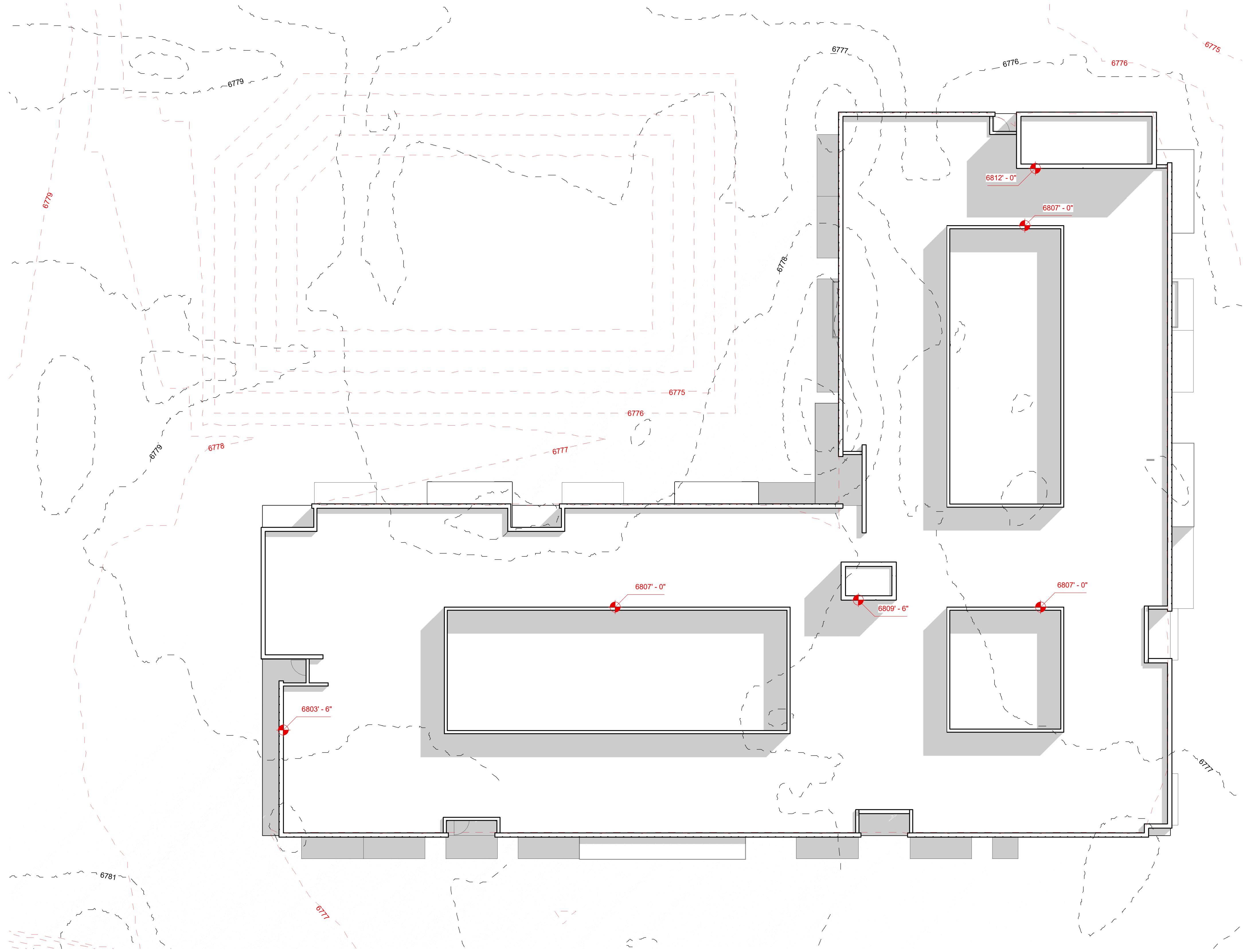
#### Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        |                   |                  |
| - Storage Area                        |                   |                  |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

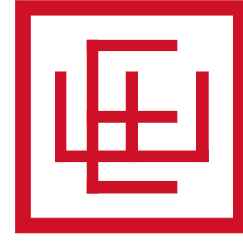
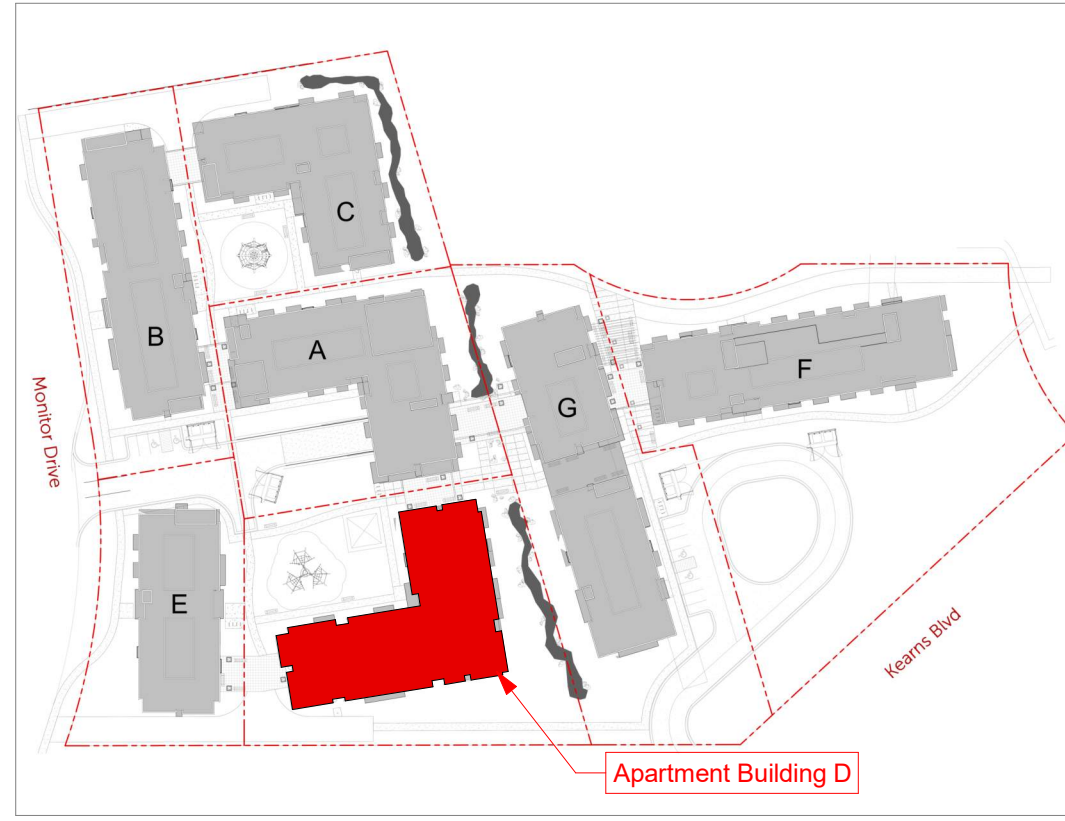
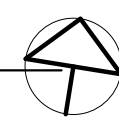
| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 2                 | 0                |
| 2 Bed                      | 12                | 6                |
| 3 Bed                      | 7.5               | 5                |
| Studio                     | 19.5              | 0                |
| 60                         | 41                | 11               |







Roof Plan  
SCALE: 3/32" = 1'-0"







Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"

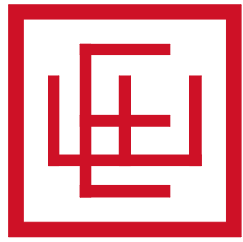
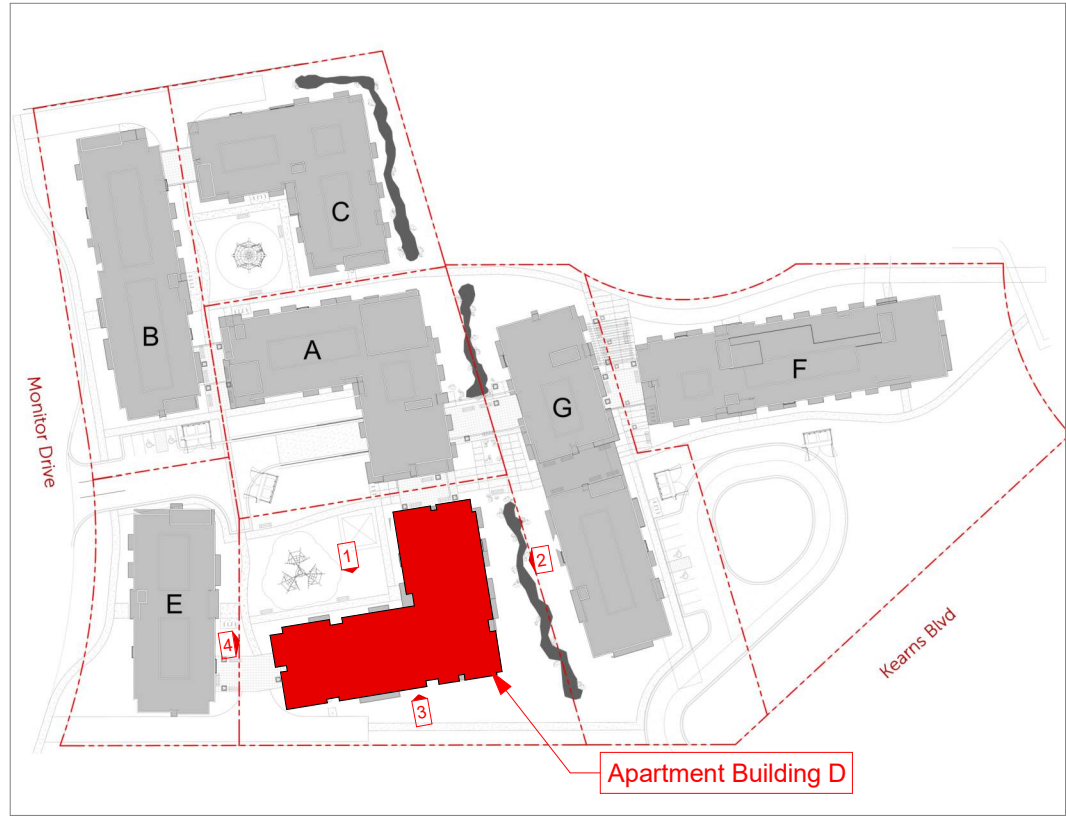


Elevation 2

SCALE: 3/32" = 1'-0"

Elevation 1

SCALE: 3/32" = 1'-0"



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Apt. Bldg. D - Elevations

HOPA  
AMPD-132





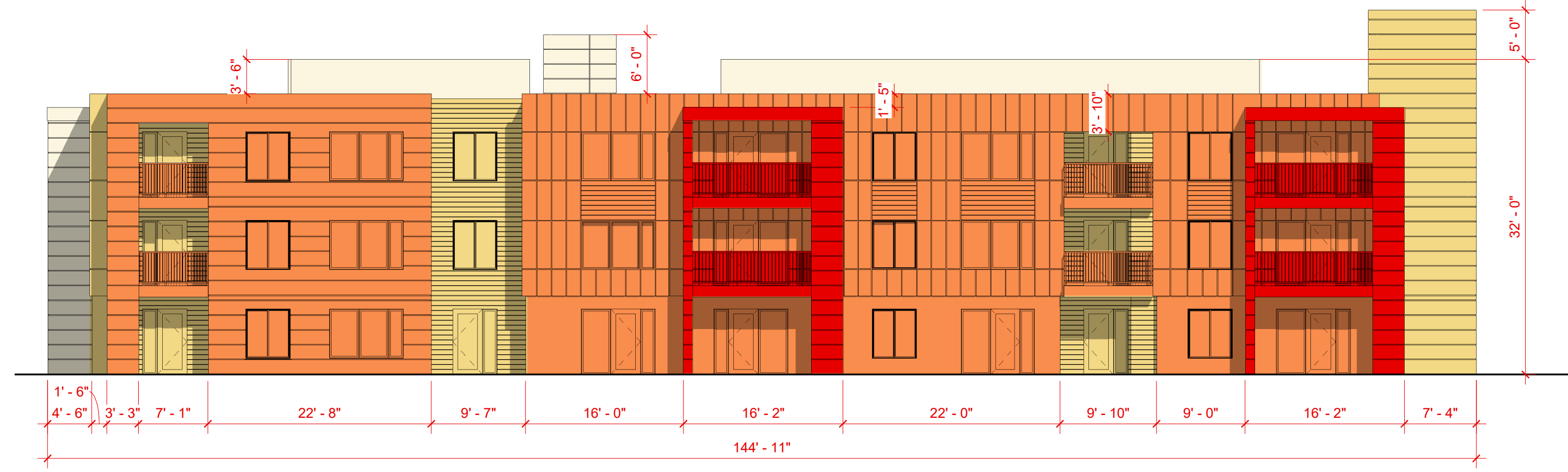
Elevation 1.1 Facade Variation

SCALE: 3/32" = 1'-0"



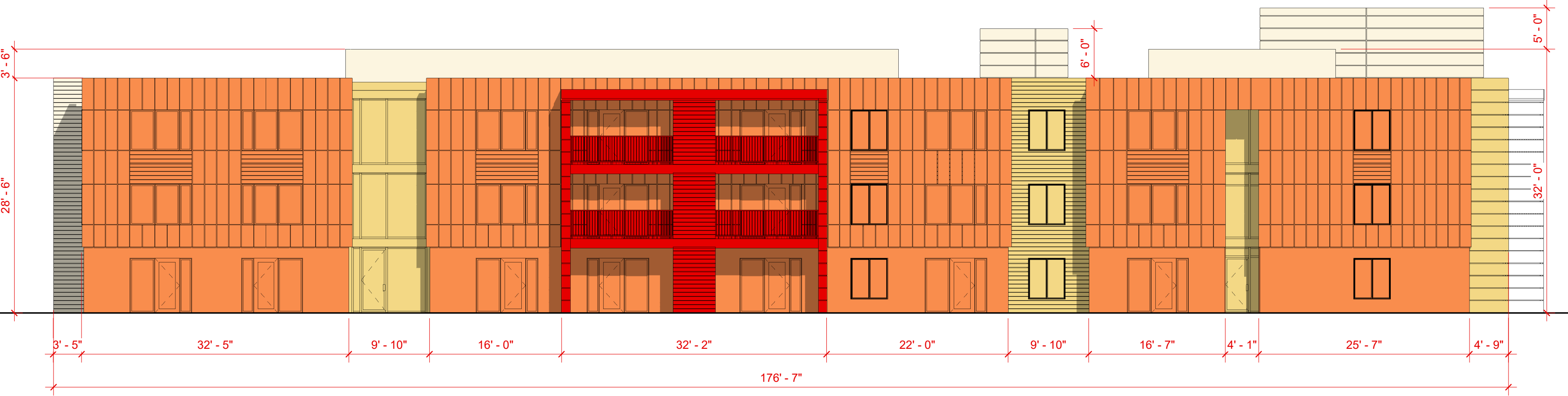
Elevation 1.2 Facade Variation

SCALE: 3/32" = 1'-0"



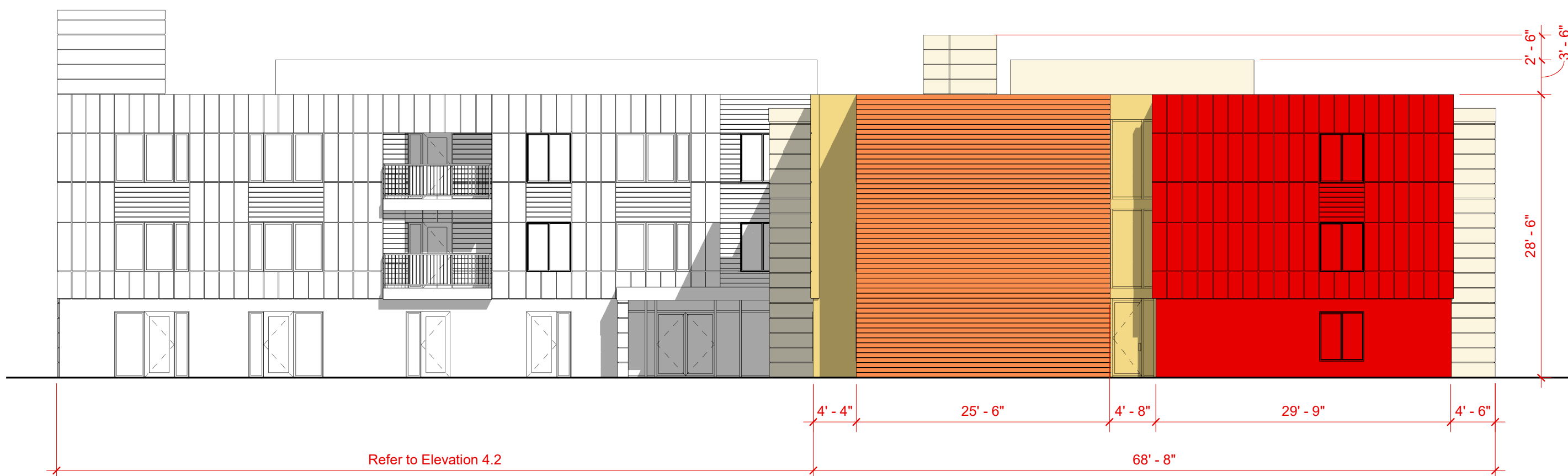
Elevation 2 Facade Variation

SCALE: 3/32" = 1'-0"



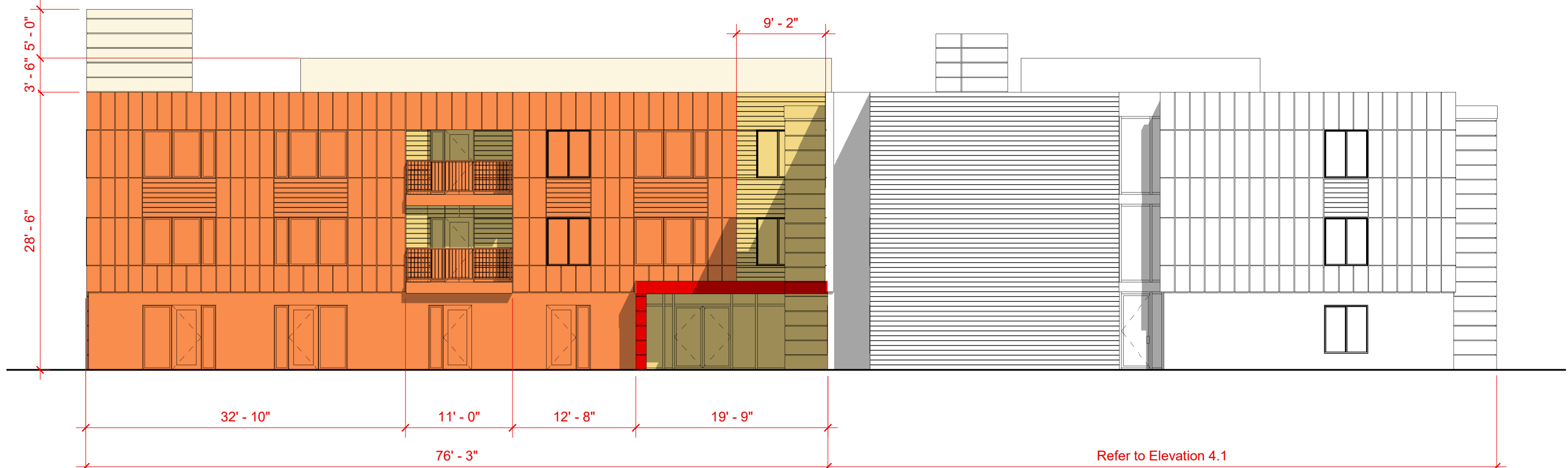
Elevation 3 Facade Variation

SCALE: 3/32" = 1'-0"



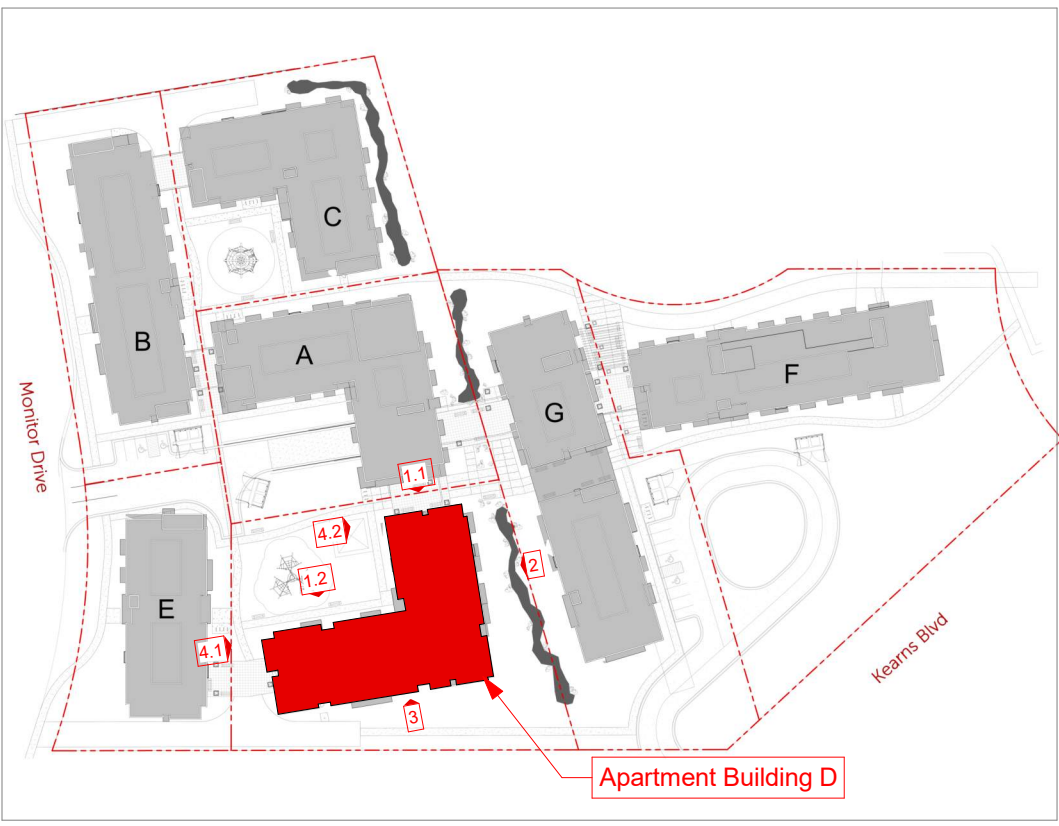
Elevation 4.1 Facade Variation

SCALE: 3/32" = 1'-0"



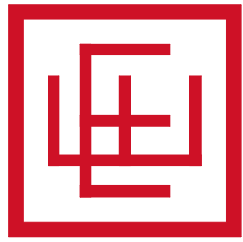
Elevation 4.2 Facade Variation

SCALE: 3/32" = 1'-0"



Facade Shift Legend

- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15'+



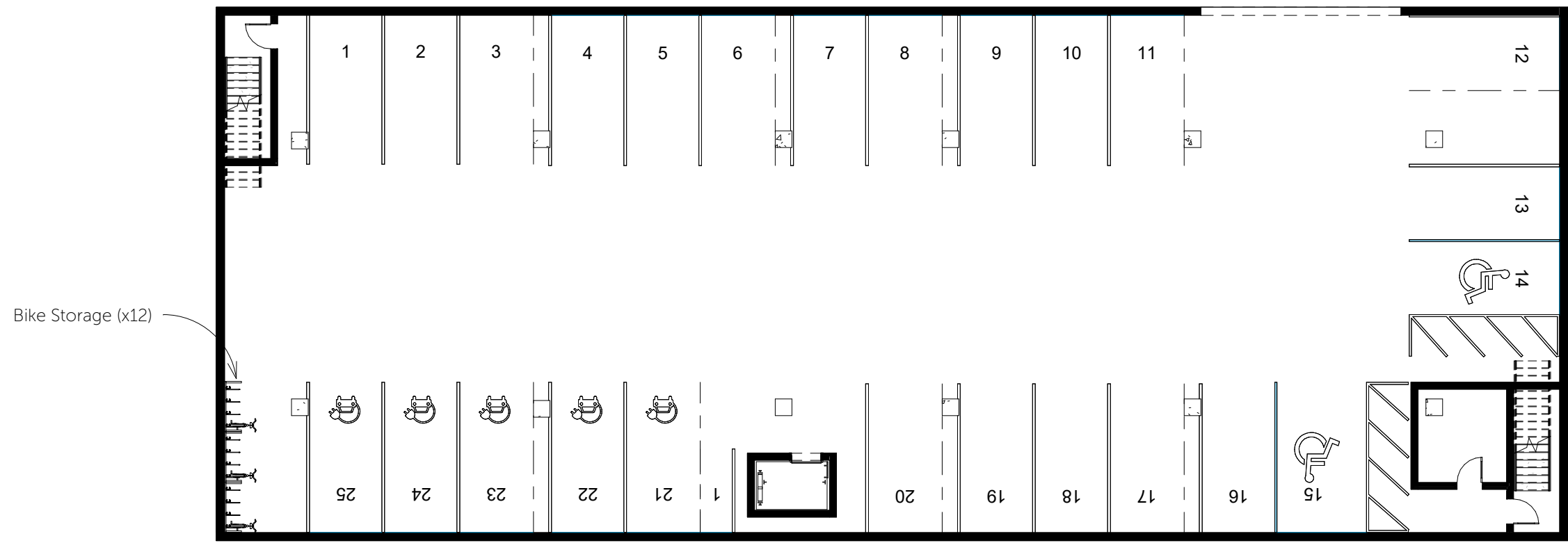
ELLIOTT WORKGROUP

12/15/17  
COPYRIGHT: Elliott Workgroup LLC 2022

Apt. Bldg. D - Facade Variation

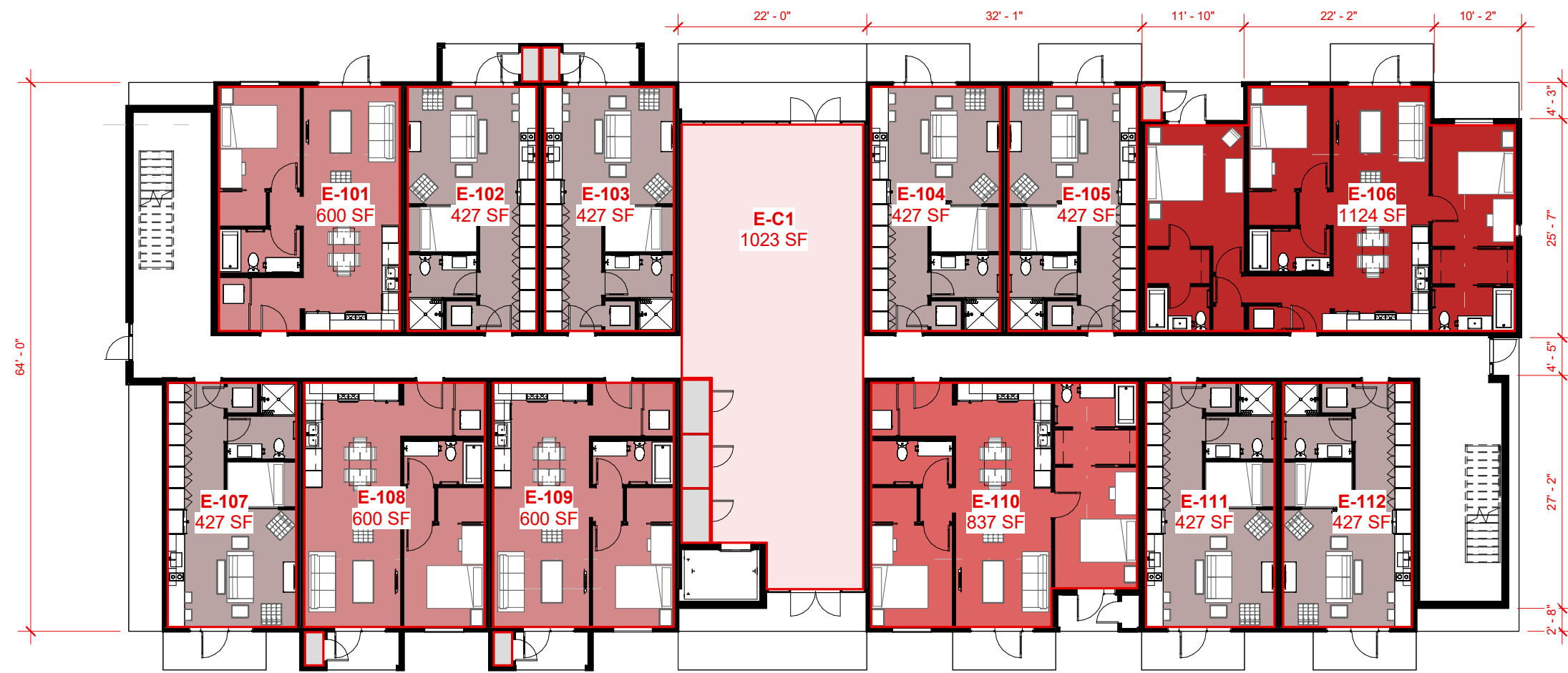
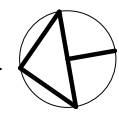
HOPA  
AMPD-133





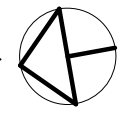
Building E - Level P

SCALE: 1/16" = 1'-0"



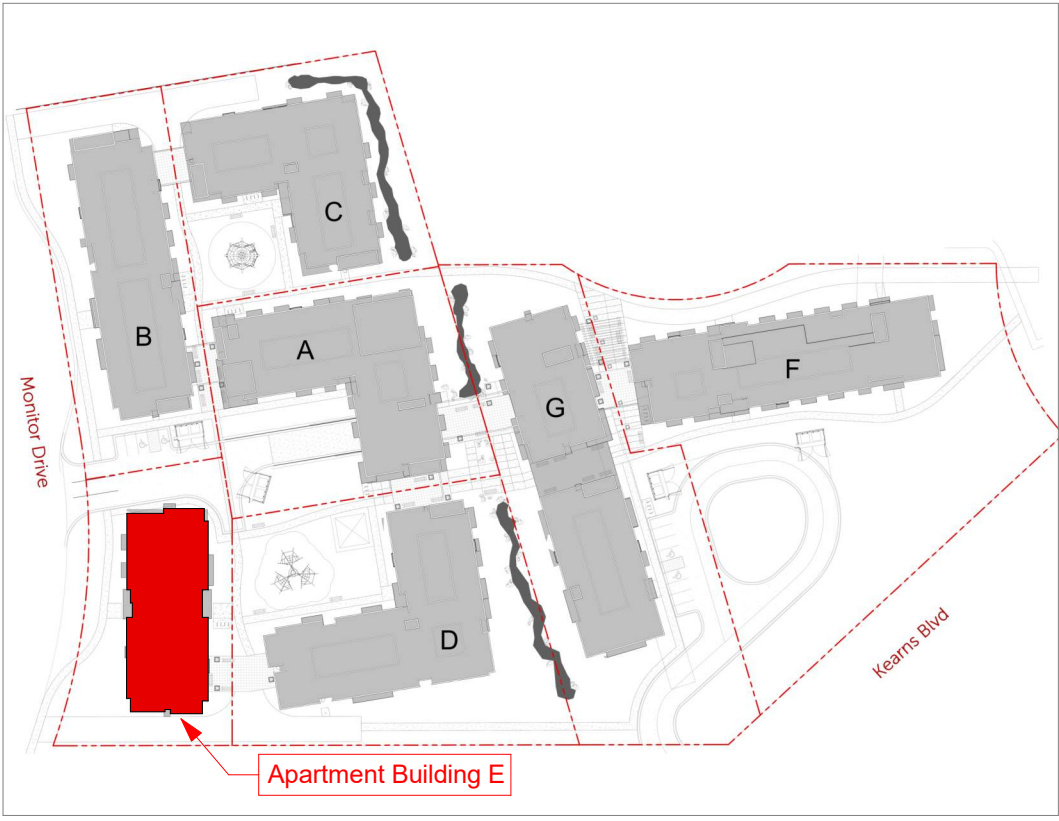
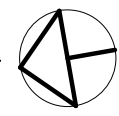
Building E - Level 1

SCALE: 1/16" = 1'-0"



Building E - Level 2

SCALE: 1/16" = 1'-0"



General Notes:

- 1. Datum Elevation 6779' = Architectural 100' - 0"
- 2. See Building Elevations for Proposed Materials
- 3. See AMPD-009 for Landscape Plan
- 4. Dimensions on Level 2 and 3 are Similar to Level 1
- 5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- \* (24) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (6) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* (25) Parking Stalls Provided
- \* (1) Scooter / Motorcycle Parking Stall Provided
- \* (12) Sheltered Securable Bike Parking Stalls Provided

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* 29' 6" Proposed Building Height

\*Total Building Area: 30,001 SF

\*Total (N) Unit Equivalents: 30,001 / 2000 = 15.00

Units:

| Unit Type and Count | Unit Area (L1, L2, & L3) |
|---------------------|--------------------------|
| 1 Bed               | 600 Sq. Ft.              |
| 9                   |                          |
| 2 Bed               | 837 Sq. Ft.              |
| 1                   |                          |
| 3 Bed               | 1125 Sq. Ft.             |
| 5                   |                          |
| Studio              | 427 Sq. Ft.              |
| 21                  |                          |
| Total: 36           |                          |

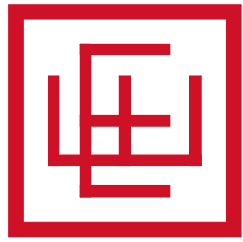
Common Spaces:

| Unit Type and Count | Area    |
|---------------------|---------|
| - Common Space      | 1550 SF |
| - Storage Area      | 563 SF  |

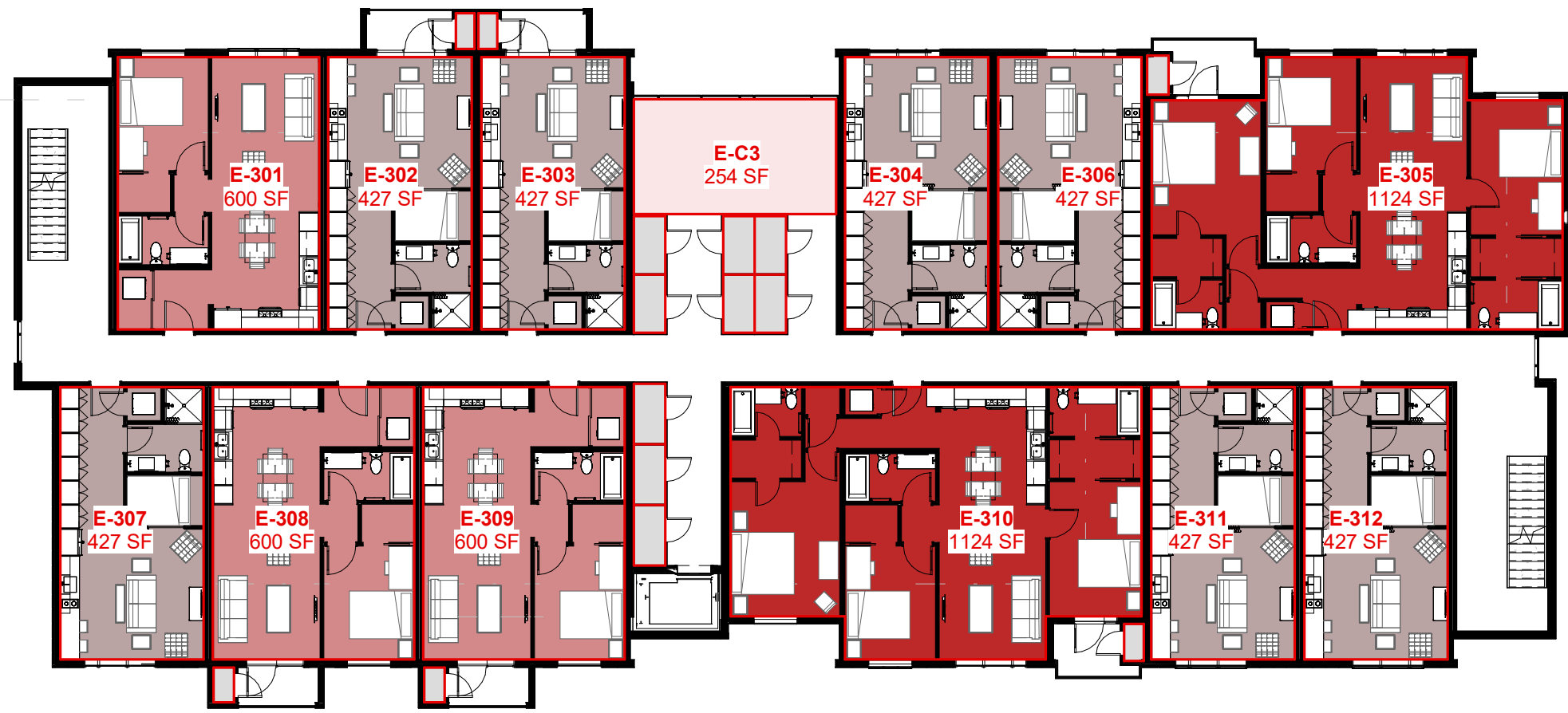
Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        | 0                 | 0                |
| - Storage Area                        | 0                 | 0                |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 4.5               | 0                |
| 2 Bed                      | 1                 | 0.5              |
| 3 Bed                      | 7.5               | 5                |
| Studio                     | 10.5              | 0                |
| 36                         | 23.5              | 5.5              |

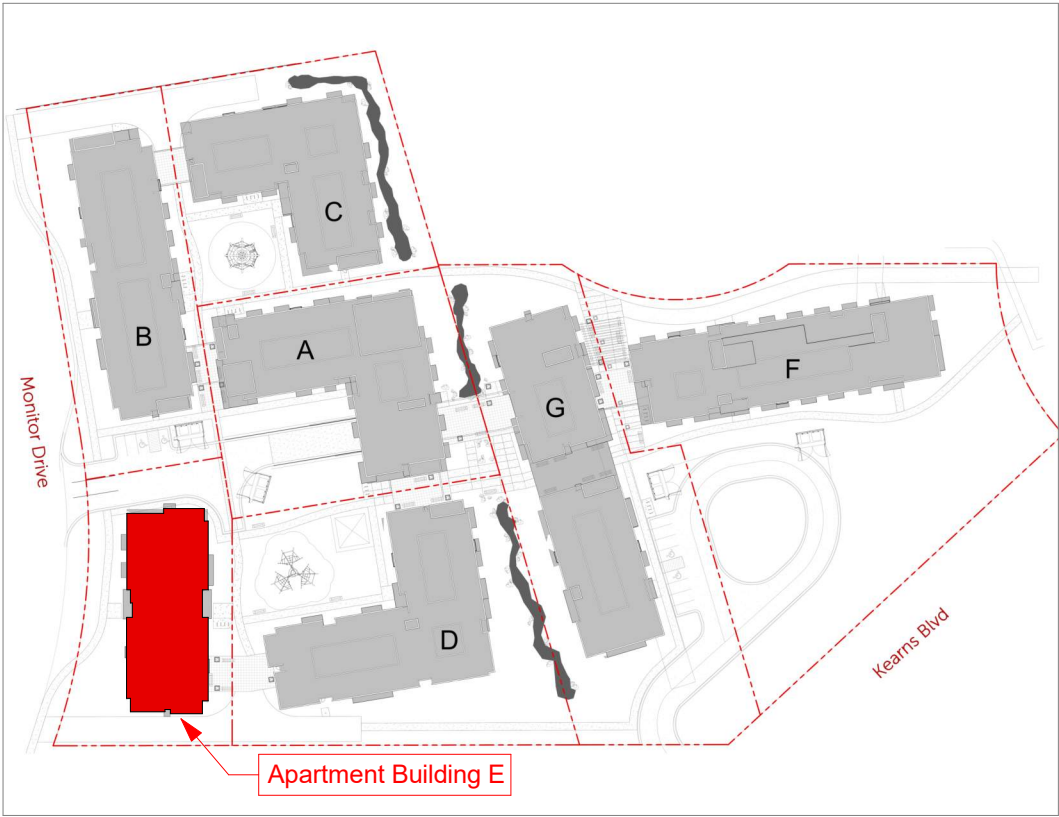
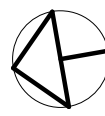






Building E - Level 3

SCALE: 1/16" = 1'-0"



General Notes:

- 1. Datum Elevation 6779' = Architectural 100' - 0"
- 2. See Building Elevations for Proposed Materials
- 3. See AMPD-009 for Landscape Plan
- 4. Dimensions on Level 2 and 3 are Similar to Level 1
- 5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- \* (24) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (6) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* **(25) Parking Stalls Provided**
- \* **(1) Scooter / Mortorcycle Parking Stall Provided**
- \* **(12) Sheltered Securable Bike Parking Stalls Provided**

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* **29' 6" Proposed Building Height**

\*Total Building Area: 30,001 SF

\*Total (N) Unit Equivalents: 30,001 / 2000 = 15.00

Units:

| Unit Type and Count | Unit Area (L1, L2, & L3) |
|---------------------|--------------------------|
| 1 Bed               | 600 Sq. Ft.              |
| 9                   |                          |
| 2 Bed               | 837 Sq. Ft.              |
| 1                   |                          |
| 3 Bed               | 1125 Sq. Ft.             |
| 5                   |                          |
| Studio              | 427 Sq. Ft.              |
| 21                  |                          |
| Total: 36           |                          |

Common Spaces:

| Unit Type and Count | Area    |
|---------------------|---------|
| - Common Space      | 1550 SF |
| - Storage Area      | 563 SF  |

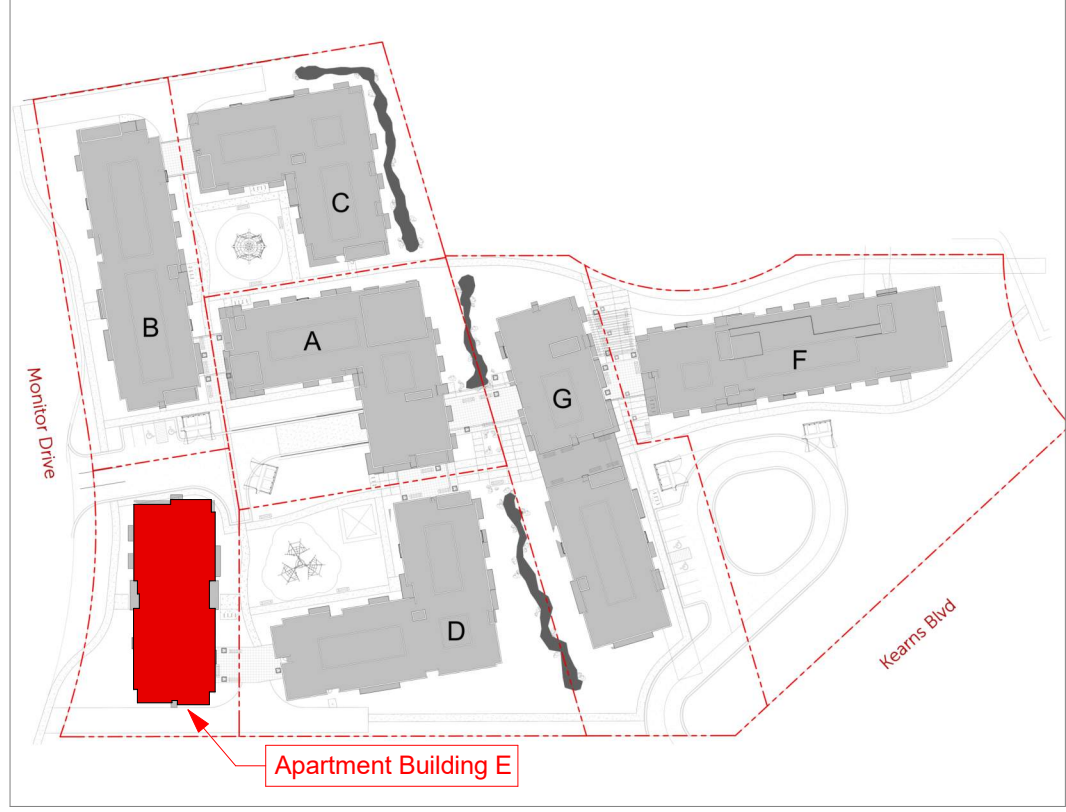
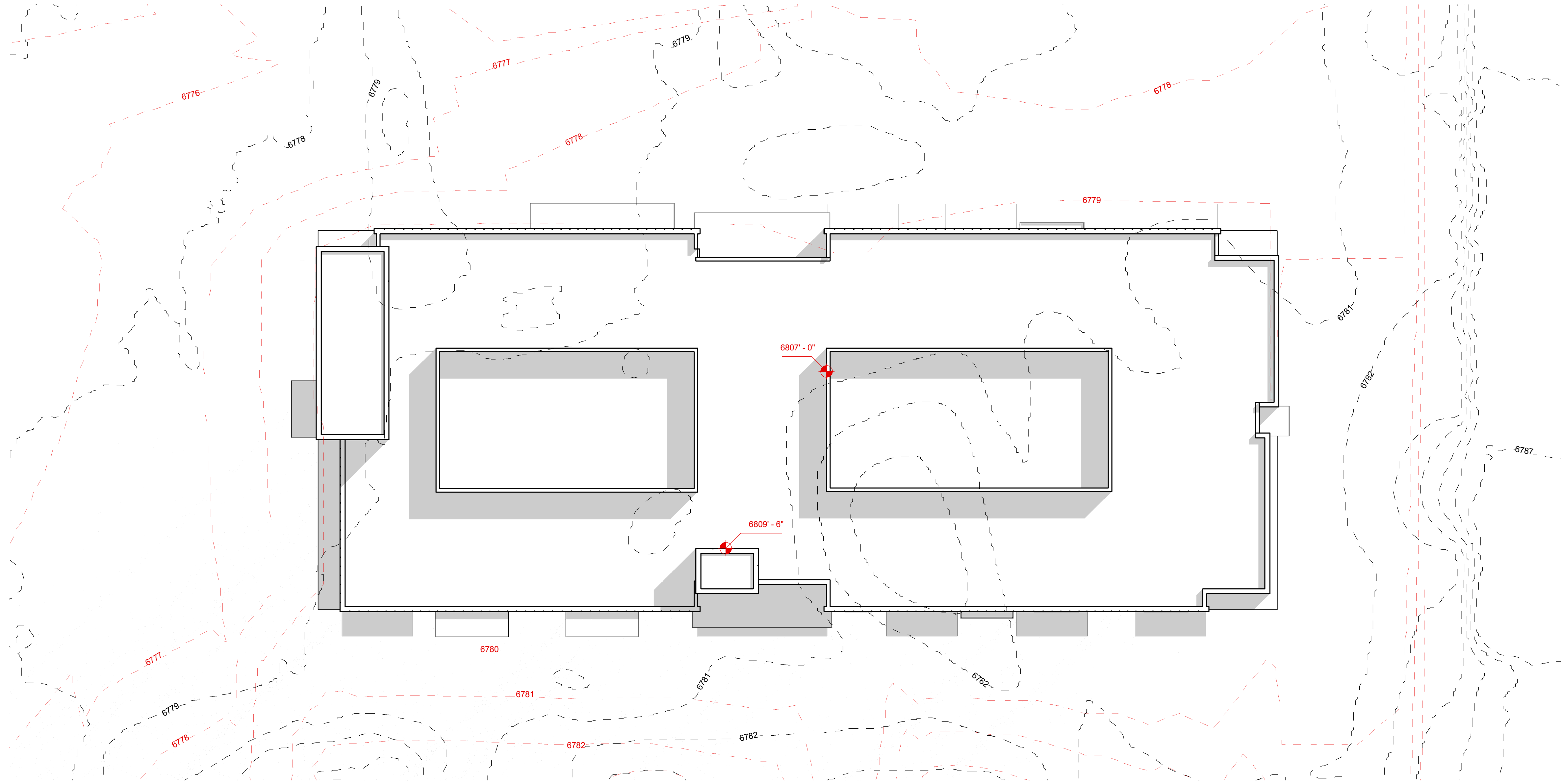
Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        | 0                 | 0                |
| - Storage Area                        | 0                 | 0                |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

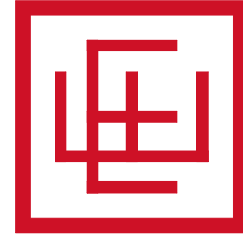
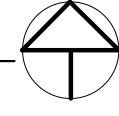
| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 4.5               | 0                |
| 2 Bed                      | 1                 | 0.5              |
| 3 Bed                      | 7.5               | 5                |
| Studio                     | 10.5              | 0                |
| 36                         | 23.5              | 5.5              |







Roof Plan  
SCALE: 3/32" = 1'-0"







**Elevation 4**

SCALE: 3/32" = 1'-0"



**Elevation 3**

SCALE: 3/32" = 1'-0"



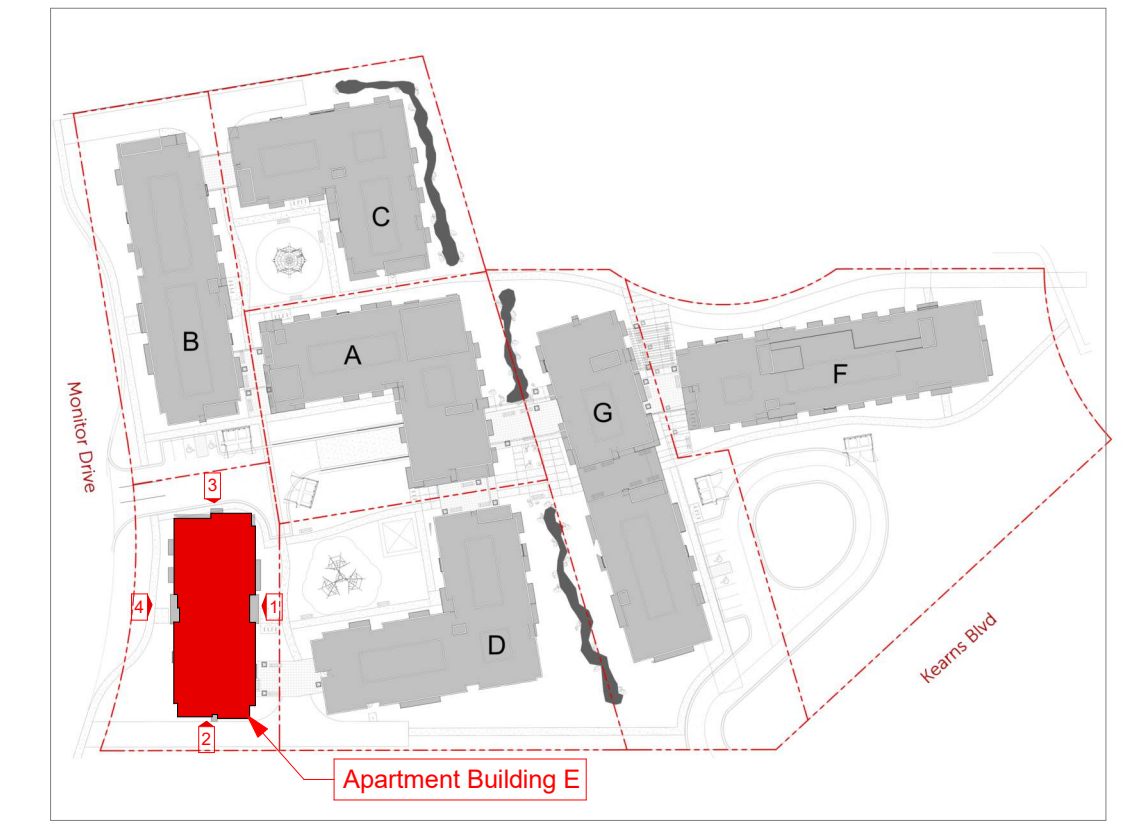
**Elevation 2**

SCALE: 3/32" = 1'-0"



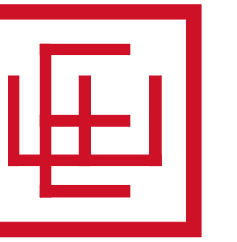
**Elevation 1**

SCALE: 3/32" = 1'-0"

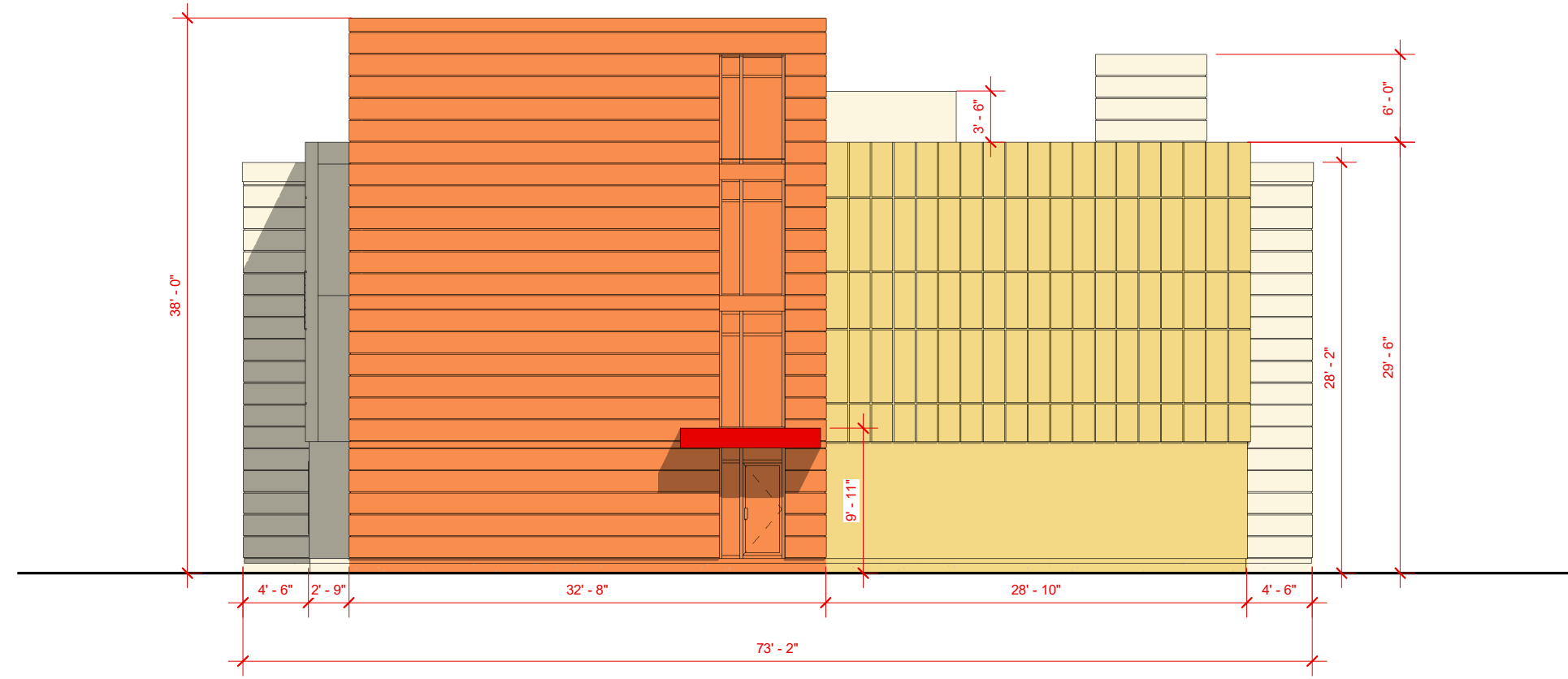


**Facade Shift Legend**

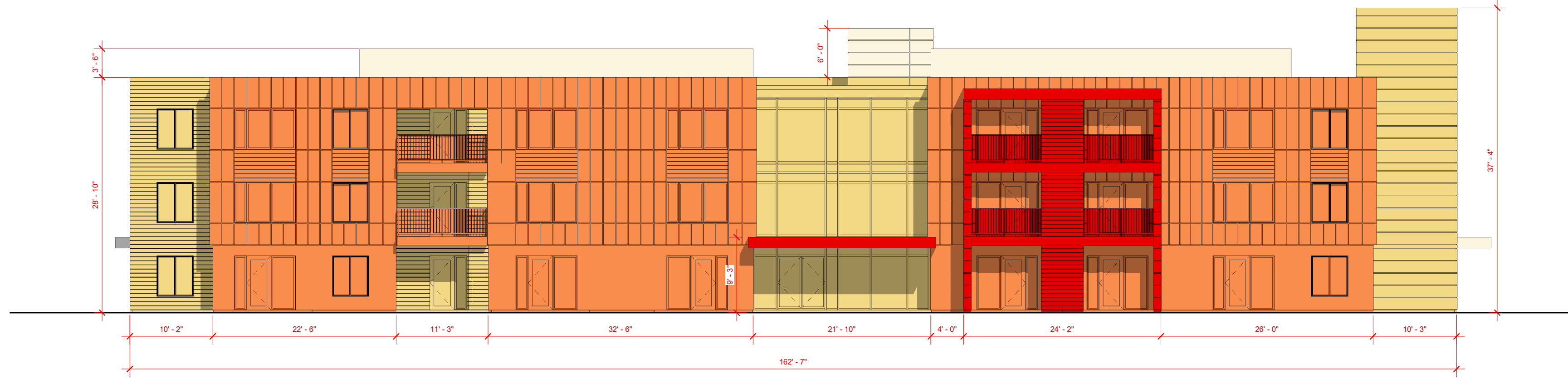
- Facade Bumpout Area.....4' to 5'
- Primary Facade Area..... 0'
- Recessed Facade Area..... 4' to 5'
- Recessed Facade Area..... 15'+



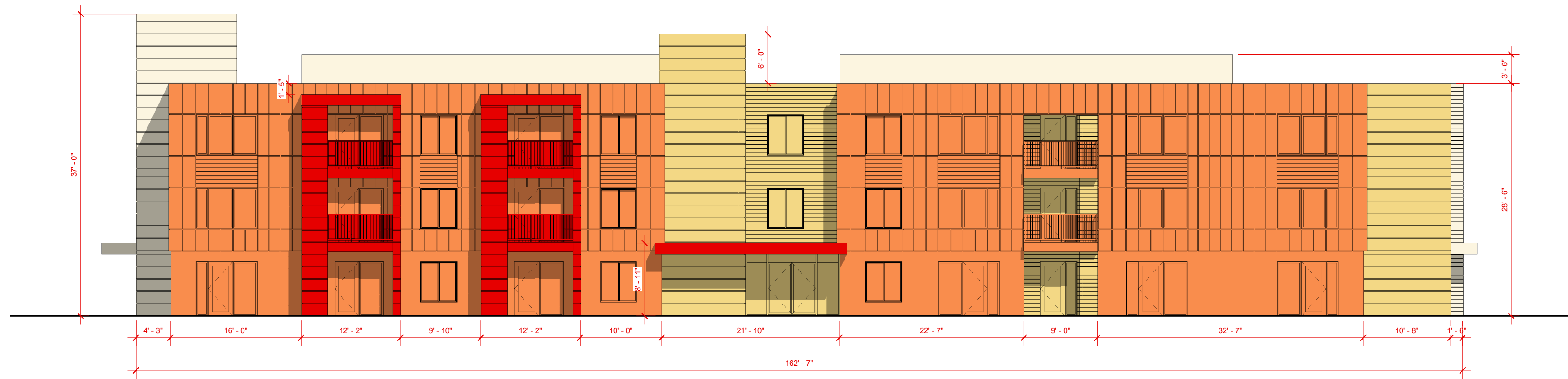




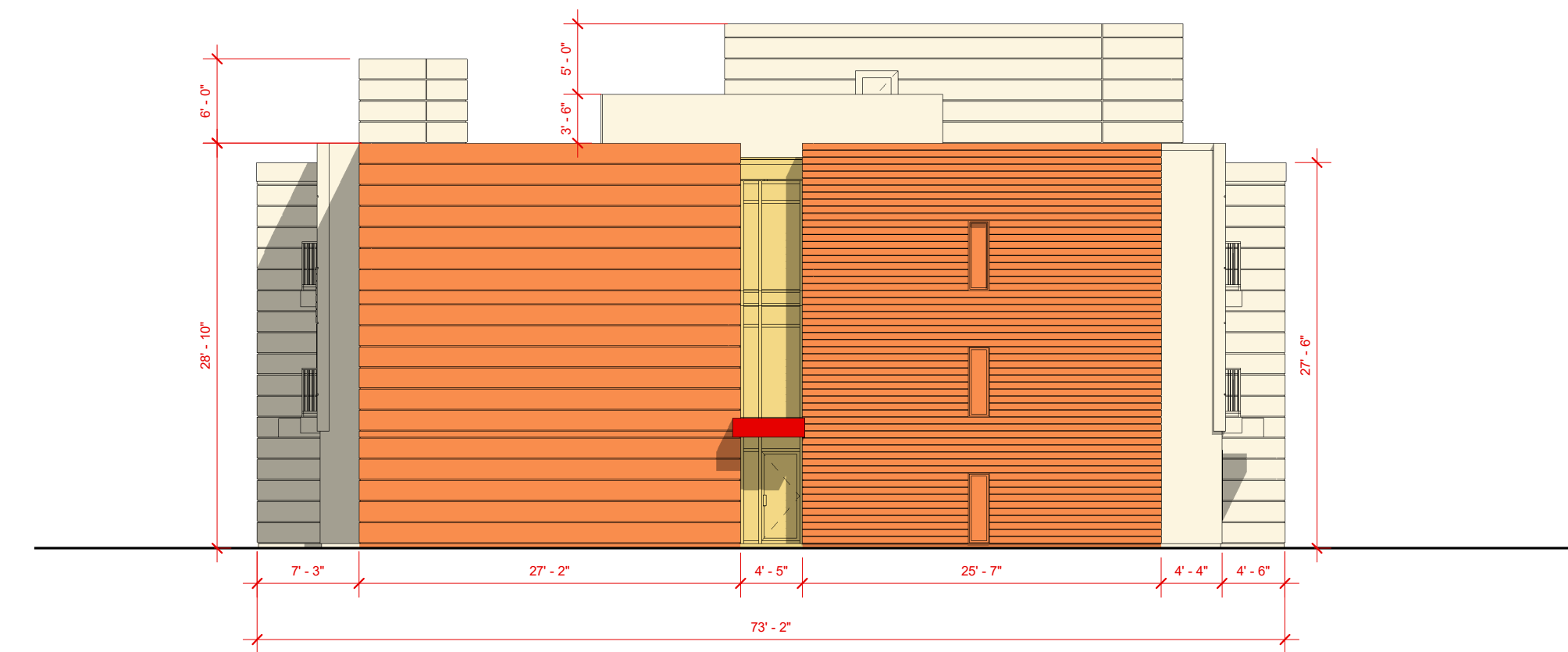
① Elevation 1 Facade Variation  
SCALE: 3/32" = 1'-0"



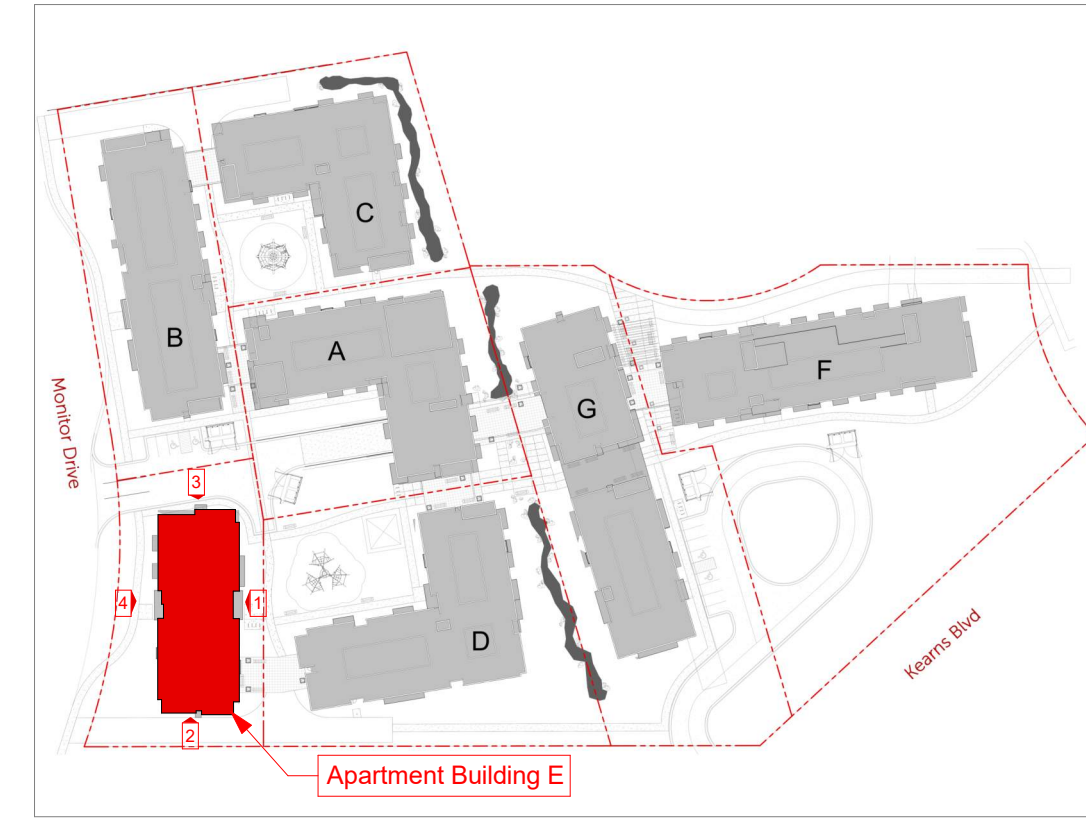
② Elevation 2 Facade Variation  
SCALE: 3/32" = 1'-0"



③ Elevation 3 Facade Variation  
SCALE: 3/32" = 1'-0"

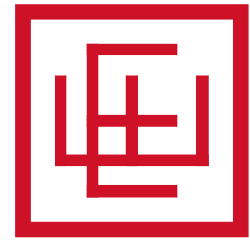


④ Elevation 4 Facade Variation  
SCALE: 3/32" = 1'-0"

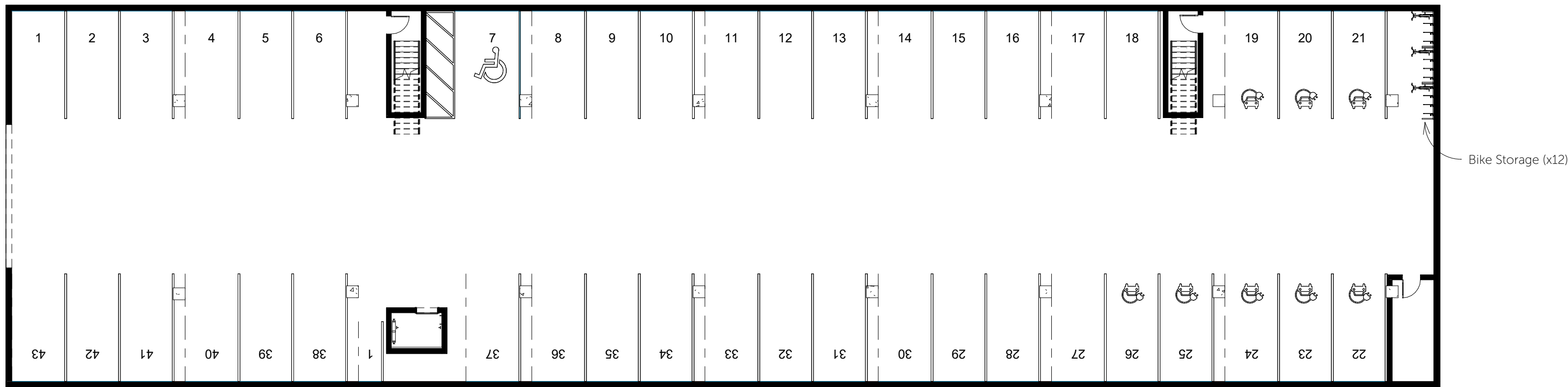


Facade Shift Legend

- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15' +







- General Notes:**
1. Datum Elevation 6771' = Architectural 100' - 0"
  2. See Building Elevations for Proposed Materials
  3. See AMPD-009 for Landscape Plan
  4. Dimensions on Level 2 and 3 are Similar to Level 1
  5. See Facade Variation Elevations for Facade Breaks and Variation

- Building Data:**
- \* (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
  - \* (10) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
  - \* **(43) Parking Stalls Provided**
  - \* **(1) Scooter / Motorcycle Parking Stall Provided**
  - \* **(12) Sheltered Securable Bike Parking Stalls Provided**

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* **29' 6" Proposed Building Height**

**\*Total Building Area: 44,093 SF**

**\*Total (N) Unit Equivalents: 43,093 / 2000 = 22.05**

**Units:**

| Unit Type and Count | Unit Area   |
|---------------------|-------------|
| 1 Bed               | 600 Sq. Ft. |
| 20                  |             |
| 2 Bed               | 837 Sq. Ft. |
| 18                  |             |
| Studio              | 427 Sq. Ft. |
| 12                  |             |
| Total: 50           |             |

**Common Spaces:**

| Unit Type and Count | Area    |
|---------------------|---------|
| - Common Space      | 4096 SF |
| - Storage Area      | 780 SF  |

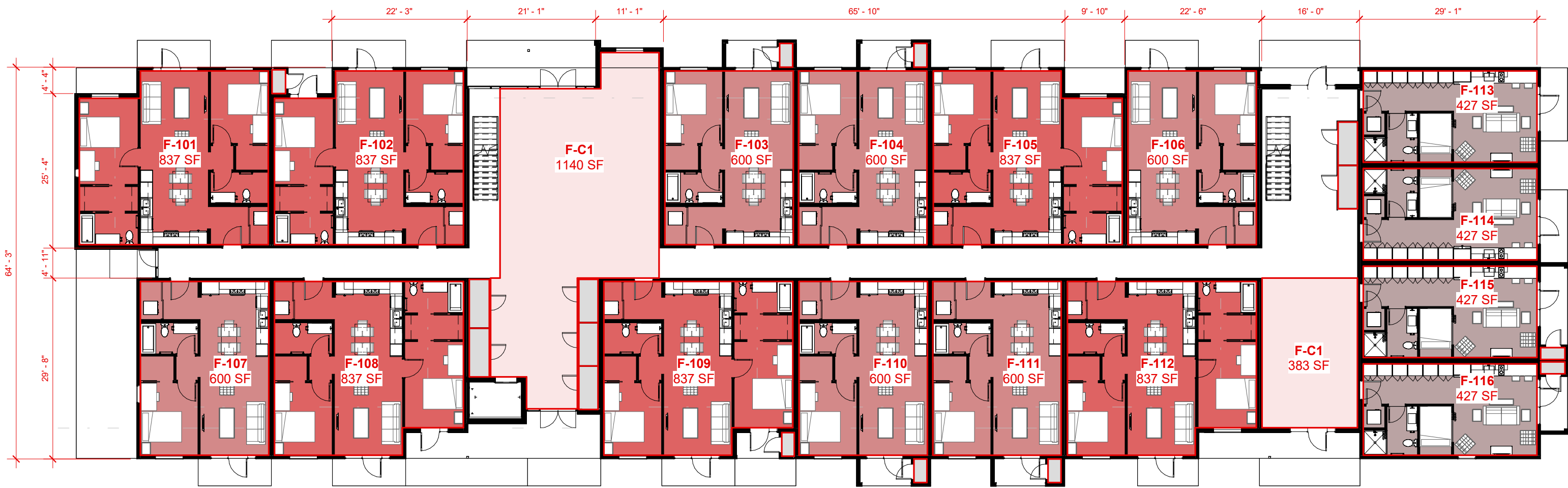
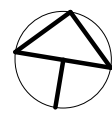
**Parking:**

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        |                   |                  |
| - Storage Area                        |                   |                  |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 10                | 0                |
| 2 Bed                      | 18                | 9                |
| Studio                     | 6                 | 0                |
| 50                         | 34                | 9                |

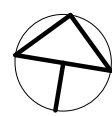
**Building G - Level P**

SCALE: 1/16" = 1'-0"



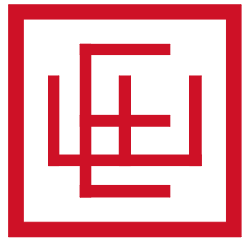
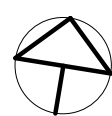
**Building G - Level 1**

SCALE: 1/16" = 1'-0"



**Building G - Level 2**

SCALE: 1/16" = 1'-0"

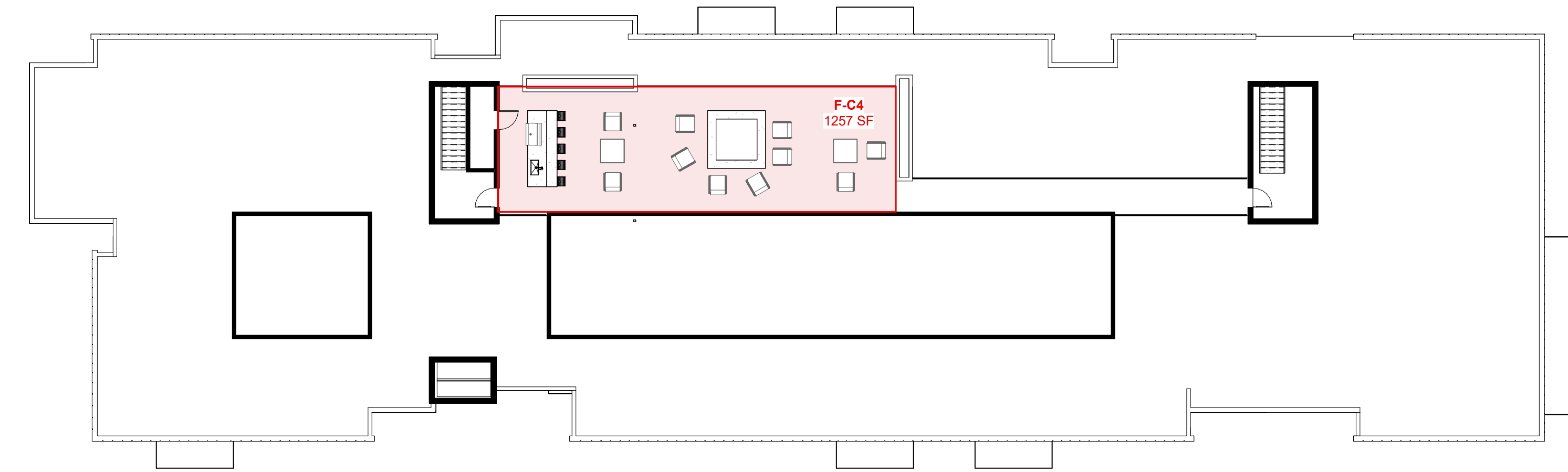
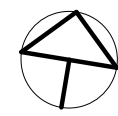






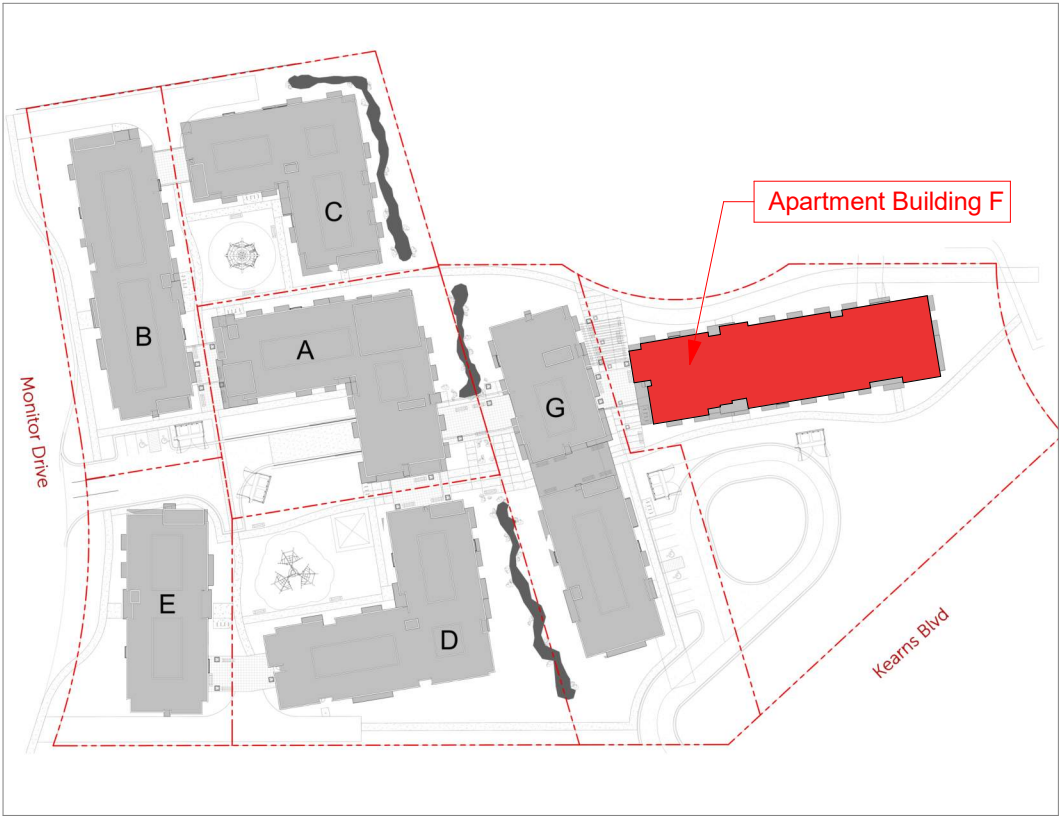
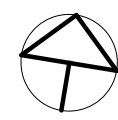
Building G - Level 3

SCALE: 1/16" = 1'-0"



Building G - Level 4

SCALE: 1/16" = 1'-0"



General Notes:

1. Datum Elevation 6771' = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- \* (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (10) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* **(43) Parking Stalls Provided**
- \* **(1) Scooter / Motorcycle Parking Stall Provided**
- \* **(12) Sheltered Securable Bike Parking Stalls Provided**

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* **29' 6" Proposed Building Height**

\*Total Building Area: 44,093 SF

\*Total (N) Unit Equivalents: 43,093 / 2000 = 22.05

Units:

| Unit Type and Count | Unit Area   |
|---------------------|-------------|
| 1 Bed               | 600 Sq. Ft. |
| 20                  |             |
| 2 Bed               | 837 Sq. Ft. |
| 18                  |             |
| Studio              | 427 Sq. Ft. |
| 12                  |             |
| Total: 50           |             |

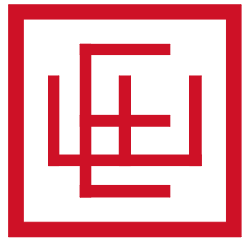
Common Spaces:

| Unit Type and Count | Area    |
|---------------------|---------|
| - Common Space      | 4096 SF |
| - Storage Area      | 780 SF  |

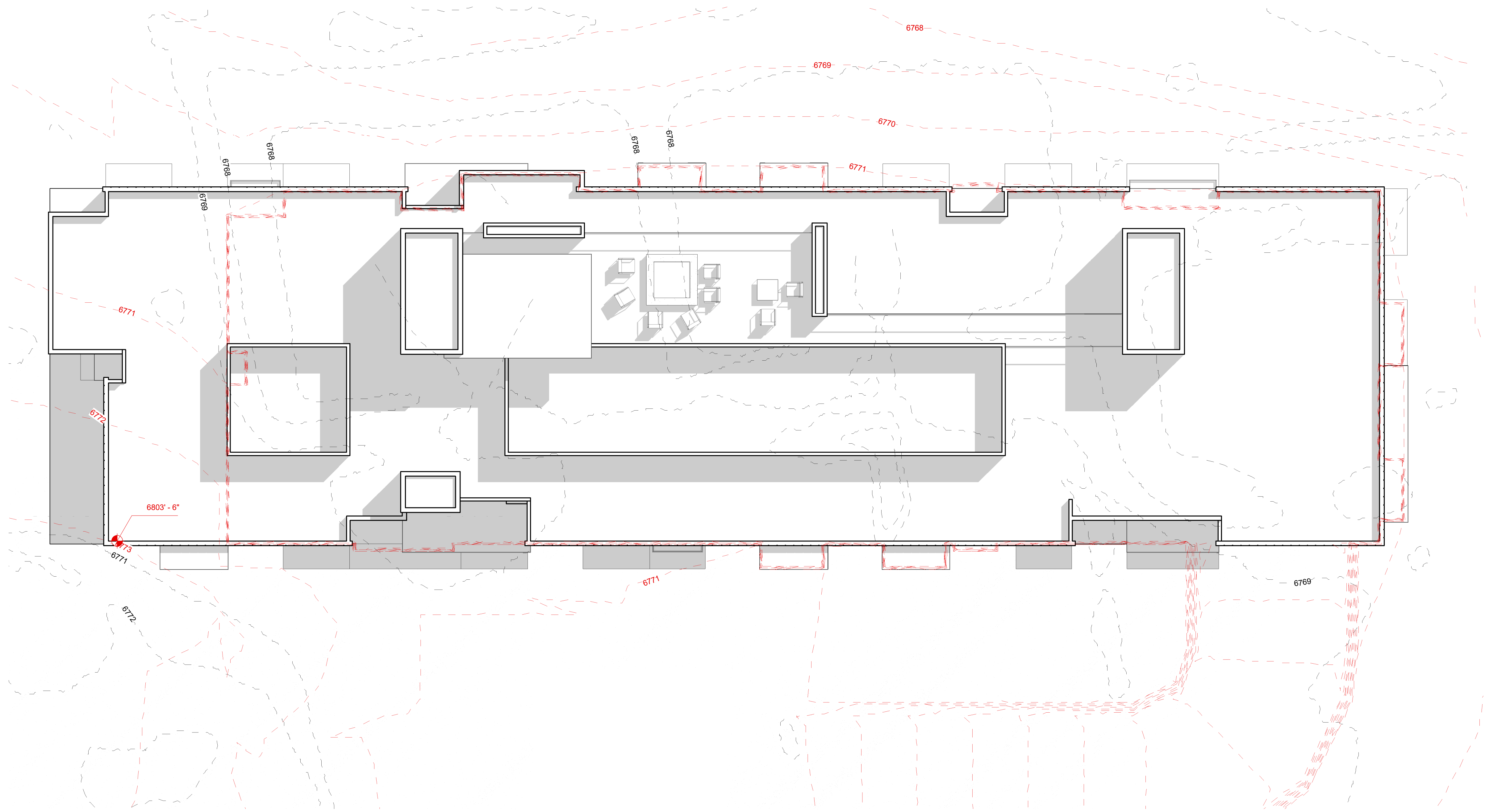
Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        |                   |                  |
| - Storage Area                        |                   |                  |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

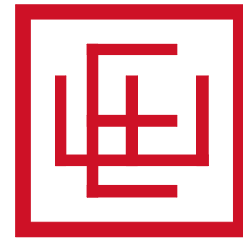
| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 10                | 0                |
| 2 Bed                      | 18                | 9                |
| Studio                     | 6                 | 0                |
| 50                         | 34                | 9                |



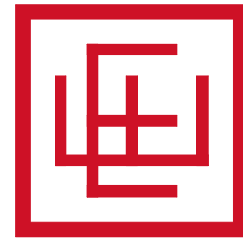




Roof Plan  
SCALE: 3/32" = 1'-0"



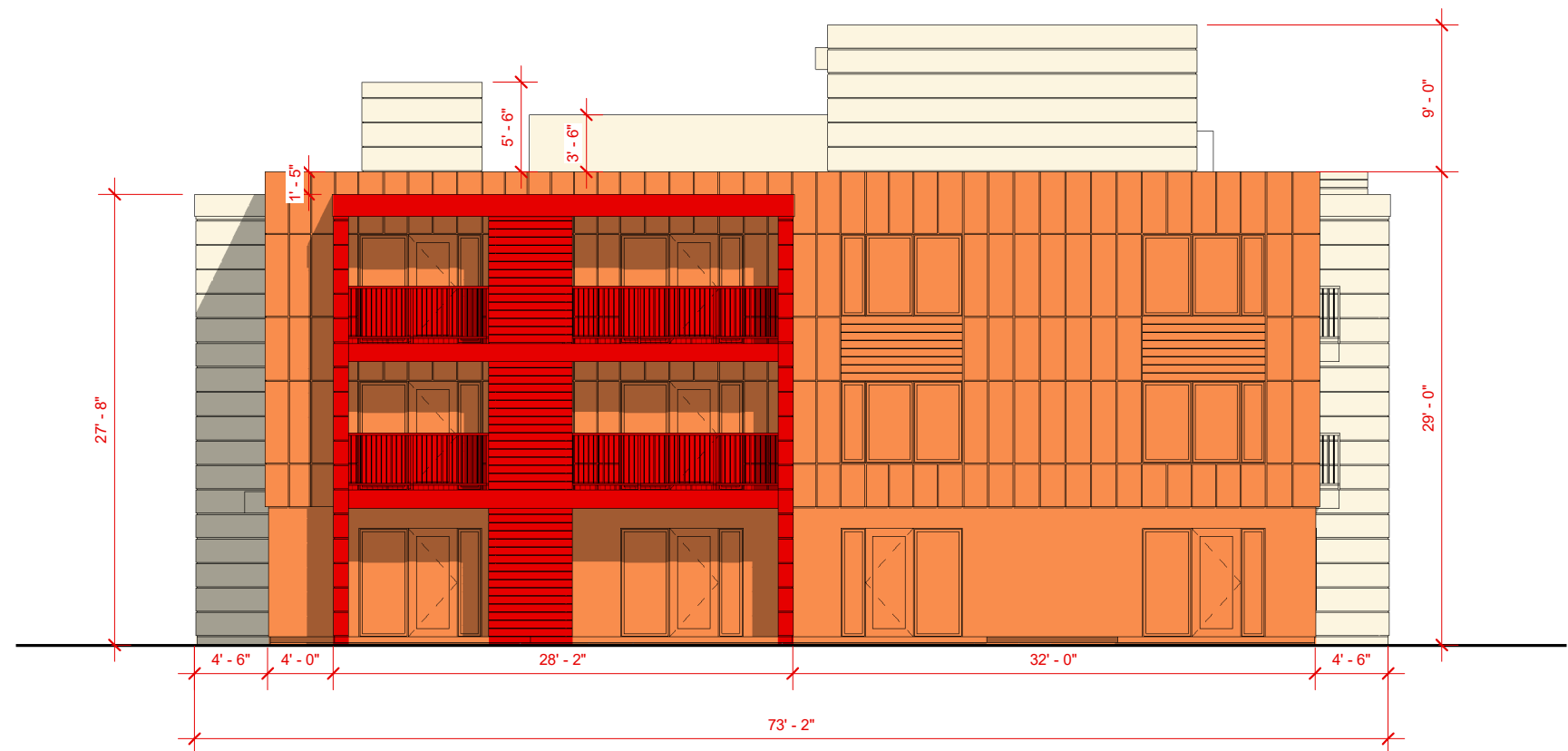




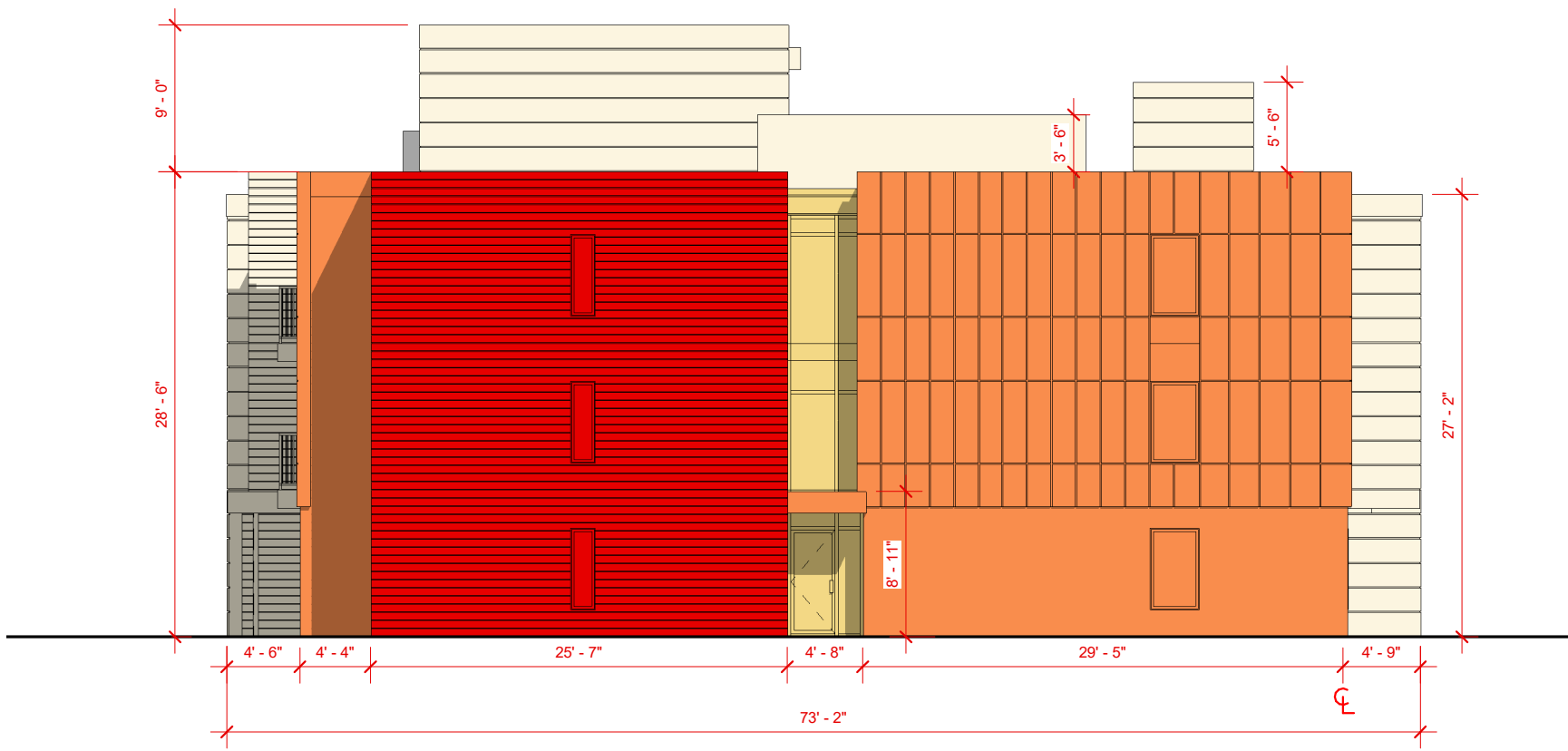




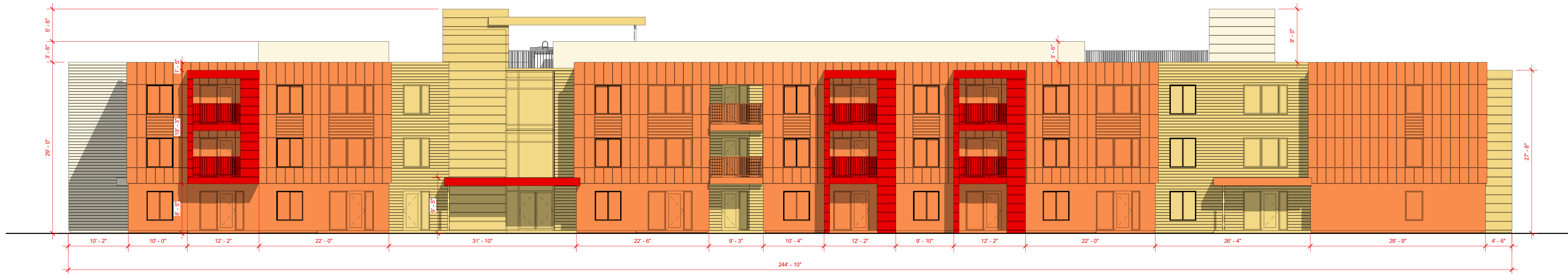
1 Elevation 1 Facade Variation  
SCALE: 3/32" = 1'-0"



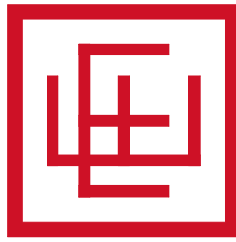
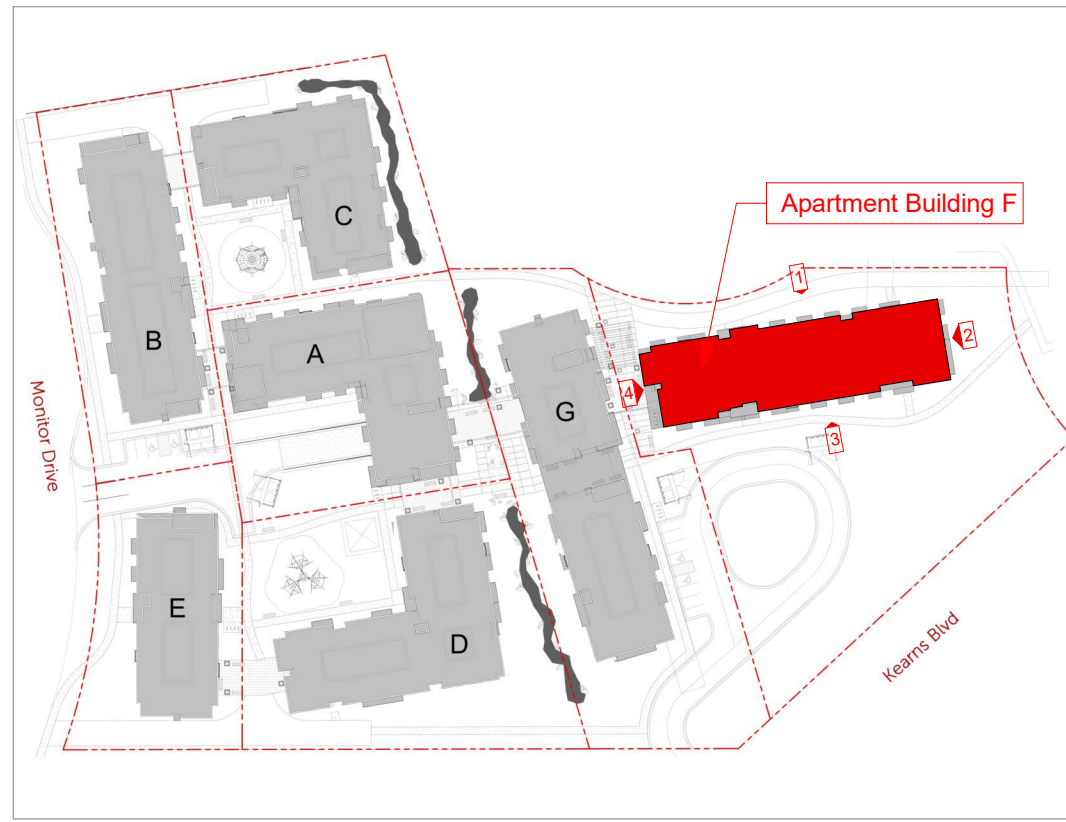
2 Elevation 2 Facade Variation  
SCALE: 3/32" = 1'-0"



4 Elevation 4 Facade Variation  
SCALE: 3/32" = 1'-0"



3 Elevation 3 Facade Variation  
SCALE: 3/32" = 1'-0"



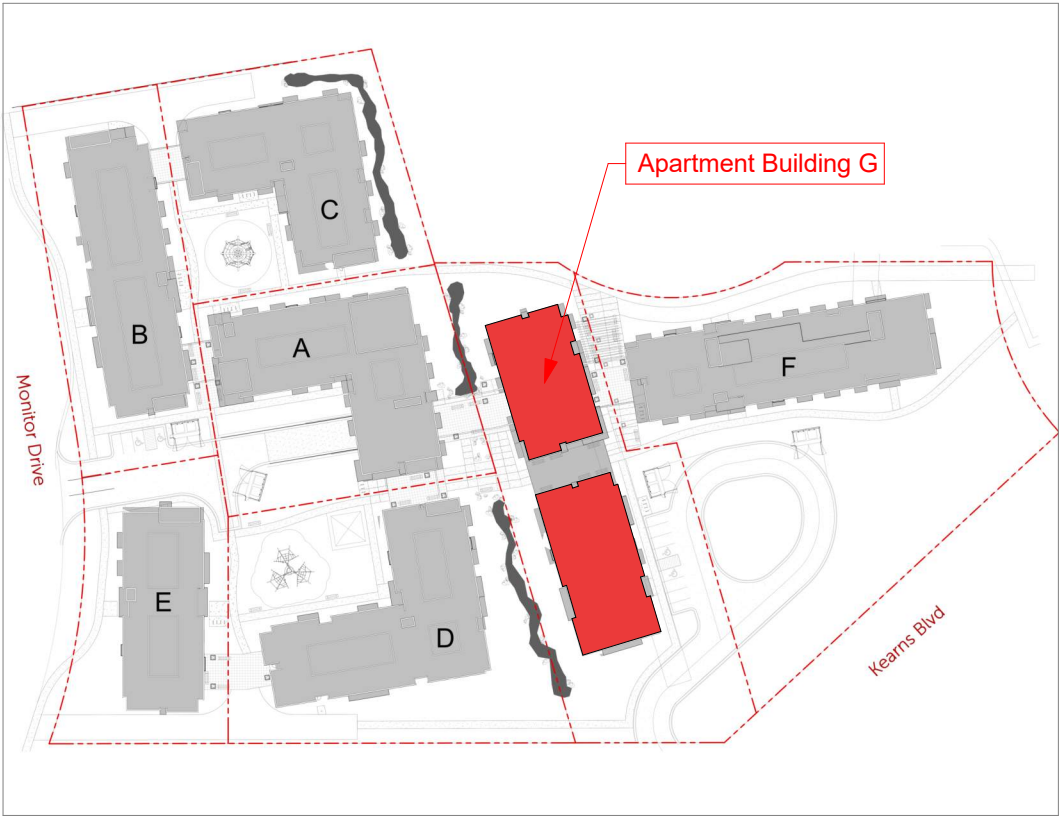
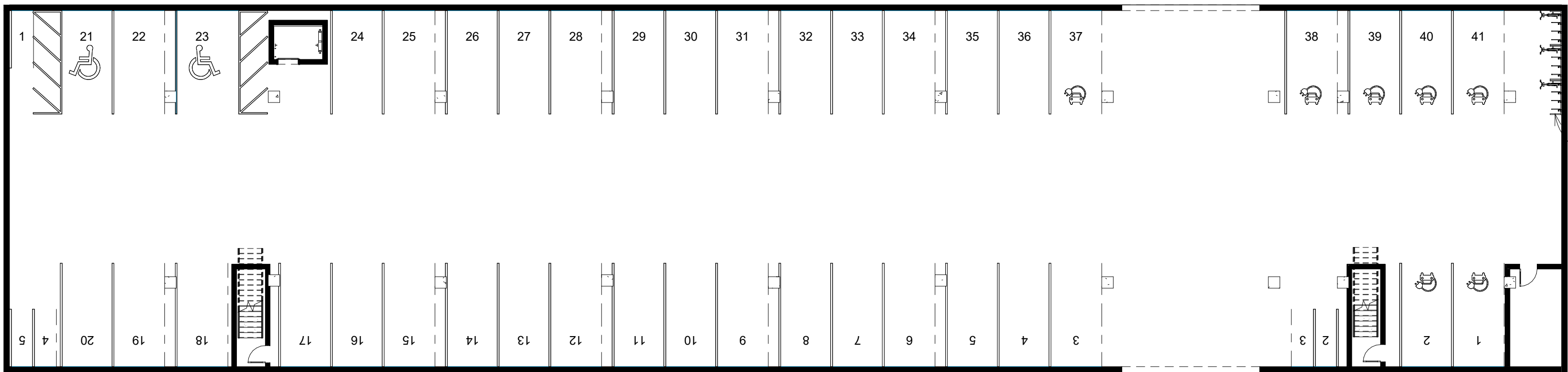
ELLIOTT WORKGROUP

04/06/23  
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Apt. Bldg F - Elevations Facade  
Variation

HOPA  
AMPD-154





- General Notes:**
1. Datum Elevation 6774' = Architectural 100' - 0"
  2. See Building Elevations for Proposed Materials
  3. See AMPD-009 for Landscape Plan
  4. Dimensions on Level 2 and 3 are Similar to Level 1
  5. See Facade Variation Elevations for Facade Breaks and Variation

- Building Data:**
- \* (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
  - \* (10) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
  - \* **(41) Parking Stalls Provided**
  - \* **(5) Scooter / Motorcycle Parking Stall Provided**
  - \* **(12) Sheltered Securable Bike Parking Stalls Provided**

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* **29' 6" Proposed Building Height**

**\*Total Building Area: 45,588 SF**

**\*Total (N) Unit Equivalents: 45,588 / 2000 = 22.79**

**Units:**

| Unit Type and Count | Unit Area   |
|---------------------|-------------|
| 1 Bed               | 600 Sq. Ft. |
| 20                  |             |
| 2 Bed               | 837 Sq. Ft. |
| 18                  |             |
| Studio              | 427 Sq. Ft. |
| 12                  |             |
| Total: 50           |             |

**Common Spaces:**

| Unit Type and Count | Area    |
|---------------------|---------|
| - Common Space      | 2226 SF |
| - Storage Area      | 886 SF  |

**Parking:**

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        | 0                 | 0                |
| - Storage Area                        | 0                 | 0                |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 10                | 0                |
| 2 Bed                      | 18                | 9                |
| Studio                     | 6                 | 0                |
| 50                         | 34                | 9                |

**Building G - Level P**

SCALE: 1/16" = 1'-0"



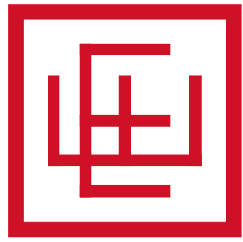
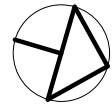
**Building G - Level 1**

SCALE: 1/16" = 1'-0"

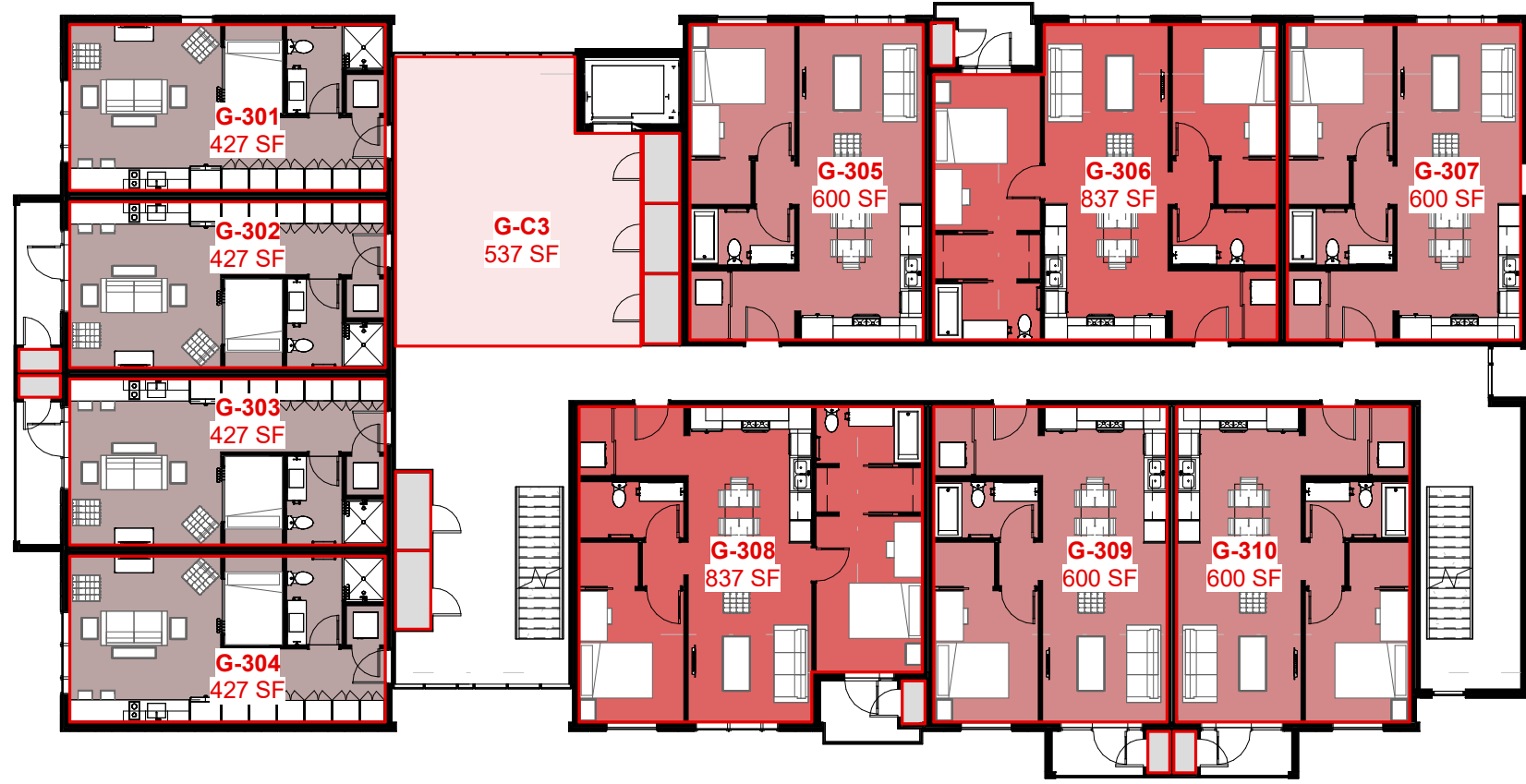


**Building G - Level 2**

SCALE: 1/16" = 1'-0"

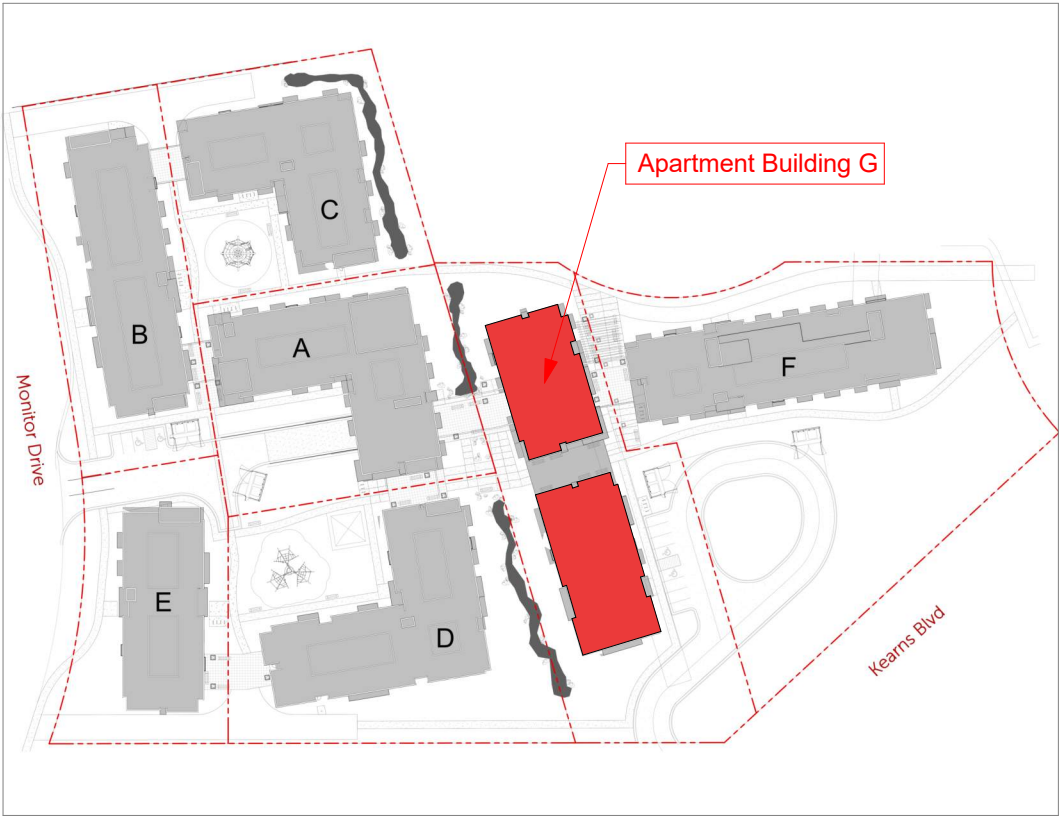






Building G - Level 3

SCALE: 1/16" = 1'-0"



General Notes:

- 1. Datum Elevation 6774' = Architectural 100' - 0"
- 2. See Building Elevations for Proposed Materials
- 3. See AMPD-009 for Landscape Plan
- 4. Dimensions on Level 2 and 3 are Similar to Level 1
- 5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- \* (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- \* (10) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- \* **(41) Parking Stalls Provided**
- \* **(5) Scooter / Motorcycle Parking Stall Provided**
- \* **(12) Sheltered Securable Bike Parking Stalls Provided**

- \* 45' Allowed Building Height per LMC 15-6.1-8
- \* **29' 6" Proposed Building Height**

\*Total Building Area: 45,588 SF

\*Total (N) Unit Equivalents: 45,588 / 2000 = 22.79

Units:

| Unit Type and Count | Unit Area   |
|---------------------|-------------|
| 1 Bed               | 600 Sq. Ft. |
| 20                  |             |
| 2 Bed               | 837 Sq. Ft. |
| 18                  |             |
| Studio              | 427 Sq. Ft. |
| 12                  |             |
| Total: 50           |             |

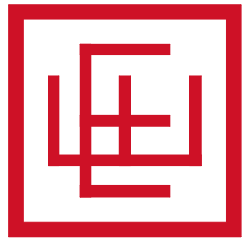
Common Spaces:

| Unit Type and Count | Area    |
|---------------------|---------|
| - Common Space      | 2226 SF |
| - Storage Area      | 886 SF  |

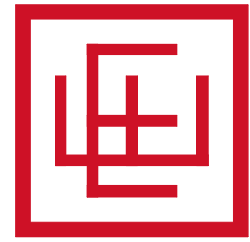
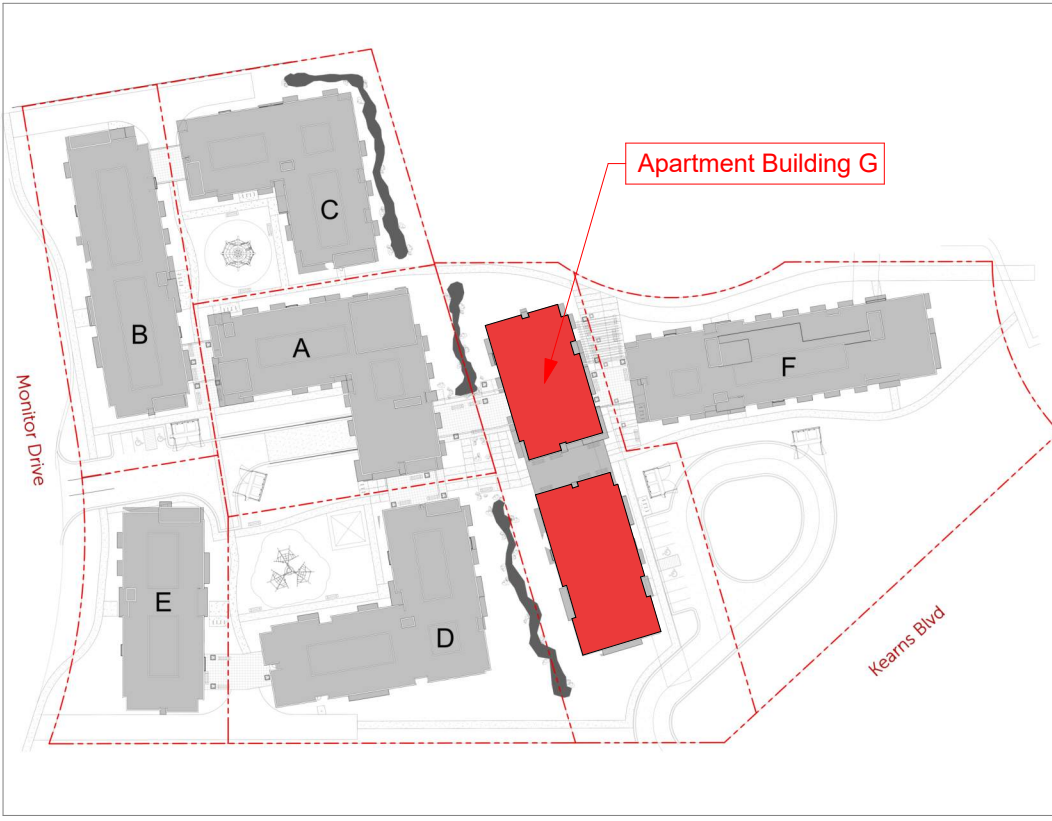
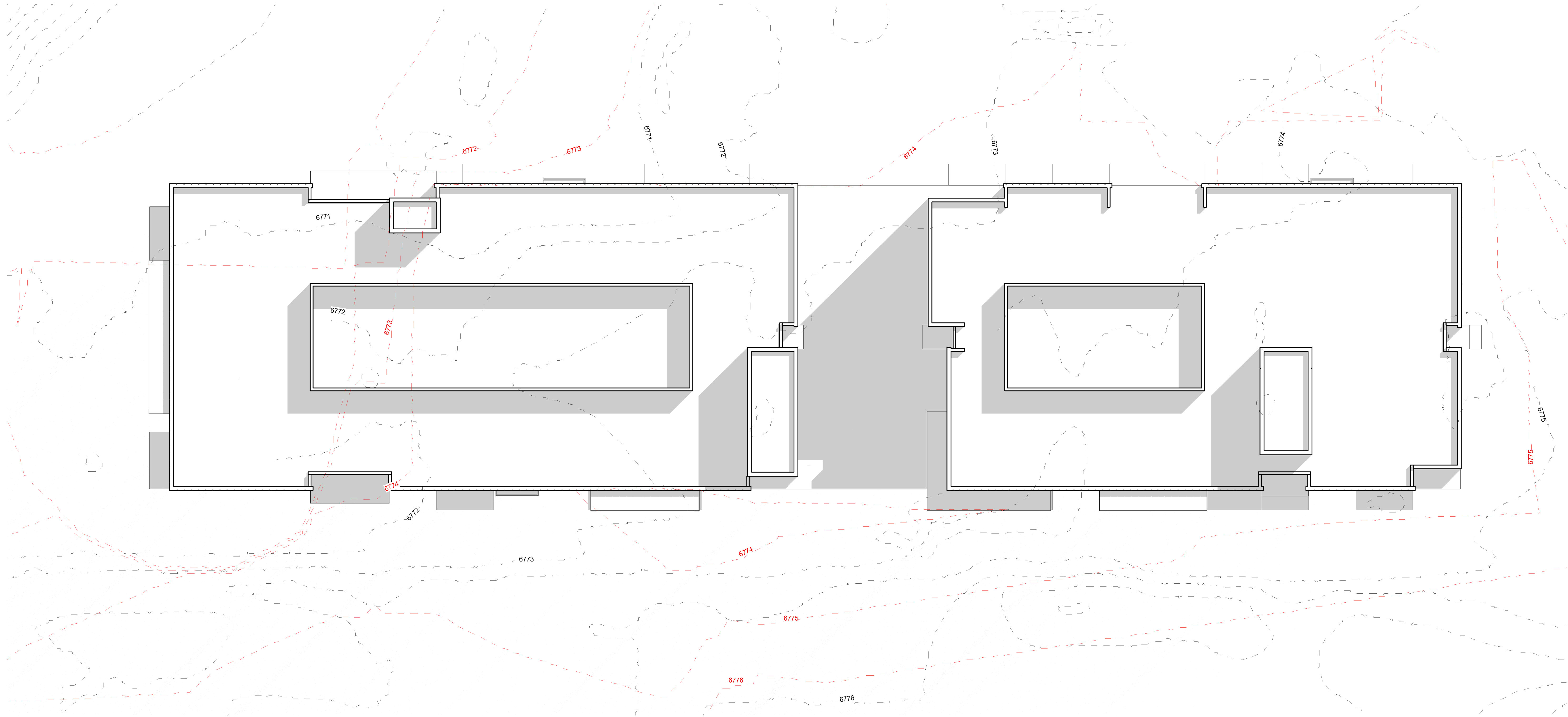
Parking:

| Parking Requirements per LMC 15-6.1-9 |                   |                  |
|---------------------------------------|-------------------|------------------|
| Unit Type                             | Market Rate Units | Affordable Units |
| - Common Space                        | 0                 | 0                |
| - Storage Area                        | 0                 | 0                |
| 1 Bed                                 | 0.5               | 0                |
| 2 Bed                                 | 1                 | 0.5              |
| 3 Bed                                 | 1.5               | 1                |
| Studio                                | 0.5               | 0                |

| Parking Requirement Totals |                   |                  |
|----------------------------|-------------------|------------------|
| Unit Type                  | Market Rate Units | Affordable Units |
| 1 Bed                      | 10                | 0                |
| 2 Bed                      | 18                | 9                |
| Studio                     | 6                 | 0                |
| 50                         | 34                | 9                |











Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"



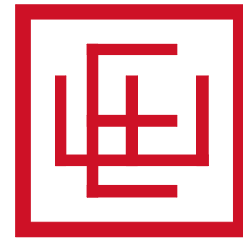
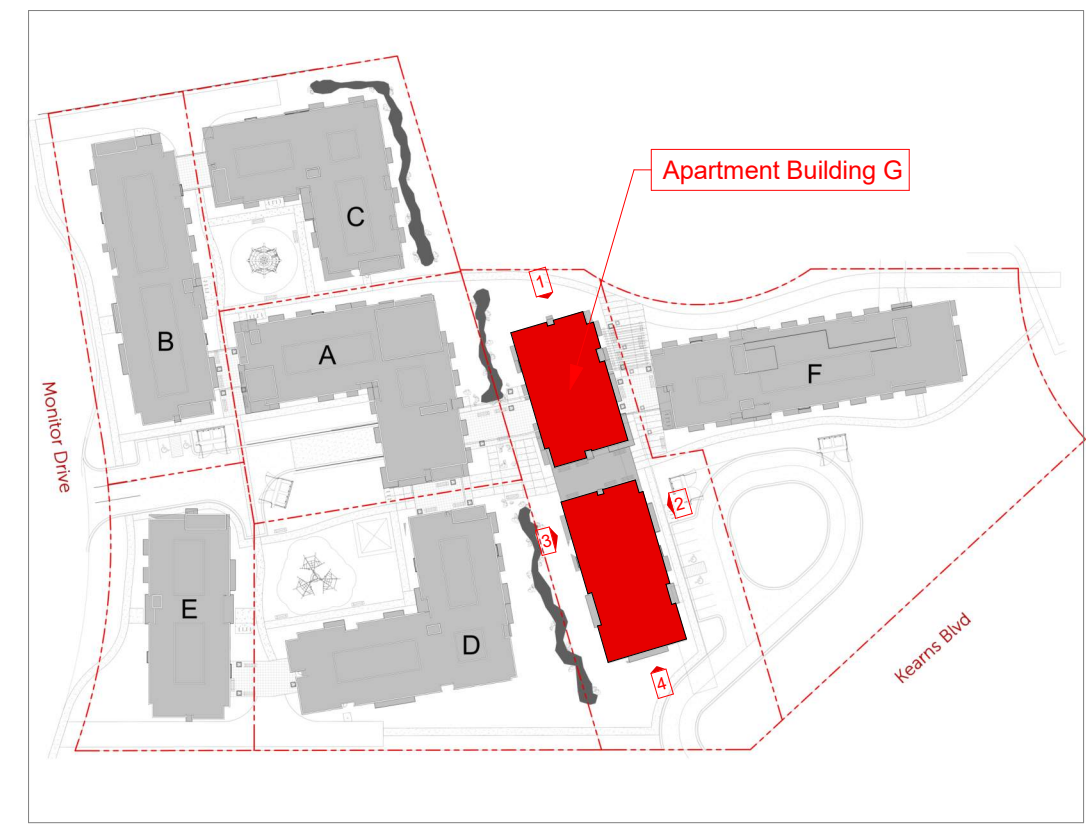
Elevation 2

SCALE: 3/32" = 1'-0"



Elevation 1

SCALE: 3/32" = 1'-0"



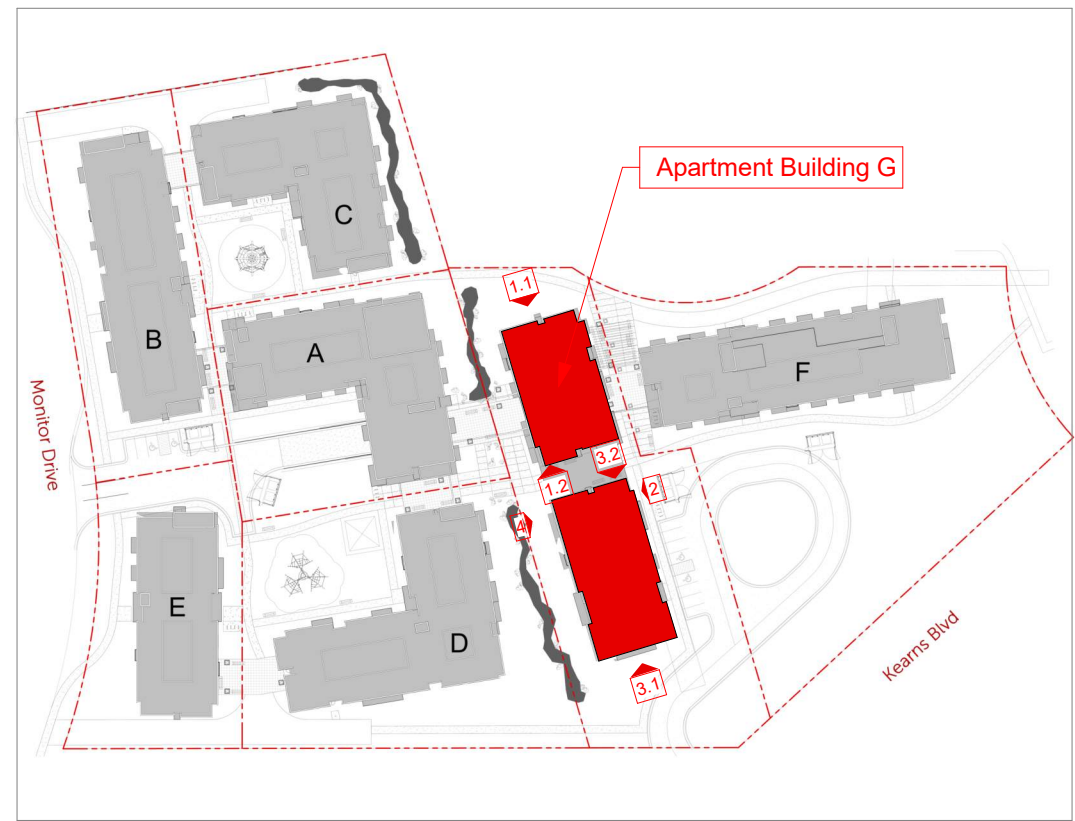
ELLIOTT WORKGROUP

07/26/17  
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Apt. Bldg. G - Elevations

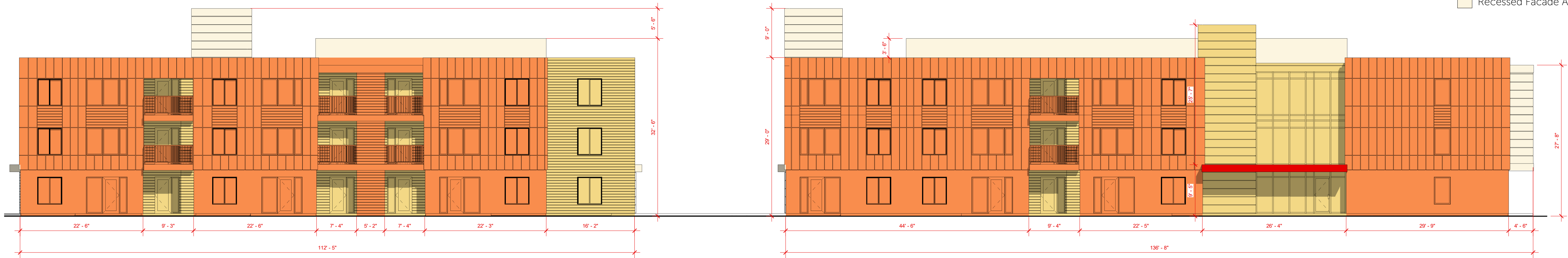
HOPA  
AMPD-163



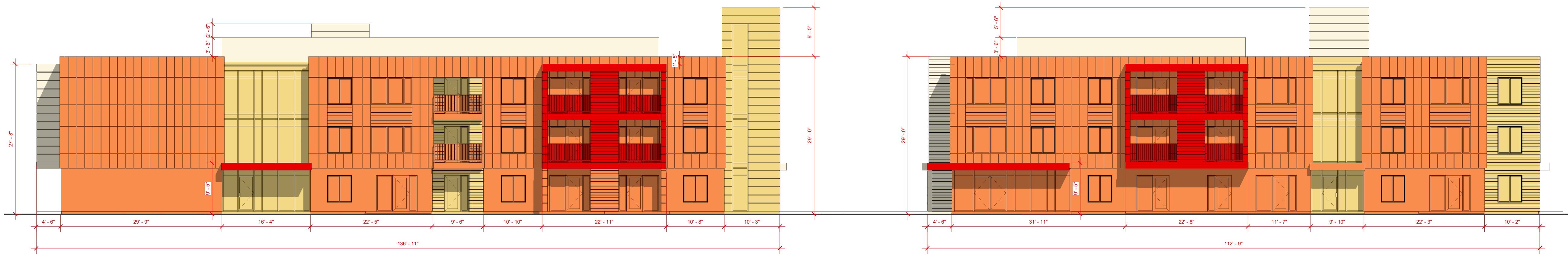


Facade Shift Legend

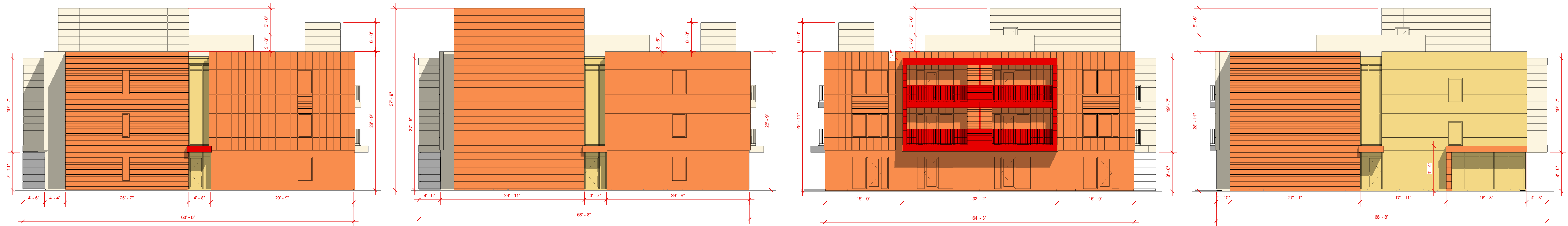
- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15'+



2 Elevation 2 Facade Variation  
SCALE: 3/32" = 1'-0"



4 Elevation 4 Facade Variation  
SCALE: 3/32" = 1'-0"

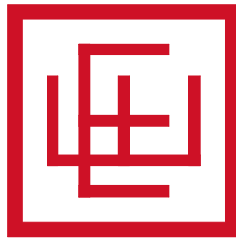


3.1 Elevation 3.1 Facade Variation  
SCALE: 3/32" = 1'-0"

3.2 Elevation 3.2 Facade Variation  
SCALE: 3/32" = 1'-0"

1.1 Elevation 1.1 Facade Variation  
SCALE: 3/32" = 1'-0"

1.2 Elevation 1.2 Facade Variation  
SCALE: 3/32" = 1'-0"



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04/06/23  
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Apt. Bldg G - Elevations Facade  
Variation

HOPA  
AMPD-164



## MEMORANDUM

Date: April 19, 2023  
To: Park City  
From: Hales Engineering



**Subject: Park City Holiday Village & Parkside Parking Study**

UT23-2487

### Introduction

This memorandum discusses the parking study completed for the proposed Holiday Village & Parkside development located in Park City, Utah. The study identifies the City parking supply rates and parking demand rates identified at nearby local affordable housing units. The proposed development is located northeast of the Monitor Drive & Bonanza Drive / Kearns Boulevard (S.R. 248) intersection in Park City, Utah. A vicinity map of the project site is shown in Figure 1.

### Project Description

The development consists of 317 multi-family affordable housing units, including 26 three-bedroom units, 99 two-bedroom units, 108 one-bedroom units, and 84 studio units. The three-bedroom units are planned to be sized between 1,000 and 2,000 square feet and the rest of the units sized less than 1,000 square feet. A summary of the unit and bedroom count is shown in Table 1.

**Table 1: Summary of Proposed Unit Count**

| Unit Type    | # Units    | # Bedrooms |
|--------------|------------|------------|
| Studio       | 84         | 84         |
| 1-Bedroom    | 108        | 108        |
| 2-Bedroom    | 99         | 198        |
| 3-Bedroom    | 26         | 78         |
| <b>TOTAL</b> | <b>317</b> | <b>468</b> |

A supply of 268 parking stalls is currently planned for the project. An underground parking structure will contain 256 of those parking stalls and an additional 12 parking stalls will be provided at surface level. Included within the parking garage stall count are 7 motorcycle parking stalls and 54 electric vehicle charging stalls. There are also 74 bicycle parking stalls proposed. A site plan is provided in Appendix A.





**Figure 1: Site vicinity map of the project in Park City, Utah**

### City Parking Code

The Park City Municipal code specifies parking rates for various land use types. The required parking rates found in the City code for the study land uses are shown in Table 2. The calculations for the parking required by the City without any reductions are shown in Table 3. As shown, it is anticipated that the City would require 330 parking stalls for the proposed development.

**Table 2: City Parking Rates**

| Land Use            | Unit Type             | Rate                  |
|---------------------|-----------------------|-----------------------|
| Multi-Unit Dwelling | < 1,000 sq. ft.       | 1 per dwelling unit   |
|                     | 1,000 – 2,000 sq. ft. | 1.5 per dwelling unit |
|                     | > 2,000 sq. ft.       | 2 per dwelling unit   |

*Source: Park City Municipal code, 2023*



**Table 3: City Parking Calculations – No Reductions**

| City Parking Calculations<br>Park City - Holiday Village & Parkside |            |           |                        |              |
|---------------------------------------------------------------------|------------|-----------|------------------------|--------------|
| Land Use                                                            | # of Units | Unit Type | Rate (stalls per unit) | Total Stalls |
| Multi-Unit Dwelling (< 1,000 sq. ft.)                               | 291        | Units     | 1.00                   | 291          |
| Multi-Unit Dwelling (1,000 - 2,000 sq. ft.)                         | 26         | Units     | 1.50                   | 39           |
| <b>TOTAL</b>                                                        |            |           |                        | <b>330</b>   |
| Source: Park City Municipal code, 2023.                             |            |           |                        |              |

### Parking Reductions

Park City allows for potential parking requirement reductions for affordable housing developments based on a number of criteria from Section 15-6.1-9D of the City code. There is no provided quantification for how much reduction can be applied from implementing each of these strategies. However, there are quantitative measures provided in a South Salt Lake study from national sources that were applied to estimate the potential reduction that these strategies could have. Since those quantitative measures are in a per unit rate, a ratio was used to calculate a percentage reduction based on nationwide rates found in the Institute of Transportation Engineering (ITE), *Parking Generation Manual*, 5<sup>th</sup> Edition, 2019. The following criteria are listed in the Park City code with the reduction percentage listed in parentheses:

- **The development is within ¼-mile from a bus stop that includes a waiting shelter consistent with City standards (11%)**
  - There are multiple bus stops adjacent to the development within a quarter mile that offer waiting shelters, and a new enhanced bus stop is planned on Monitor Drive as a part of the development. There are also planned micro-transit pullouts at the development.
- **On-Site parking is provided for motorcycles and/or scooters (1%)**
  - There are planned motorcycle stalls as part of the development.
- **Bicycle parking exceeds the requirements of Section 15-3-9 (4%)**
  - New construction of Multi-Unit Dwellings must provide at least three (3) bicycle Parking Spaces or ten percent (10%) of the required off-Street Parking Spaces, whichever is greater, for the temporary storage of bicycles. The development is planning on providing 74 bicycle parking spaces, which equates to approximately 22% of the required off-street parking spaces.
- **The development provides dedicated parking spaces for resident carshare vehicles (4%)**
  - The development is open to providing resident carshare vehicles. If this is pursued, it is recommended that at least 4 carshare vehicles be provided for the development.



The development has also stated that they plan to enforce one vehicle per unit to reduce parking demand and that there is potential to encourage use of parking stalls off-site at the Richardson Flat Park and Ride lot and shuttle to and from the parking lot with a shared agreement. These were not assumed within the reduction calculation.

A summary of the City Parking calculations with these reductions is shown in Table 4. As shown, it is anticipated that a parking supply of 265 parking stalls would be recommended after all of the affordable housing parking reductions are taken into consideration.

**Table 4: City Parking Calculations with Reductions**

| City Parking Calculations<br>Park City - Holiday Village & Parkside |            |           |                        |            |        |              |
|---------------------------------------------------------------------|------------|-----------|------------------------|------------|--------|--------------|
| Land Use                                                            | # of Units | Unit Type | Rate (stalls per unit) | Stalls     | % Red. | Total Stalls |
| Multi-Unit Dwelling (< 1,000 sq. ft.)                               | 291        | Units     | 1.00                   | 291        | 20%    | 233          |
| Multi-Unit Dwelling (1,000 - 2,000 sq. ft.)                         | 26         | Units     | 1.50                   | 39         | 20%    | 32           |
| <b>TOTAL</b>                                                        |            |           |                        | <b>330</b> |        | <b>265</b>   |

Source: Park City Municipal code, 2023.

### Local Parking Demand

Local parking demand counts were taken at a time between 12-4 a.m. at three affordable multi-family residential complexes within the Park City area on Monday, April 18, 2023. These include the existing Parkside and Holiday Village areas, as well as the Iron Horse Park Apartments. Since two of these locations were mostly two- and three-bedroom units, the parking demand rate per bedroom was found to be more consistent among all three locations. An average rate of 0.64 parking stalls per bedroom was calculated from the local counts.

The parking demand counts were taken at apartment complexes with nearby transit already accessible so the full 20% reduction is not applicable. However, with planned improvements to the transit infrastructure at the development including a new enhanced bus stop and a micro-transit pullout, it was assumed that approximately half of the 11% transit could be applied. Therefore a range for the total reduction of 14-16% was used in the calculation. The parking demand and supply calculations are shown in Table 5.

**Table 5: Local Parking Demand**

| Local Parking Demand and Supply<br>Park City - Holiday Village & Parkside |            |           |              |       |            |           |              |
|---------------------------------------------------------------------------|------------|-----------|--------------|-------|------------|-----------|--------------|
| Land Use                                                                  | # of Units | Unit Type | Average Rate | Total | Reductions | Demand    | Supply (+5%) |
| Affordable Housing                                                        | 468        | Bedrooms  | 0.64         | 300   | 14 - 16%   | 252 - 258 | 265 - 271    |

Source: Hales Engineering, 2023



Since the local rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 5% additional stalls beyond the anticipated demand for residential developments. Based on this, a supply of approximately 265 – 271 parking stalls should be provided for the project based on local data.

## Comparison and Recommendation

A comparison of the proposed supply, the local parking demand, and the city's parking requirement including any applicable parking reductions is shown in Table 6. Based on the provided information, Hales Engineering recommends that at least 265 to 271 stalls be provided for the project if all previously mentioned parking demand reduction strategies are pursued and implemented by the development. The development will need to implement effective transit management strategies in order for parking reductions to be maximized.

**Table 6: Parking Comparison**

| Source                           | # of Stalls |
|----------------------------------|-------------|
| Proposed Site Plan               | 268         |
| Local Parking Demand + 5%        | 265 - 271   |
| City Requirement (no reductions) | 330         |
| City Requirement w/ Reductions   | 265         |

## Conclusions

The key findings of this study are as follows:

- The proposed development includes 317 multi-family affordable housing units and a total count of 468 bedrooms
- There are 268 proposed parking stalls, including 7 motorcycle parking stalls and 54 electric vehicle charging stalls
- Park City would require 330 parking stalls for the proposed development without considering any potential parking reduction strategies
- Park City allows for a reduction in parking requirements for affordable housing developments
  - An estimated 20% reduction in the parking requirement was calculated based on the development being nearby existing and planned transit facilities, having more than twice the required bicycle parking stalls, having carshare parking stalls, and having motorcycle parking stalls
  - With these reductions, the parking requirement is reduced to 265 parking stalls
- Local parking demand counts were taken at three existing affordable housing apartment locations within Park City, including the two that exist on-site
  - An average parking demand rate of 0.64 parking stalls per bedroom was calculated



- An additional 5% buffer was used to convert the parking demand to a recommended parking supply
- With the reductions and the buffer taken into account, the recommended parking supply is at least 265 to 271 parking stalls if all parking demand reduction strategies are pursued and implemented by the development.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.



# APPENDIX A

## Site Plan





**Building C - Units**  
(2) [Unit Icon]  
(24) [Unit Icon]  
(6) [Unit Icon]  
**32 Total Units**

**Building C - Parking**  
(35) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(18) [Car Icon] Affordable housing  
**35 [Car Icon] Underground**  
(7) [EV Icon]  
(12) [Bike Icon]

**Building A - Units**  
(26) [Unit Icon]  
(14) [Unit Icon]  
(5) [Unit Icon]  
**45 Total Units**

**Building A - Parking**  
(48) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(12) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
(7) [EV Icon]  
(8) [Bike Icon]

**Building F - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building F - Parking**  
(50) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(10) [Car Icon] Affordable housing  
**43 [Car Icon] Underground**  
(9) [EV Icon]  
(12) [Bike Icon]

**Building B - Units**  
(27) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**44 Total Units**

**Building B - Parking**  
(47) [Car Icon] RD District  
(33) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
**4 [Car Icon] Surface**  
(8) [EV Icon]  
(12) [Bike Icon]

**Building E - Units**  
(21) [Unit Icon]  
(4) [Unit Icon]  
(1) [Unit Icon]  
(5) [Unit Icon]  
**36 Total Units**

**Building E - Parking**  
(39) [Car Icon] RD District  
(25) [Car Icon] Market Rate  
(7) [Car Icon] Affordable housing  
**25 [Car Icon] Underground**  
(5) [EV Icon]  
(12) [Bike Icon]

**Building D - Units**  
(39) [Unit Icon]  
(4) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**60 Total Units**

**Building D - Parking**  
(63) [Car Icon] RD District  
(41) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**44 [Car Icon] Underground**  
(9) [EV Icon]  
(6) [Bike Icon]

**Building G - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building G - Parking**  
(50) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(19) [Car Icon] Affordable housing  
**41 [Car Icon] Underground**  
**8 [Car Icon] Surface**  
(9) [EV Icon]  
(12) [Bike Icon]

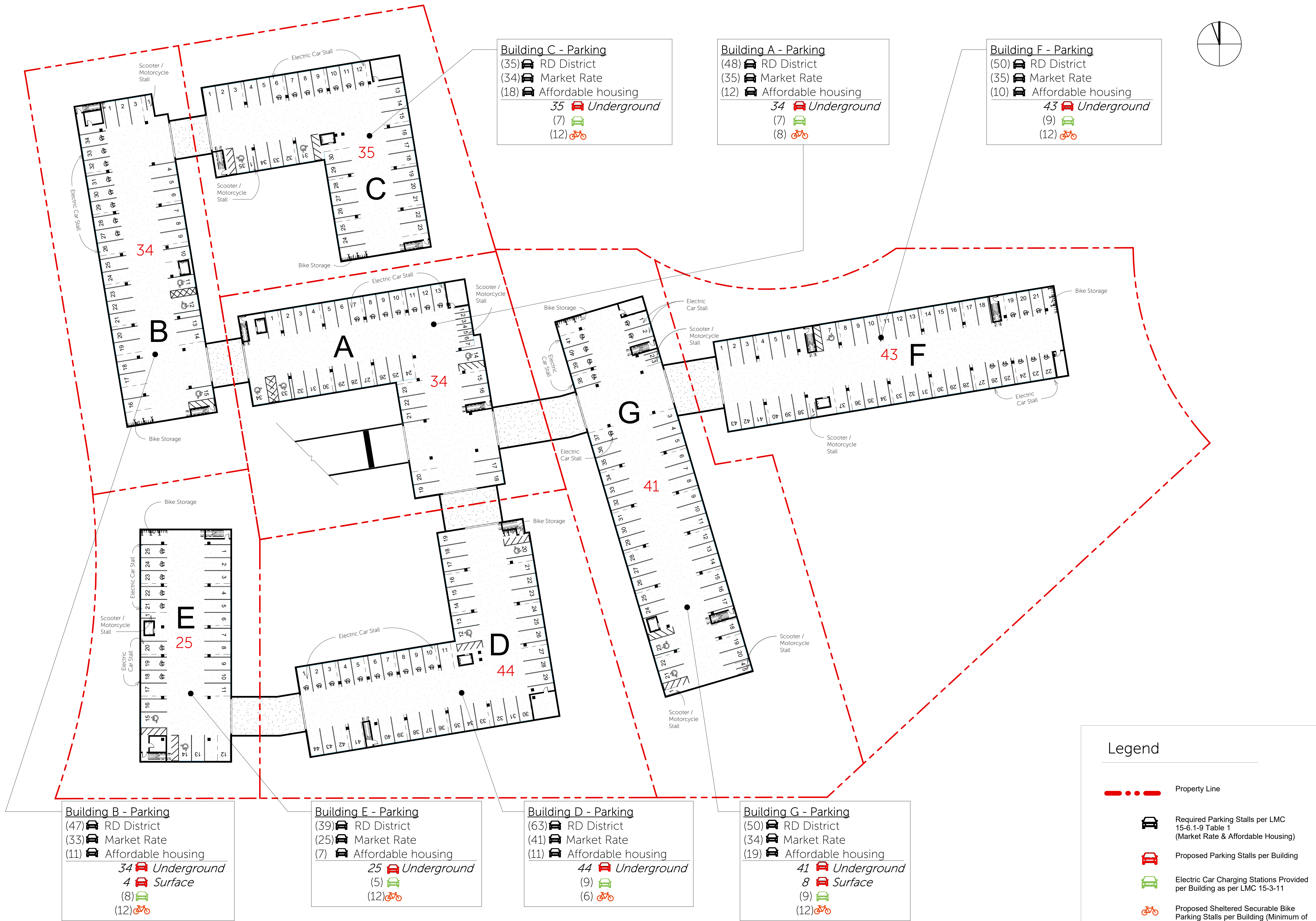
**Legend**

- [Red Dashed Line] Property Line
- [Red Solid Line] Set Back Line
- [Dashed Line] Underground Connection
- [Unit Icon] Studio Unit (428 SF)
- [Unit Icon] One Bedroom Unit (598.5 SF)
- [Unit Icon] Two Bedroom Unit (838.5 SF)
- [Unit Icon] Three Bedroom Unit (1126.5 SF)
- [Car Icon] Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- [Car Icon] Proposed Parking Stalls per Building
- [EV Icon] Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- [Bike Icon] Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

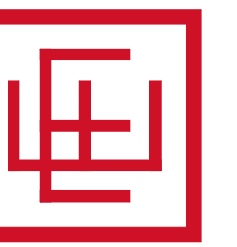
Total Units.....317  
Total Stalls.....268







Total Stalls.....268





# Holiday Village & Parkside

## Traffic Impact Study



**Park City, Utah**

**April 19, 2023**

**UT23-2486**





## EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Holiday Village & Parkside development located in Park City, Utah. The development is located northeast of the Monitor Drive / Kearns Boulevard (S.R. 248) intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023), future (2028), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. A site plan of the project is provided in Appendix A.

**Table ES-1: Peak Hour Level of Service Results**

| Intersection |                                                  | Level of Service |    |              |    |               |    |              |    |               |    |              |    |
|--------------|--------------------------------------------------|------------------|----|--------------|----|---------------|----|--------------|----|---------------|----|--------------|----|
|              |                                                  | Existing (2023)  |    |              |    | Future (2028) |    |              |    | Future (2040) |    |              |    |
|              |                                                  | Background       |    | Plus Project |    | Background    |    | Plus Project |    | Background    |    | Plus Project |    |
|              |                                                  | AM               | PM | AM           | PM | AM            | PM | AM           | PM | AM            | PM | AM           | PM |
| 1            | Kearns Boulevard / Park Avenue                   | B                | C  | B            | C  | B             | C  | B            | C  | B             | C  | B            | C  |
| 2            | Monitor Drive & Bonanza Drive / Kearns Boulevard | B                | B  | B            | B  | B             | C  | B            | C  | C             | E  | B            | F  |
| 3            | Holiday Village (West) Access / Monitor Drive    | a                | a  | a            | a  | a             | a  | a            | a  | a             | a  | a            | a  |
| 4            | Parkside (South) Access / Kearns Boulevard       | b                | f  | b            | d  | c             | f  | c            | f  | d             | f  | f            | f  |
| 5            | Comstock Drive / Kearns Boulevard                | A                | B  | A            | B  | A             | C  | A            | D  | A             | E  | A            | E  |
| 6            | Deer Valley Drive & Empire Avenue / Park Avenue  | C                | D  | C            | D  | C             | D  | C            | D  | C             | D  | C            | D  |
| 7            | Bonanza Drive / Deer Valley Drive                | B                | B  | A            | B  | B             | B  | B            | B  | B             | C  | B            | C  |

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, April 2023



## SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

### Project Conditions

- The development will consist of 317 multi-family residential affordable housing units
- The project is anticipated to generate approximately 1,586 Saturday daily trips, including 86 trips in the morning peak hour, and 160 trips in the evening peak hour
- A northbound right-turn deceleration lane is recommended at the north access

| 2023               | Background                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Plus Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Assumptions</b> | <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• Existing traffic from current housing units removed in the same distribution as those assigned from the proposed development</li> <li>• Trip generation calculated using the existing counts to/from the current housing units</li> </ul>                                                                                                                                                                                                            |
| <b>Findings</b>    | <ul style="list-style-type: none"> <li>• Poor LOS at Parkside Access / Kearns Boulevard (PM)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Acceptable LOS</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Mitigations</b> | <ul style="list-style-type: none"> <li>• A center two-way left-turn lane is available to help vehicles making an egress left turn during peak hours at the Parkside (South) Access</li> </ul>                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2028               | Background                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Plus Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Findings</b>    | <ul style="list-style-type: none"> <li>• Poor LOS at Parkside Access / Kearns Boulevard (PM)</li> <li>• Significant queuing on the eastbound approach of the Comstock Drive / Kearns Boulevard intersection and the northbound approach of the Bonanza Drive / Kearns Blvd intersection (PM)</li> </ul>                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Poor LOS at South Access / Kearns Boulevard (PM)</li> <li>• Significant queuing on the eastbound approach of the Comstock Drive / Kearns Boulevard intersection and the northbound approach of the Bonanza Drive / Kearns Boulevard intersection (PM)</li> </ul>                                                                                                                                                                                     |
| <b>Mitigations</b> | <ul style="list-style-type: none"> <li>• Park City plans to reduce travel demand through more robust transit strategies. If these strategies do not reduce traffic as much as desired, widening Kearns Boulevard to five lanes could be considered from Sidewinder Drive through at least Comstock Drive to allow more vehicles to get through the signal at Comstock Drive / Kearns Boulevard</li> </ul>                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2040               | Background                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Plus Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Findings</b>    | <ul style="list-style-type: none"> <li>• Poor LOS at:               <ul style="list-style-type: none"> <li>◦ Monitor Drive &amp; Bonanza Drive / Kearns Boulevard (PM)</li> <li>◦ Parkside Access / Kearns Boulevard (PM)</li> <li>◦ Comstock Drive / Kearns Boulevard (PM)</li> </ul> </li> <li>• Significant queuing on the eastbound approach of the Comstock Drive / Kearns Boulevard intersection that backs up down Bonanza Drive and then onto Deer Valley Drive (PM)</li> </ul> | <ul style="list-style-type: none"> <li>• Poor LOS at:               <ul style="list-style-type: none"> <li>◦ Monitor Drive &amp; Bonanza Drive / Kearns Boulevard (PM)</li> <li>◦ South Access / Kearns Boulevard (AM &amp; PM)</li> <li>◦ Comstock Drive / Kearns Boulevard (PM)</li> </ul> </li> <li>• Significant queuing on the eastbound approach of the Comstock Drive / Kearns Boulevard intersection that backs up down Bonanza Drive and then onto Deer Valley Drive (PM)</li> </ul> |
| <b>Mitigations</b> | <ul style="list-style-type: none"> <li>• No further mitigations recommended</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



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## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed Holiday Village & Parkside developments located in Park City, Utah. The proposed project is located northeast of the Monitor Drive / Kearns Boulevard (S.R. 248) intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023), future (2028), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed.

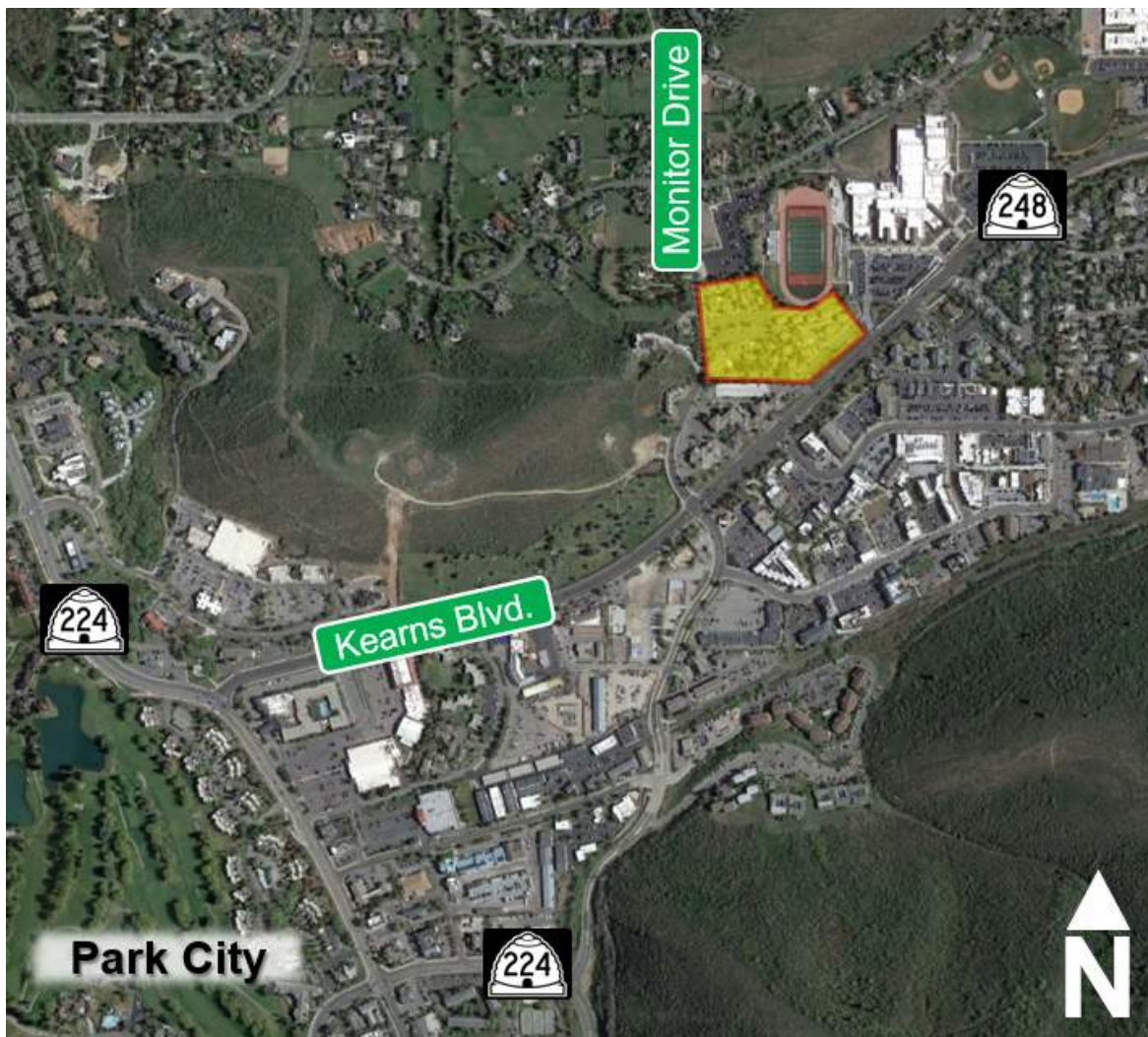


Figure 1: Vicinity map showing the project location in Park City, Utah



## **B. Scope**

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Kearns Boulevard (S.R. 248) / Park Avenue (S.R. 224)
- Monitor Drive & Bonanza Drive / Kearns Boulevard (S.R. 248)
- Holiday Village (West) Access / Monitor Drive
- Parkside (South) Access / Kearns Boulevard (S.R. 248)
- Comstock Drive / Kearns Boulevard (S.R. 248)
- Deer Valley Drive (S.R. 224) & Empire Avenue / Park Avenue (S.R. 224)
- Bonanza Drive / Deer Valley Drive (S.R. 224)

## **C. 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 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7<sup>th</sup> Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95<sup>th</sup> percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

## **D. Level of Service Standards**

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.



**Table 1: Level of Service Description**

| LOS |                                                                                     | Description of Traffic Conditions                     | Average Delay (seconds/vehicle) |                            |
|-----|-------------------------------------------------------------------------------------|-------------------------------------------------------|---------------------------------|----------------------------|
|     |                                                                                     |                                                       | Signalized Intersections        | Unsignalized Intersections |
| A   |    | Free Flow / Insignificant Delay                       | ≤ 10                            | ≤ 10                       |
| B   |    | Stable Operations / Minimum Delays                    | > 10 to 20                      | > 10 to 15                 |
| C   |   | Stable Operations / Acceptable Delays                 | > 20 to 35                      | > 15 to 25                 |
| D   |  | Approaching Unstable Flows / Tolerable Delays         | > 35 to 55                      | > 25 to 35                 |
| E   |  | Unstable Operations / Significant Delays              | > 55 to 80                      | > 35 to 50                 |
| F   |  | Forced Flows / Unpredictable Flows / Excessive Delays | > 80                            | > 50                       |

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7<sup>th</sup> Edition, 2023 Methodology (Transportation Research Board)



## **II. EXISTING (2023) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

### **B. Roadway System**

The primary roadways that will provide access to the project site are described below:

Kearns Boulevard (S.R. 248) – is a state-maintained roadway (classified by UDOT access management standards as a “Community – Rural Importance” facility, or access category 7 roadway). The roadway has two travel lanes in each direction just to the west of the Parkside Access and narrows down to one travel lane in each direction to the west of the Parkside Access. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit is 35 mph in the study area.

Monitor Drive – is a city-maintained roadway that is classified by the Park City Transportation Management Plan (2011) as a major residential collector. There is one travel lane in each direction. The speed limit is 25mph through the study area.

### **C. Traffic Volumes**

Saturday morning (8:00 to 10:00 a.m.) and evening (3:00 to 5:00 p.m.) peak period traffic counts were performed at the following intersections on Saturday, April 1, 2023:

- Holiday Village Access / Monitor Drive
- Parkside Access / Kearns Boulevard (S.R. 248)
- Comstock Drive / Kearns Boulevard (S.R. 248)

Additionally, 12-hour counts (7:00 a.m. to 7:00 p.m.) were provided by the City at the following intersections on Saturday, February 18, 2023:

- Kearns Boulevard (S.R. 248) / Park Avenue (S.R. 224)
- Monitor Drive & Bonanza Drive / Kearns Boulevard (S.R. 248)
- Deer Valley Drive (S.R. 224) & Empire Avenue / Park Avenue (S.R. 224)
- Bonanza Drive / Deer Valley Drive (S.R. 224)

The Saturday morning peak hour was determined to be between 9:00 and 10:00 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 50% higher than the morning peak hour volumes. Both the morning



and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering used the 12-hour counts collected on Presidents Day to balance the counts taken from April. Presidents Day is considered one of the busiest travel days in the Park City area and represents peak traffic conditions.

Saturday counts were chosen for the analysis, based on conversations with the City staff and Planning Commission. It was noted that the Park City Mountain Resort recently changed to a reserved parking system, which may have contributed to lower traffic volumes from traffic counts taken in previous years.

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

#### D. Level of Service Analysis

Hales Engineering determined that the Parkside Access / Kearns Boulevard intersection is currently operating at a poor level of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2023) conditions.

**Table 2: Existing (2023) Background Peak Hour LOS**

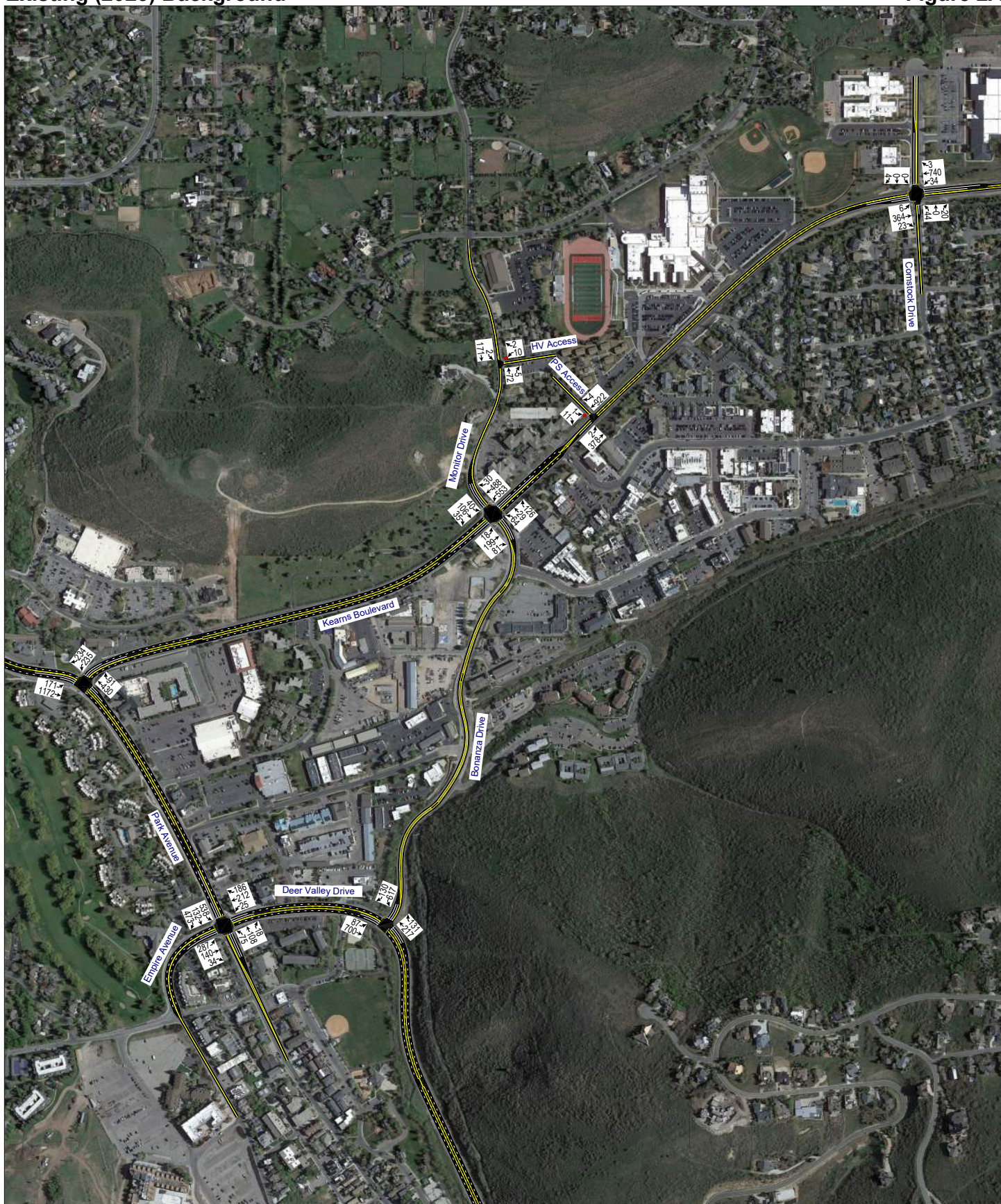
| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.1)                                        | C (20.7)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (11.4)                                        | B (18.4)      |
| Holiday Village Access / Monitor Drive           | WB Stop | a (4.3) / WBL                                   | a (5.1) / WBL |
| Parkside Access / Kearns Boulevard               | SE Stop | b (11.9) / NEL                                  | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (6.3)                                         | B (17.1)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (22.3)                                        | D (35.8)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.1)                                        | B (13.3)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

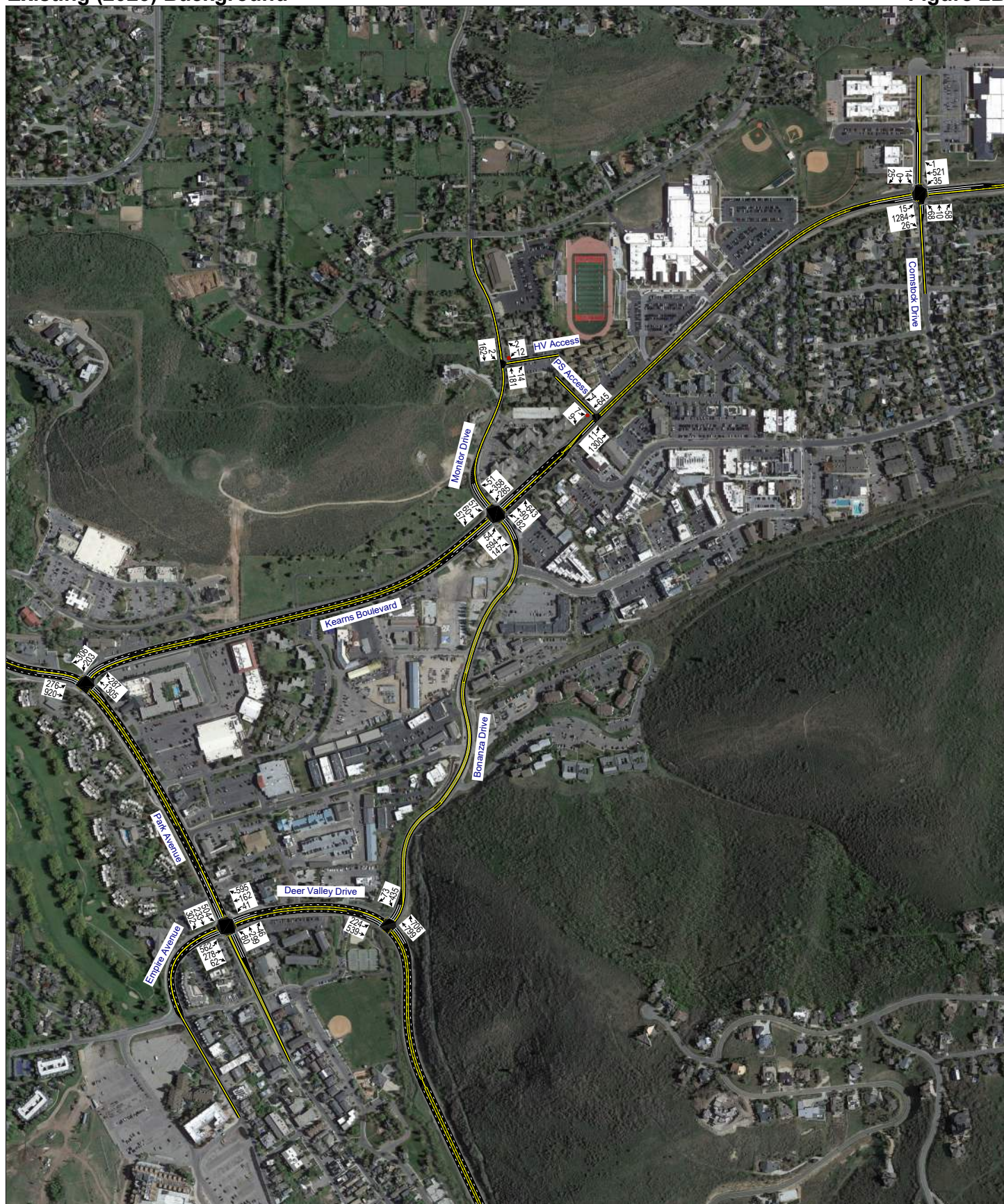
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023











## **E.     Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 500 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: 525 feet (PM)

## **F.     Mitigation Measures**

No mitigation measures are recommended for the Parkside Access. The problematic turning movement is the egress left turn, which can be difficult to make when Kearns Boulevard is busy with minimal available gaps. There is a center two-way left-turn lane that can be used to make a two-stage left turn. The intersection does not meet warrants for any further mitigations.



### III. PROJECT CONDITIONS

#### A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

#### B. Project Description

The proposed Holiday Village & Parkside development is located northeast of the Monitor Drive / Kearns Boulevard (S.R. 248) intersection. The development will consist of 317 multi-family residential affordable housing units. A concept plan for the proposed development is provided in Appendix A.

#### C. Trip Generation

Trip generation for the development was calculated using the existing counts in/out of the Parkside and Holiday Village accesses per discussions with City staff. The number of trips counted was divided by the total 122 existing units from both residential areas to calculate a per unit rate. The trip generation provided by the Institute of Transportation Engineers (ITE) did not have enough reliable data for affordable housing to use for the analysis.

The proposed development is planning to implement strategies to reduce travel and parking demand. These include enhanced nearby bus stops, bike parking beyond what is required, and additional micro-transit pull-outs near the development. These reductions were not included in the trip generation to remain conservative in the analysis. Trip generation for the proposed project is included in Table 3.

**Table 3: Trip Generation**

| Trip Generation<br>Park City - Holiday Village & Parkside TIS |            |           |                 |      |       |           |     |       |
|---------------------------------------------------------------|------------|-----------|-----------------|------|-------|-----------|-----|-------|
| Land Use                                                      | # of Units | Unit Type | Trip Generation |      |       | New Trips |     |       |
|                                                               |            |           | Total           | % In | % Out | In        | Out | Total |
| Saturday Daily                                                |            |           |                 |      |       |           |     |       |
| Affordable Housing                                            | 317        | Units     | 1,586           | 50%  | 50%   | 793       | 793 | 1,586 |
| AM Peak Hour                                                  |            |           |                 |      |       |           |     |       |
| Affordable Housing                                            | 317        | Units     | 86              | 33%  | 67%   | 28        | 58  | 86    |
| PM Peak Hour                                                  |            |           |                 |      |       |           |     |       |
| Affordable Housing                                            | 317        | Units     | 160             | 51%  | 49%   | 82        | 78  | 160   |
| SOURCE: Hales Engineering, April 2023                         |            |           |                 |      |       |           |     |       |



The total trip generation for the development is as follows:

- Saturday Daily Trips: 1,586
- Morning Peak Hour Trips: 86
- Evening Peak Hour Trips: 160

#### **D. Trip Distribution and Assignment**

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establish these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 4.

**Table 4: Trip Distribution**

| Direction | Roadway           | % To/From Project |
|-----------|-------------------|-------------------|
| North     | Monitor Drive     | 5%                |
|           | Park Avenue       | 30%               |
| South     | Deer Valley Drive | 25%               |
|           | Empire Avenue     | 5%                |
|           | Park Avenue       | 5%                |
| East      | Kearns Boulevard  | 30%               |

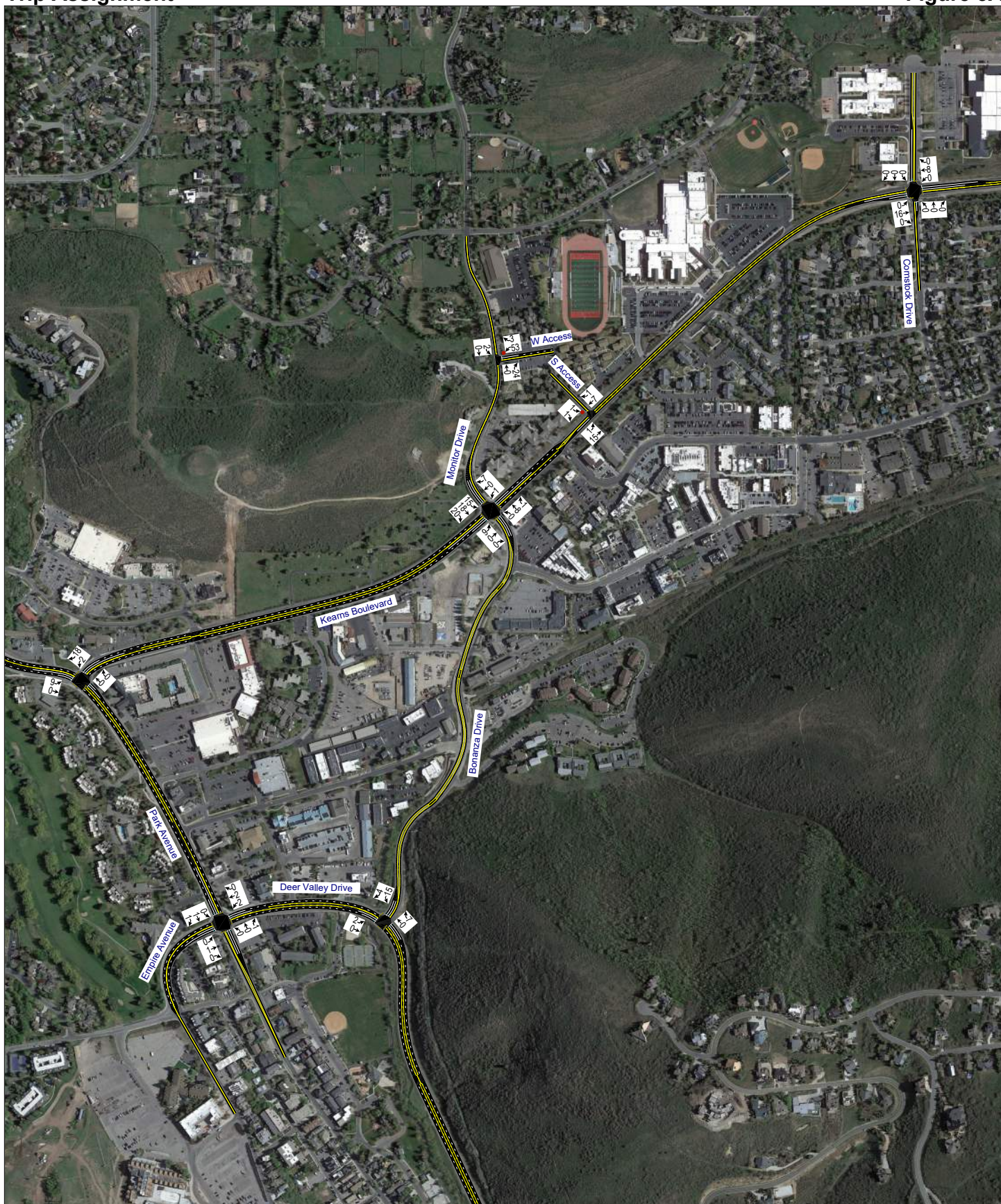
Additionally, the existing trips counted at the Parkside and Holiday Village access were removed from the study roadway network in the same distribution before assigning the new trips from the proposed development. Based on observations during the collected counts, only a couple of trips that used the access were not for the Parkside Apartments. Therefore, it was assumed that all of the trips at the Parkside Access were to/from the Parkside Apartments when removing trips from the background analysis.

While some trips are anticipated to originate/end at major commercial/educational zones that occur mid-block between study intersections, it was assumed that all trips generated would enter/exit from outside of the study boundaries in order to remain conservative in the analysis. These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

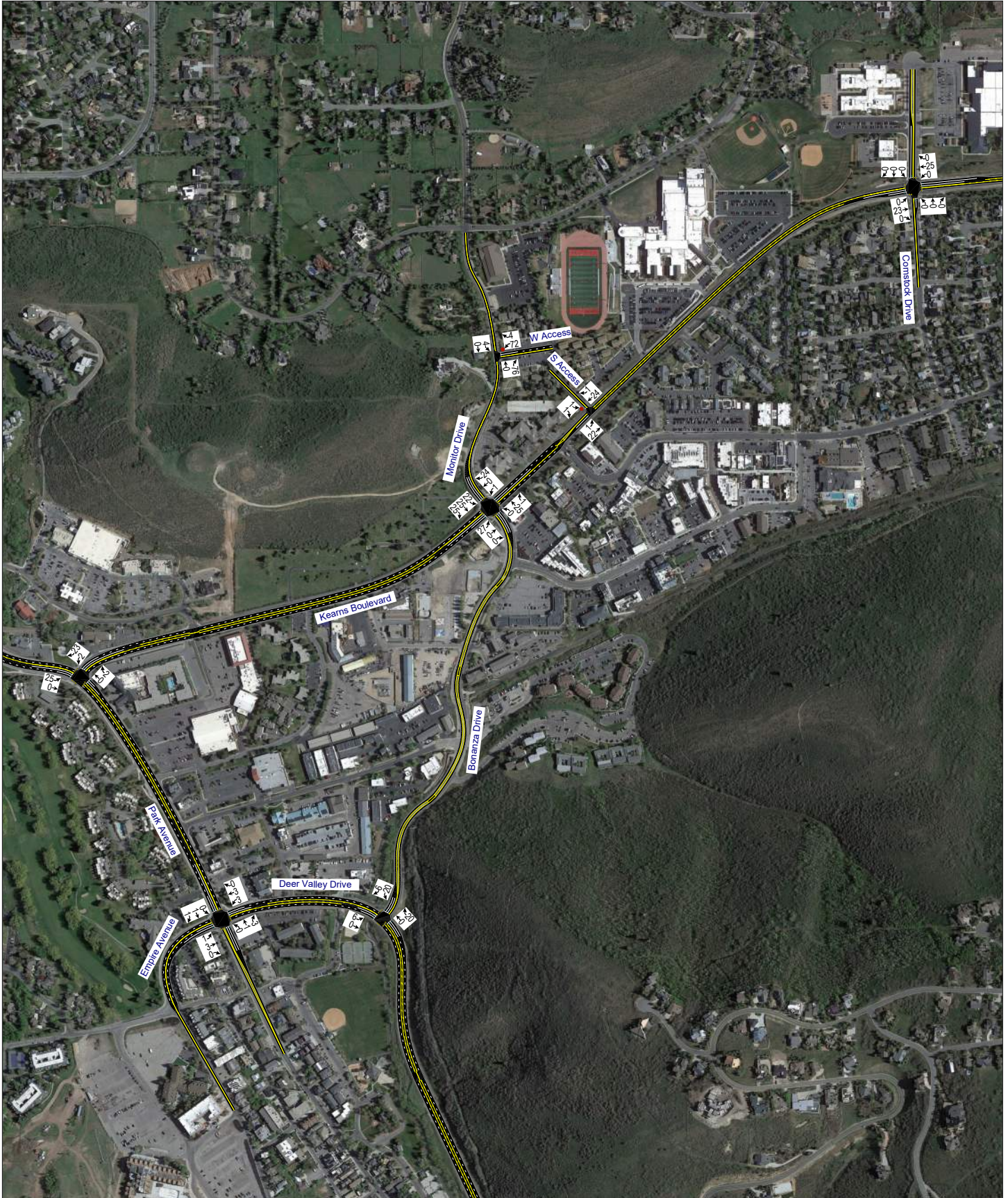


**Park City Holiday Village & Parkside TIS  
Trip Assignment**

**Morning Peak Hour  
Figure 3A**









## **E. Access**

The proposed access for the site will be gained at the following locations:

### Monitor Drive:

- The west access will be where the Westside Village access is currently located, which is approximately 825 feet north of the Monitor Drive & Bonanza Drive / Kearns Boulevard intersection. It will access the project on the east side of Monitor Drive. It is anticipated that the access will be stop-controlled.

## **F. Auxiliary Lanes**

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

UDOT Administrative Rule R930-6 outlines minimum peak hour turn volumes to warrant auxiliary lanes on UDOT roadways. The following are the minimum requirements for these lanes on S.R. 248:

- Left-turn Deceleration (Ingress): 25 left-turn vehicles per hour
- Right-turn Deceleration (Ingress): 50 right-turn vehicles per hour

Based on these guidelines and the anticipated project traffic, a northbound right-turn deceleration lane is recommended at the West Access.



## IV. EXISTING (2023) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the existing (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2023) background traffic volumes to predict turning movement volumes for existing (2023) plus project conditions. Existing (2023) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

### C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the peak hours with project traffic added, as shown in Table 5.

**Table 5: Existing (2023) Plus Project Peak Hour LOS**

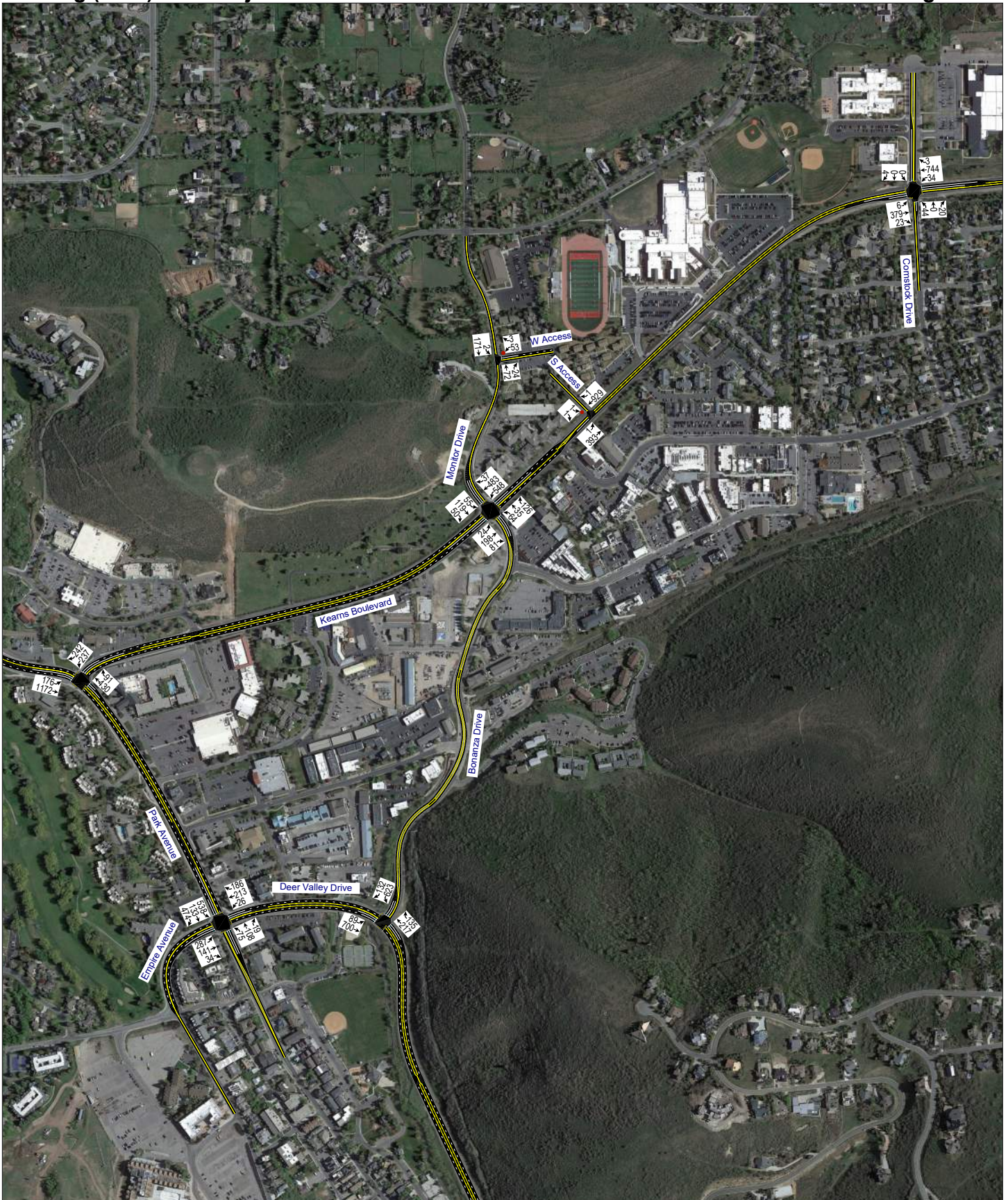
| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |                |
|--------------------------------------------------|---------|-------------------------------------------------|----------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak   |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.3)                                        | C (21.9)       |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (12.0)                                        | B (18.2)       |
| West Access / Monitor Drive                      | WB Stop | a (4.9) / WBL                                   | a (5.4) / WBL  |
| South Access / Kearns Boulevard                  | SE Stop | b (13.4) / SEL                                  | d (34.6) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (6.1)                                         | B (12.1)       |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (22.4)                                        | D (35.6)       |
| Bonanza Drive / Deer Valley Drive                | Signal  | A (10.0)                                        | B (13.7)       |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023

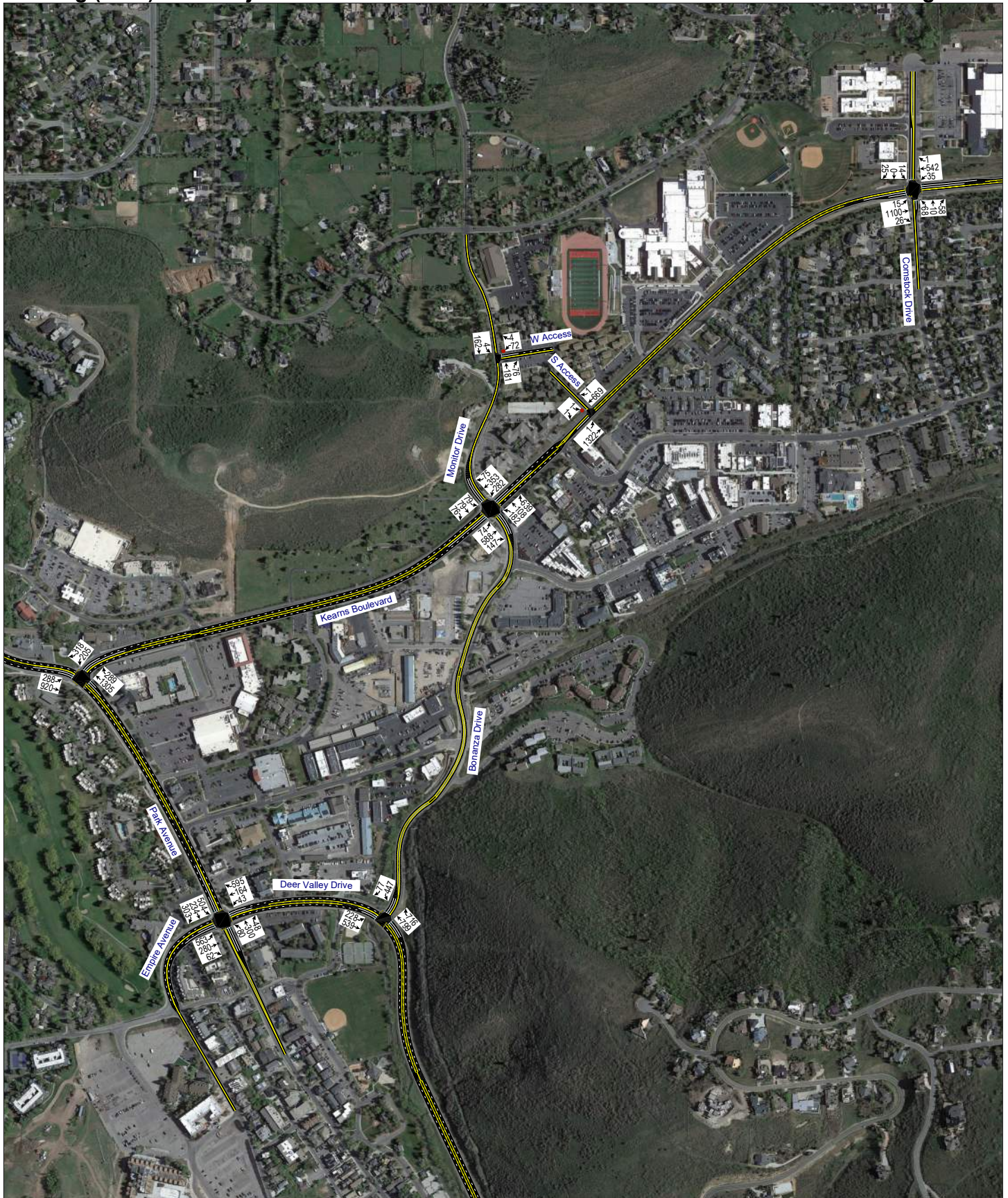






## **Park City Holiday Village & Parkside TIS Existing (2023) Plus Project**

### Evening Peak Hour Figure 4B



**Hales Engineering**  
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04/19/2023



#### **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 525 feet (PM)

#### **E. Mitigation Measures**

No mitigation measures are recommended.



## **V. FUTURE (2028) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the future (2028) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

### **B. Roadway Network**

According to the Park City Transportation Management Plan (2011), there are no projects planned before 2028 in the study area. Therefore, no changes were made to the roadway network for the future (2028) analysis.

### **C. Traffic Volumes**

Hales Engineering obtained future (2028) forecasted volumes from the Summit/Wasatch County travel demand model. The travel demand model projects approximately a 0.75-1.25% annual growth rate for the area. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2028) morning and evening peak hour turning movement volumes are shown in Figure 5.

### **D. Level of Service Analysis**

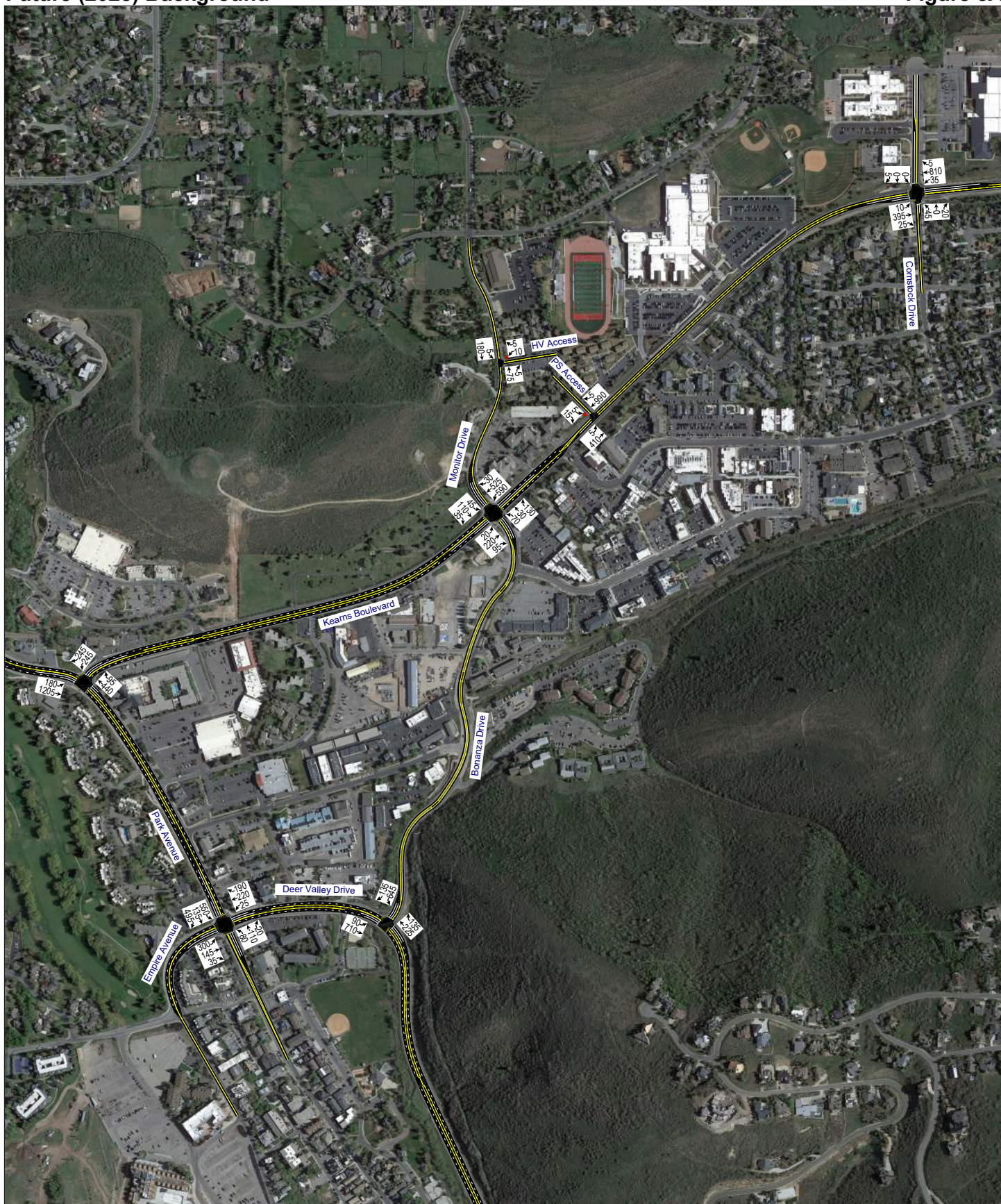
Hales Engineering determined that the Parkside Access / Kearns Boulevard intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2028) background conditions, as shown in Table 6. These results serve as a baseline condition for the impact analysis of the proposed development for future (2028) conditions.

### **E. Queuing Analysis**

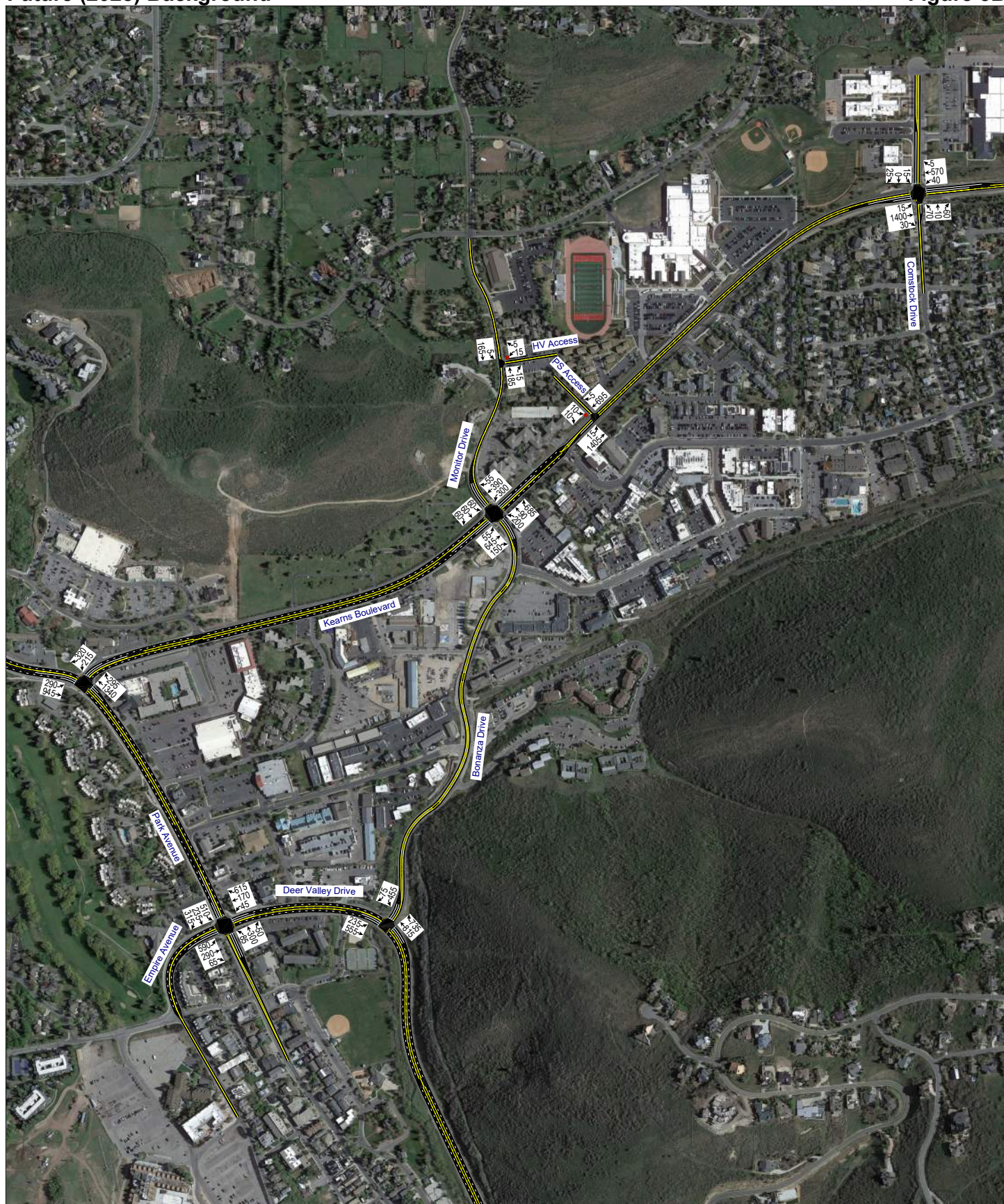
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 500 feet (PM)
- Comstock Drive / Kearns Blvd.:
  - Eastbound: >1,000 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: 750 feet (PM)











**Table 6: Future (2028) Background Peak Hour LOS**

| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.3)                                        | C (21.2)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (15.7)                                        | C (20.9)      |
| Holiday Village Access / Monitor Drive           | WB Stop | a (4.3) / WBL                                   | a (5.3) / WBL |
| Parkside Access / Kearns Boulevard               | SE Stop | c (22.5) / SEL                                  | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (6.9)                                         | C (33.6)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (23.2)                                        | D (36.6)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.1)                                        | B (14.1)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023

## F. Mitigation Measures

No mitigation measures are recommended. More extensive queuing is anticipated to begin developing along Kearns Boulevard and Bonanza Drive, which may require roadway widening if travel demand strategies implemented by the City are not effective. This queuing is also creating more difficulty for left turn egress movements from the Parkside Access. Park City plans to implement more robust public transit to reduce traffic to/from ski resorts during the busy winter months.



## VI. FUTURE (2028) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the future (2028) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2028) background traffic volumes to predict turning movement volumes for future (2028) plus project conditions. Future (2028) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

### C. Level of Service Analysis

Hales Engineering determined that the South Access / Kearns Boulevard intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2028) plus project conditions, as shown in Table 7.

**Table 7: Future (2028) Plus Project Peak Hour LOS**

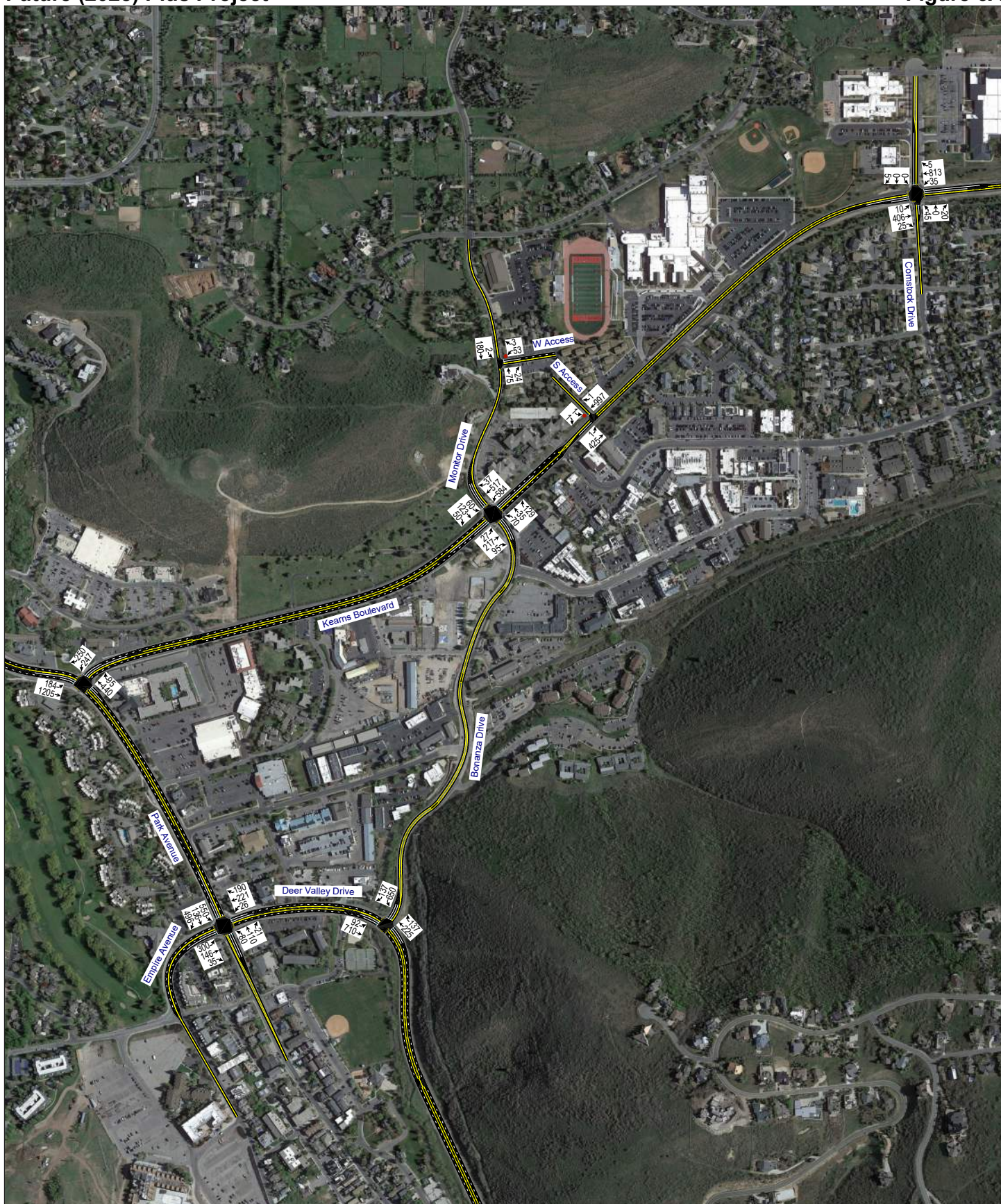
| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.5)                                        | C (22.7)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (13.6)                                        | C (21.3)      |
| West Access / Monitor Drive                      | WB Stop | a (4.8) / WBL                                   | a (5.7) / WBL |
| South Access / Kearns Boulevard                  | SE Stop | c (15.6) / SER                                  | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (7.0)                                         | D (37.9)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (23.5)                                        | D (37.9)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.2)                                        | B (14.5)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

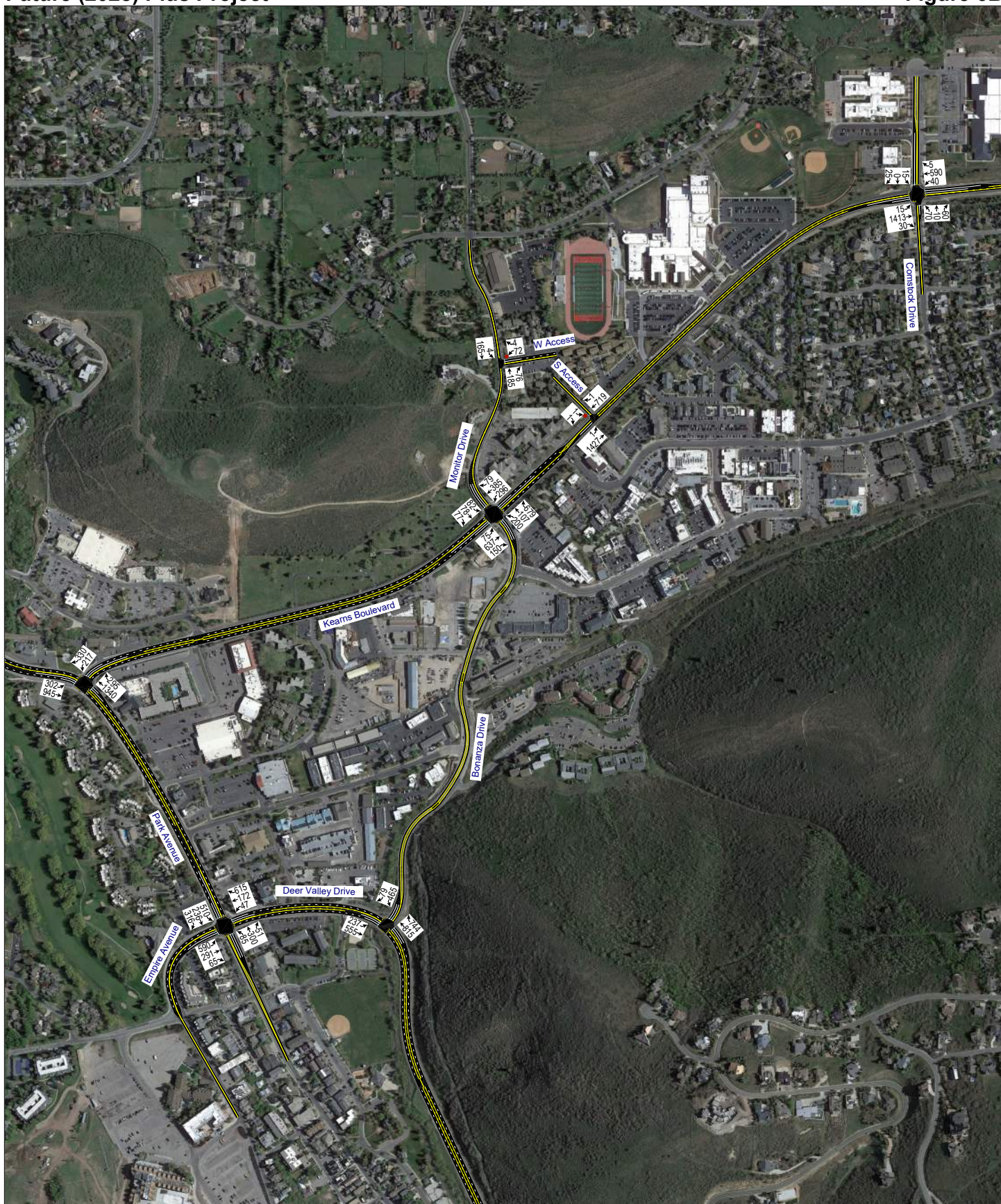
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023











## **D.     Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 525 feet (PM)
- Comstock Drive / Kearns Blvd.:
  - Eastbound: >1,000 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: 725 feet (PM)
- Park Ave. & Empire Ave. / Deer Valley Dr.:
  - Southbound: 525 feet (PM)

## **E.     Mitigation Measures**

No further mitigation measures are recommended beyond those mentioned in the Future (2028) Background Conditions chapter.



## **VII. FUTURE (2040) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

### **B. Roadway Network**

According to the Park City Transportation Management Plan (2011), there are no projects planned before 2040 in the study area. Therefore, no changes were made to the roadway network for the future (2040) analysis.

### **C. Traffic Volumes**

Hales Engineering obtained future (2040) forecasted volumes from the Summit/Wasatch County travel demand model. The travel demand model projects approximately a 0.75-1.25% annual growth rate for the area. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2040) background morning and evening peak hour turning movement volumes are shown in Figure 7.

### **D. Level of Service Analysis**

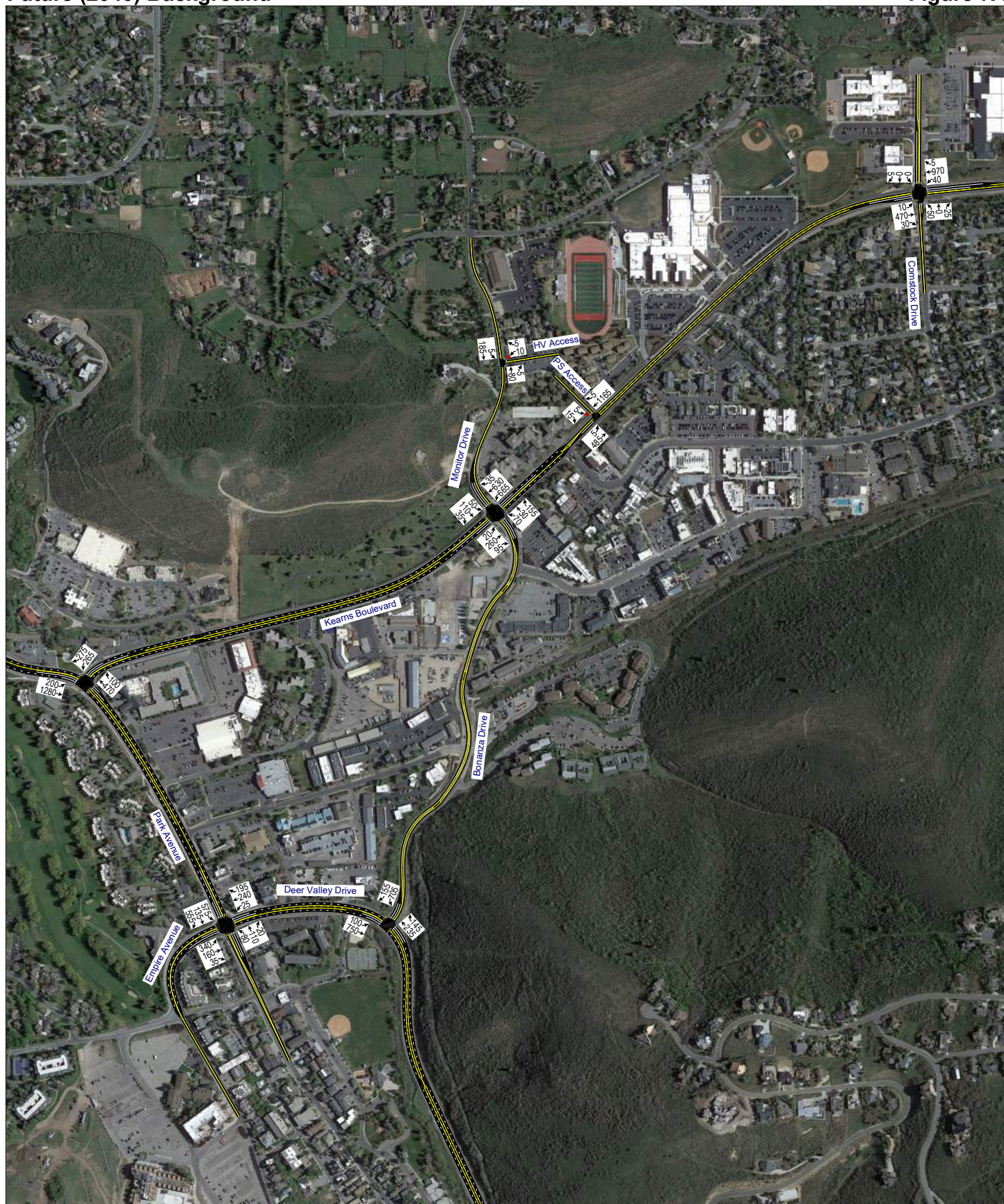
Hales Engineering determined that the Bonanza Drive & Monitor Drive / Kearns Boulevard, Parkside Access / Kearns Boulevard, and Comstock Drive / Kearns Boulevard intersections are anticipated to operate at poor levels of service during the evening peak hour in future (2040) background conditions, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

### **E. Queuing Analysis**

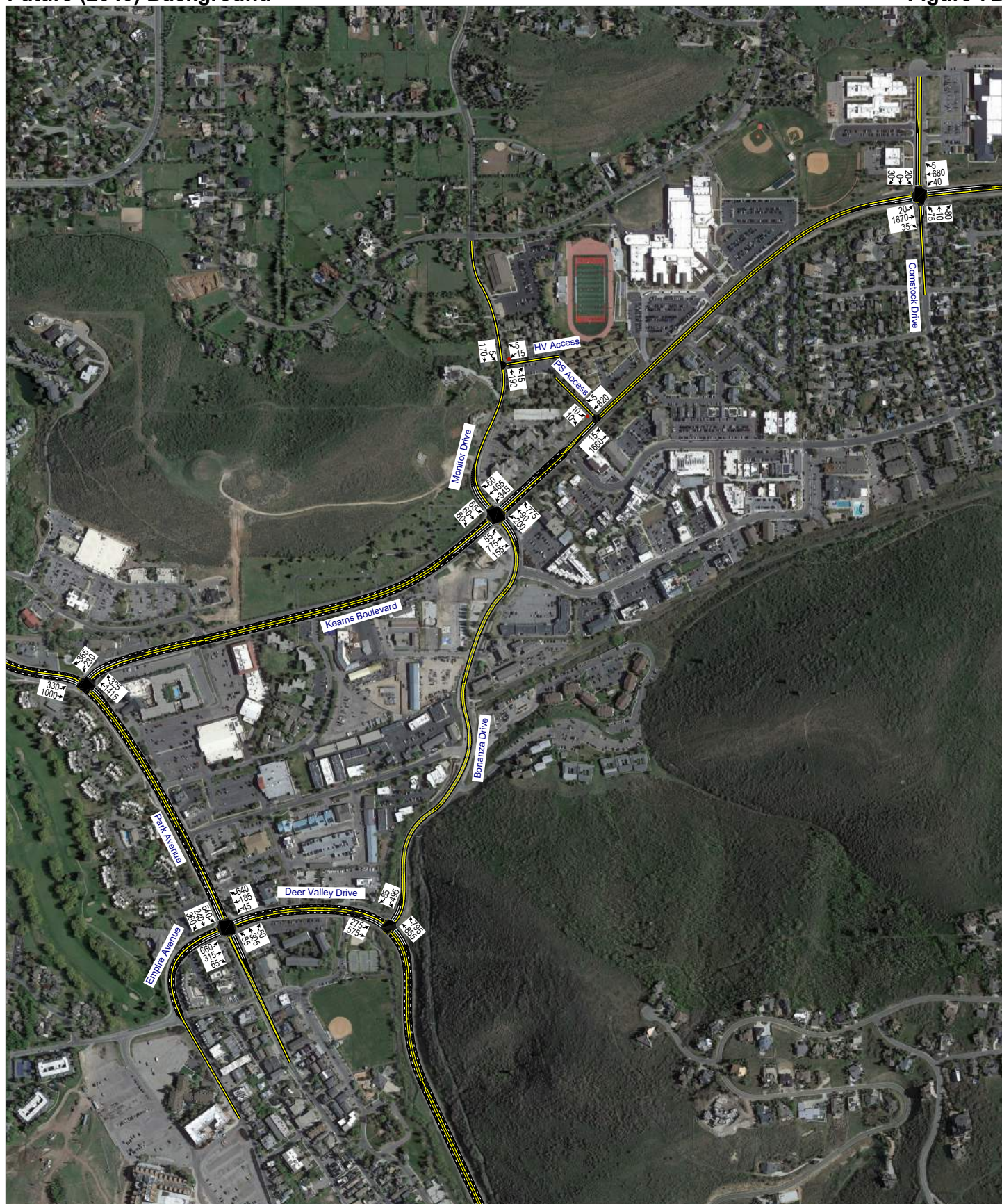
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Parkside Access / Kearns Boulevard:
  - Southeast-bound: 200-350 feet (AM & PM)
- Bonanza Drive / Deer Valley Drive:
  - Northwest-bound: 550 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: >1,000 feet (PM)
  - Eastbound: >1,000 feet (PM)
  - Westbound: 1,000 feet (AM)
- Comstock Drive / Kearns Boulevard:
  - Eastbound: >2,000 feet (PM)











**Table 8: Future (2040) Background Peak Hour LOS**

| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.8)                                        | C (26.9)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | C (22.9)                                        | E (68.7)      |
| Holiday Village Access / Monitor Drive           | WB Stop | a (4.1) / WBL                                   | a (4.8) / WBL |
| Parkside Access / Kearns Boulevard               | SE Stop | d (32.4) / SEL                                  | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (8.4)                                         | E (67.9)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (24.8)                                        | D (40.5)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.5)                                        | C (20.8)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023

## F. Mitigation Measures

No additional mitigation measures are recommended. Significant queuing along Kearns Boulevard is anticipated from the Comstock Signal that backs up onto Bonanza Drive and then back onto Deer Valley Drive. With the volume of traffic anticipated along Kearns Boulevard through the three-lane section near Comstock Drive, there is not enough green time available to allow the demand of vehicles to pass. The City could consider widening Kearns Boulevard to a five-lane cross section through Comstock Drive if travel demand reduction strategies are less effective than desired.



## VIII. FUTURE (2040) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project morning and evening peak hour turning movement volumes are shown in Figure 8.

### C. Level of Service Analysis

Hales Engineering determined that the Monitor Drive & Bonanza Drive / Kearns Boulevard (evening peak hour), South Access / Kearns Boulevard (evening peak hour), and Comstock Drive / Kearns Boulevard (morning and evening peak hour) intersections are anticipated to operate at poor levels of service in future (2040) plus project conditions, as shown in Table 9.

**Table 9: Future (2040) Plus Project Peak Hour LOS**

| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (11.0)                                        | C (26.3)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (17.2)                                        | F (>80)       |
| West Access / Monitor Drive                      | WB Stop | a (4.9) / WBL                                   | a (5.8) / WBL |
| South Access / Kearns Boulevard                  | SE Stop | f (>50) / SEL                                   | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (8.9)                                         | E (68.0)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (24.9)                                        | D (41.0)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.8)                                        | C (27.6)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

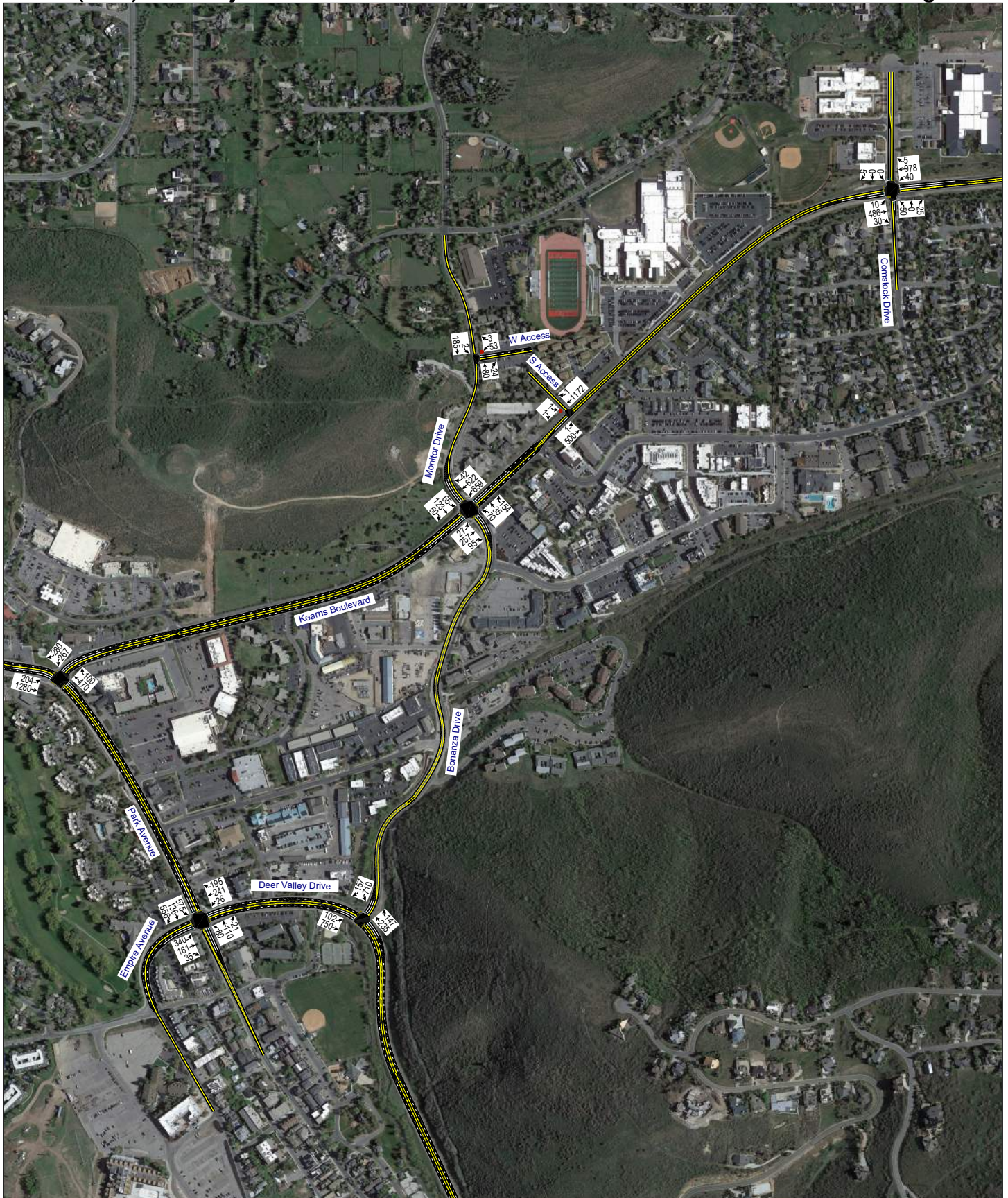
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023



## **Park City Holiday Village & Parkside TIS Future (2040) Plus Project**

### Morning Peak Hour Figure 8A



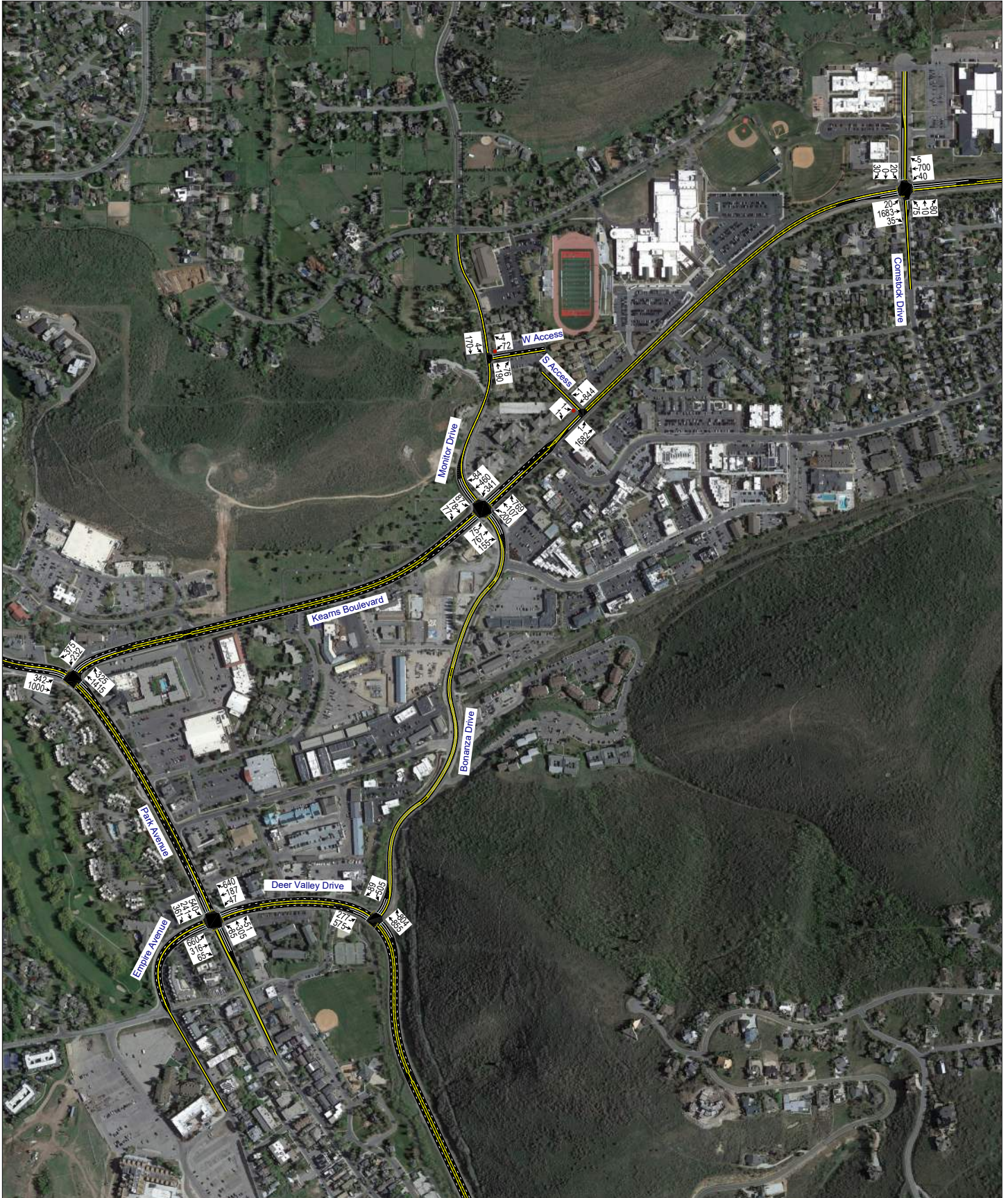
**Hales Engineering**  
**1220 North 500 West Ste 202, Lehi, UT, 84043**

801.766.4343  
04/19/2023



## Park City Holiday Village & Parkside TIS Future (2040) Plus Project

### Evening Peak Hour Figure 8B



**Hales Engineering**  
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343  
04/19/2023



## **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- South Access / Kearns Boulevard:
  - Southeast-bound: 150 feet (AM & PM)
- Bonanza Drive / Deer Valley Drive:
  - Northwest-bound: 800 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: >1,000 feet (PM)
  - Eastbound: >1,000 feet (PM)
  - Westbound: 575 feet (AM)
- Comstock Drive / Kearns Boulevard:
  - Eastbound: >2,000 feet (PM)

## **E. Mitigation Measures**

No additional mitigation measures are recommended. Significant queuing along Kearns Boulevard is anticipated from the Comstock Signal that backs up onto Bonanza Drive and then back onto Deer Valley Drive. With the volume of traffic anticipated along Kearns Boulevard through the three-lane section near Comstock Drive, there is not enough green time available to allow the demand of vehicles to pass. The City could consider widening Kearns Boulevard to a five-lane cross section through Comstock Drive if travel demand reduction strategies are less effective than desired.



# APPENDIX A

## Site Plan





**Building C - Units**  
(2) [Unit Icon]  
(24) [Unit Icon]  
(6) [Unit Icon]  
**32 Total Units**

**Building C - Parking**  
(35) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(18) [Car Icon] Affordable housing  
**35 [Car Icon] Underground**  
(7) [EV Icon]  
(12) [Bike Icon]

**Building A - Units**  
(26) [Unit Icon]  
(14) [Unit Icon]  
(5) [Unit Icon]  
**45 Total Units**

**Building A - Parking**  
(48) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(12) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
(7) [EV Icon]  
(8) [Bike Icon]

**Building F - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building F - Parking**  
(50) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(10) [Car Icon] Affordable housing  
**43 [Car Icon] Underground**  
(9) [EV Icon]  
(12) [Bike Icon]

**Building B - Units**  
(27) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**44 Total Units**

**Building B - Parking**  
(47) [Car Icon] RD District  
(33) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
**4 [Car Icon] Surface**  
(8) [EV Icon]  
(12) [Bike Icon]

**Building E - Units**  
(21) [Unit Icon]  
(9) [Unit Icon]  
(1) [Unit Icon]  
(5) [Unit Icon]  
**36 Total Units**

**Building E - Parking**  
(39) [Car Icon] RD District  
(25) [Car Icon] Market Rate  
(7) [Car Icon] Affordable housing  
**25 [Car Icon] Underground**  
(5) [EV Icon]  
(12) [Bike Icon]

**Building D - Units**  
(39) [Unit Icon]  
(4) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**60 Total Units**

**Building D - Parking**  
(63) [Car Icon] RD District  
(41) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**44 [Car Icon] Underground**  
(9) [EV Icon]  
(6) [Bike Icon]

**Building G - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

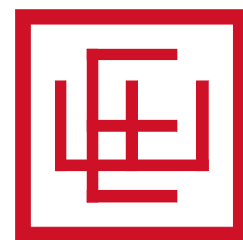
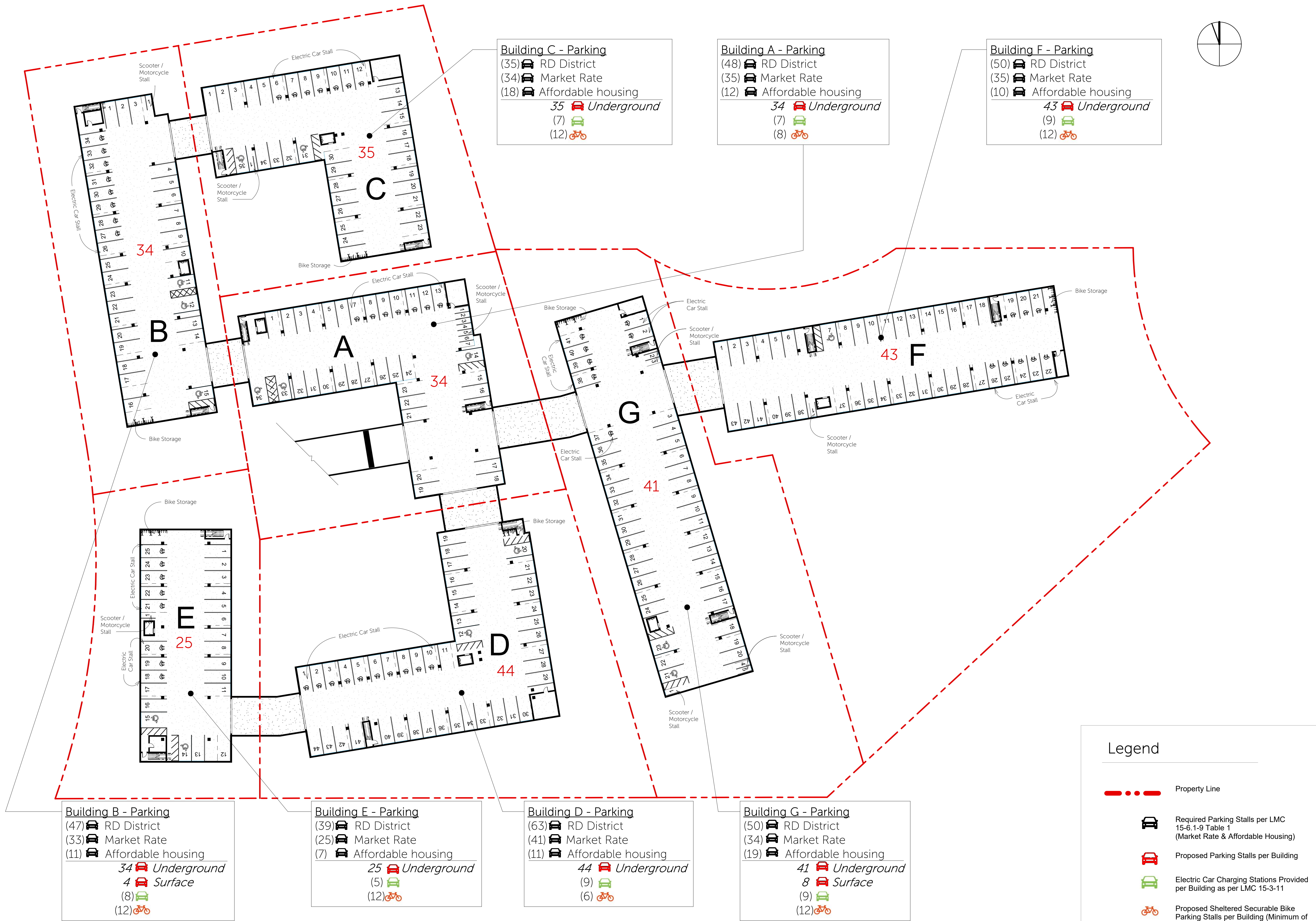
**Building G - Parking**  
(50) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(19) [Car Icon] Affordable housing  
**41 [Car Icon] Underground**  
**8 [Car Icon] Surface**  
(9) [EV Icon]  
(12) [Bike Icon]

**Legend**

- Property Line
- Set Back Line
- Underground Connection
- Studio Unit (428 SF)
- One Bedroom Unit (598.5 SF)
- Two Bedroom Unit (838.5 SF)
- Three Bedroom Unit (1126.5 SF)
- Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- Proposed Parking Stalls per Building
- Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

Total Units.....317  
Total Stalls.....268







# APPENDIX B

## Turning Movement Counts





File Name: "G:\Shared drives\2023 Projects\23-224 PCMC Traffic Counts\06\_Project Deliverables\2023-03-14 - Traffic Counts\Saturday Data\SAT-SR-224 & SR-248 e.xls"

Start Date: 2/18/2023

Start Time: 7:00:00 AM

Site Code: Saturday

Comment 1: Project: WCG 23-224

Comment 2: Intersection: SR-224 / SR-248

Comment 3: City, State: Park City, Utah

Comment 4: Control: Signalized

| Start Time  | SR-224 (Park Avenue)<br>From Northwest |      |      | SR-248 (Kearns Avenue)<br>From Northeast |      |      | SR-224 (Park Avenue)<br>From Southeast |      |      | Total |
|-------------|----------------------------------------|------|------|------------------------------------------|------|------|----------------------------------------|------|------|-------|
|             | Thru                                   | Left | Peds | Right                                    | Left | Peds | Right                                  | Thru | Peds |       |
| 7:00:00 AM  | 117                                    | 19   | 0    | 42                                       | 28   | 1    | 14                                     | 46   | 0    | 267   |
| 7:15:00 AM  | 187                                    | 30   | 0    | 28                                       | 40   | 1    | 19                                     | 44   | 0    | 349   |
| 7:30:00 AM  | 244                                    | 47   | 0    | 30                                       | 45   | 0    | 25                                     | 63   | 0    | 454   |
| 7:45:00 AM  | 324                                    | 47   | 0    | 55                                       | 66   | 0    | 17                                     | 59   | 0    | 568   |
| 8:00:00 AM  | 314                                    | 44   | 1    | 57                                       | 67   | 4    | 26                                     | 118  | 0    | 631   |
| 8:15:00 AM  | 317                                    | 39   | 0    | 62                                       | 55   | 2    | 23                                     | 114  | 0    | 612   |
| 8:30:00 AM  | 217                                    | 41   | 2    | 60                                       | 47   | 3    | 25                                     | 139  | 0    | 534   |
| 8:45:00 AM  | 206                                    | 52   | 2    | 47                                       | 41   | 1    | 26                                     | 145  | 0    | 520   |
| 9:00:00 AM  | 194                                    | 46   | 0    | 42                                       | 47   | 4    | 25                                     | 145  | 0    | 503   |
| 9:15:00 AM  | 176                                    | 40   | 2    | 55                                       | 41   | 1    | 29                                     | 125  | 0    | 469   |
| 9:30:00 AM  | 199                                    | 56   | 1    | 48                                       | 32   | 2    | 42                                     | 143  | 0    | 523   |
| 9:45:00 AM  | 185                                    | 54   | 4    | 62                                       | 57   | 5    | 25                                     | 131  | 0    | 523   |
| 10:00:00 AM | 194                                    | 45   | 3    | 54                                       | 57   | 3    | 37                                     | 148  | 0    | 541   |
| 10:15:00 AM | 199                                    | 62   | 0    | 74                                       | 52   | 3    | 43                                     | 132  | 0    | 565   |
| 10:30:00 AM | 208                                    | 47   | 2    | 56                                       | 49   | 5    | 39                                     | 146  | 0    | 552   |
| 10:45:00 AM | 219                                    | 48   | 0    | 74                                       | 60   | 10   | 32                                     | 158  | 0    | 601   |
| 11:00:00 AM | 205                                    | 57   | 0    | 55                                       | 34   | 3    | 45                                     | 170  | 0    | 569   |
| 11:15:00 AM | 229                                    | 61   | 2    | 48                                       | 60   | 3    | 50                                     | 165  | 0    | 618   |
| 11:30:00 AM | 210                                    | 67   | 0    | 79                                       | 49   | 4    | 36                                     | 161  | 0    | 606   |
| 11:45:00 AM | 224                                    | 73   | 0    | 80                                       | 41   | 4    | 43                                     | 191  | 0    | 656   |
| 12:00:00 PM | 252                                    | 72   | 6    | 75                                       | 45   | 0    | 37                                     | 181  | 0    | 668   |
| 12:15:00 PM | 238                                    | 63   | 0    | 78                                       | 44   | 9    | 52                                     | 213  | 0    | 697   |
| 12:30:00 PM | 215                                    | 54   | 3    | 88                                       | 49   | 4    | 47                                     | 182  | 0    | 642   |
| 12:45:00 PM | 253                                    | 73   | 2    | 78                                       | 46   | 9    | 53                                     | 180  | 0    | 694   |
| 1:00:00 PM  | 242                                    | 79   | 3    | 71                                       | 58   | 4    | 57                                     | 209  | 0    | 723   |
| 1:15:00 PM  | 210                                    | 65   | 1    | 78                                       | 56   | 4    | 43                                     | 214  | 0    | 671   |
| 1:30:00 PM  | 218                                    | 68   | 1    | 81                                       | 40   | 6    | 44                                     | 203  | 0    | 661   |
| 1:45:00 PM  | 231                                    | 79   | 1    | 76                                       | 37   | 9    | 47                                     | 228  | 0    | 708   |
| 2:00:00 PM  | 192                                    | 52   | 0    | 69                                       | 47   | 4    | 50                                     | 221  | 0    | 635   |
| 2:15:00 PM  | 249                                    | 80   | 3    | 49                                       | 54   | 4    | 45                                     | 246  | 0    | 730   |
| 2:30:00 PM  | 234                                    | 63   | 3    | 70                                       | 61   | 4    | 55                                     | 258  | 0    | 748   |
| 2:45:00 PM  | 310                                    | 63   | 2    | 81                                       | 61   | 9    | 48                                     | 271  | 0    | 845   |
| 3:00:00 PM  | 246                                    | 68   | 1    | 74                                       | 52   | 6    | 72                                     | 258  | 0    | 777   |
| 3:15:00 PM  | 256                                    | 71   | 2    | 65                                       | 49   | 16   | 55                                     | 328  | 0    | 842   |
| 3:30:00 PM  | 228                                    | 88   | 5    | 85                                       | 48   | 6    | 53                                     | 292  | 0    | 805   |
| 3:45:00 PM  | 249                                    | 86   | 0    | 87                                       | 51   | 15   | 74                                     | 301  | 0    | 863   |
| 4:00:00 PM  | 215                                    | 79   | 0    | 71                                       | 38   | 6    | 64                                     | 313  | 0    | 786   |
| 4:15:00 PM  | 236                                    | 68   | 1    | 65                                       | 64   | 12   | 81                                     | 330  | 0    | 857   |
| 4:30:00 PM  | 210                                    | 78   | 2    | 66                                       | 42   | 4    | 61                                     | 278  | 0    | 741   |
| 4:45:00 PM  | 230                                    | 77   | 5    | 82                                       | 54   | 17   | 72                                     | 340  | 0    | 877   |
| 5:00:00 PM  | 218                                    | 71   | 2    | 72                                       | 52   | 13   | 82                                     | 332  | 0    | 842   |
| 5:15:00 PM  | 235                                    | 67   | 4    | 77                                       | 47   | 12   | 61                                     | 338  | 0    | 841   |
| 5:30:00 PM  | 237                                    | 61   | 0    | 75                                       | 50   | 8    | 72                                     | 295  | 0    | 798   |
| 5:45:00 PM  | 226                                    | 57   | 1    | 59                                       | 44   | 5    | 62                                     | 278  | 0    | 732   |
| 6:00:00 PM  | 177                                    | 58   | 7    | 75                                       | 36   | 22   | 65                                     | 229  | 0    | 669   |
| 6:15:00 PM  | 193                                    | 77   | 0    | 62                                       | 28   | 11   | 44                                     | 222  | 0    | 637   |
| 6:30:00 PM  | 199                                    | 83   | 0    | 66                                       | 34   | 6    | 52                                     | 244  | 0    | 684   |
| 6:45:00 PM  | 158                                    | 59   | 6    | 58                                       | 40   | 2    | 38                                     | 190  | 0    | 551   |
| Grand Total | 10725                                  | 2934 | 80   | 3141                                     | 2295 | 286  | 2207                                   | 9717 | 0    | 31385 |





File Name: "G:\Shared drives\2023 Projects\23-224 PCMC Traffic Counts\06\_Project Deliverables\2023-03-14 - Traffic Counts\Saturday Data\SAT-Bonanza Drive & SR-248 e.xls"

Start Date: 2/18/2023

Start Time: 7:00:00 AM

Site Code: Saturday

Comment 1: Project: WCG 23-224

Comment 2: Intersection: Bonanza Dr / SR-248

Comment 3: City, State: Park City, Utah

Comment 4: Control: Signalized

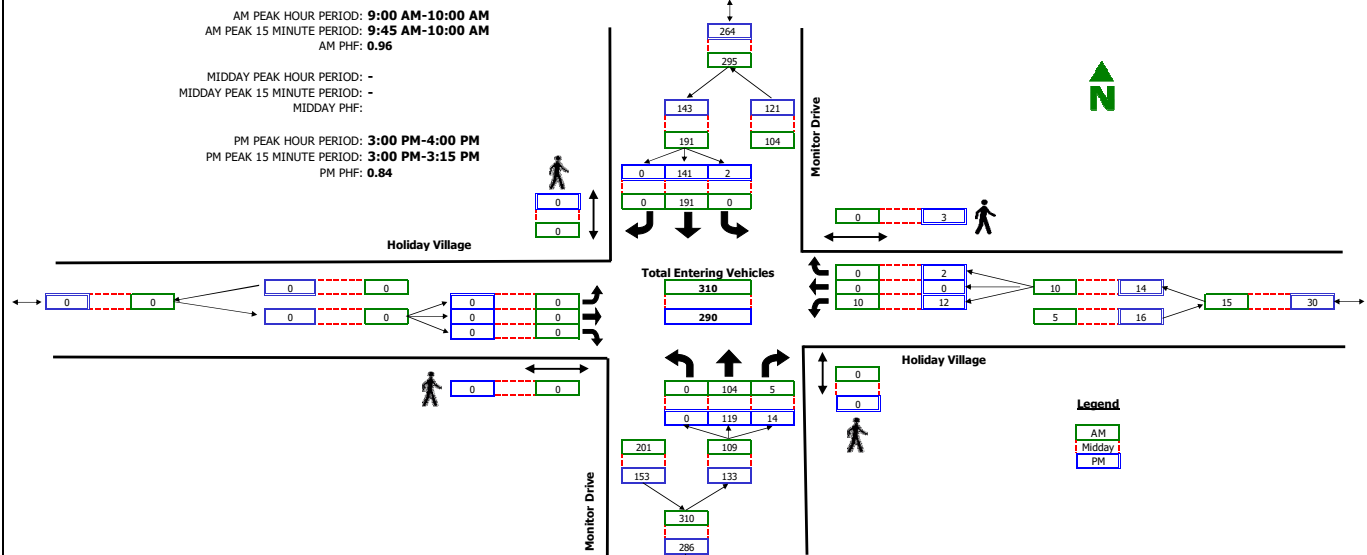
| Start Time  | Monitor Drive<br>From Northwest |      |      |      | SR-248 (Kearns Blvd)<br>From Northeast |      |      |      | Bonanza Drive<br>From Southeast |      |      |      | SR-248 (Kearns Blvd)<br>From Southwest |      |      |      | Total |
|-------------|---------------------------------|------|------|------|----------------------------------------|------|------|------|---------------------------------|------|------|------|----------------------------------------|------|------|------|-------|
|             | Right                           | Thru | Left | Peds | Right                                  | Thru | Left | Peds | Right                           | Thru | Left | Peds | Right                                  | Thru | Left | Peds |       |
| 7:00:00 AM  | 1                               | 5    | 2    | 0    | 7                                      | 91   | 80   | 0    | 8                               | 1    | 13   | 1    | 9                                      | 25   | 5    | 0    | 248   |
| 7:15:00 AM  | 2                               | 11   | 6    | 0    | 5                                      | 64   | 110  | 0    | 18                              | 5    | 6    | 3    | 7                                      | 39   | 3    | 3    | 282   |
| 7:30:00 AM  | 7                               | 13   | 8    | 0    | 5                                      | 75   | 126  | 0    | 20                              | 5    | 11   | 1    | 13                                     | 66   | 1    | 0    | 351   |
| 7:45:00 AM  | 5                               | 17   | 14   | 0    | 5                                      | 130  | 154  | 0    | 32                              | 4    | 10   | 3    | 10                                     | 49   | 3    | 0    | 436   |
| 8:00:00 AM  | 5                               | 20   | 6    | 0    | 9                                      | 143  | 134  | 0    | 24                              | 4    | 12   | 0    | 22                                     | 63   | 4    | 0    | 446   |
| 8:15:00 AM  | 8                               | 41   | 8    | 0    | 10                                     | 122  | 130  | 1    | 34                              | 6    | 17   | 1    | 28                                     | 50   | 4    | 0    | 460   |
| 8:30:00 AM  | 17                              | 28   | 12   | 0    | 6                                      | 93   | 135  | 0    | 36                              | 15   | 25   | 0    | 21                                     | 37   | 7    | 0    | 432   |
| 8:45:00 AM  | 15                              | 21   | 6    | 0    | 18                                     | 80   | 106  | 1    | 43                              | 17   | 15   | 0    | 26                                     | 54   | 5    | 0    | 407   |
| 9:00:00 AM  | 15                              | 20   | 10   | 3    | 13                                     | 81   | 109  | 3    | 48                              | 16   | 11   | 1    | 26                                     | 56   | 10   | 0    | 422   |
| 9:15:00 AM  | 8                               | 22   | 12   | 1    | 11                                     | 80   | 88   | 1    | 52                              | 10   | 26   | 6    | 31                                     | 60   | 8    | 0    | 416   |
| 9:30:00 AM  | 15                              | 13   | 4    | 0    | 10                                     | 74   | 85   | 1    | 46                              | 15   | 21   | 1    | 43                                     | 72   | 10   | 0    | 410   |
| 9:45:00 AM  | 15                              | 29   | 12   | 0    | 11                                     | 113  | 97   | 0    | 49                              | 13   | 23   | 0    | 27                                     | 63   | 9    | 0    | 461   |
| 10:00:00 AM | 19                              | 20   | 13   | 4    | 13                                     | 109  | 73   | 4    | 45                              | 7    | 23   | 3    | 23                                     | 50   | 13   | 2    | 421   |
| 10:15:00 AM | 12                              | 17   | 16   | 0    | 7                                      | 104  | 70   | 1    | 60                              | 8    | 30   | 2    | 33                                     | 85   | 11   | 2    | 458   |
| 10:30:00 AM | 11                              | 26   | 12   | 3    | 12                                     | 94   | 80   | 1    | 53                              | 13   | 28   | 3    | 21                                     | 91   | 6    | 4    | 458   |
| 10:45:00 AM | 16                              | 22   | 11   | 3    | 9                                      | 111  | 94   | 2    | 54                              | 18   | 32   | 1    | 30                                     | 59   | 7    | 1    | 470   |
| 11:00:00 AM | 18                              | 24   | 14   | 2    | 14                                     | 88   | 90   | 5    | 60                              | 14   | 30   | 1    | 31                                     | 83   | 9    | 3    | 486   |
| 11:15:00 AM | 17                              | 18   | 10   | 4    | 11                                     | 100  | 61   | 1    | 64                              | 12   | 20   | 1    | 33                                     | 74   | 19   | 3    | 448   |
| 11:30:00 AM | 14                              | 19   | 25   | 4    | 9                                      | 97   | 75   | 6    | 52                              | 10   | 39   | 2    | 43                                     | 68   | 13   | 1    | 477   |
| 11:45:00 AM | 13                              | 27   | 21   | 1    | 14                                     | 99   | 100  | 3    | 62                              | 14   | 31   | 2    | 46                                     | 95   | 19   | 2    | 549   |
| 12:00:00 PM | 19                              | 29   | 22   | 1    | 10                                     | 94   | 82   | 0    | 51                              | 10   | 40   | 7    | 45                                     | 82   | 13   | 2    | 507   |
| 12:15:00 PM | 20                              | 13   | 17   | 0    | 13                                     | 104  | 87   | 2    | 70                              | 14   | 40   | 1    | 41                                     | 82   | 7    | 0    | 511   |
| 12:30:00 PM | 19                              | 24   | 13   | 2    | 13                                     | 121  | 102  | 1    | 61                              | 23   | 52   | 6    | 56                                     | 84   | 9    | 2    | 588   |
| 12:45:00 PM | 17                              | 16   | 15   | 3    | 18                                     | 92   | 85   | 4    | 78                              | 14   | 42   | 5    | 50                                     | 86   | 10   | 2    | 537   |
| 1:00:00 PM  | 14                              | 18   | 16   | 1    | 13                                     | 110  | 88   | 0    | 68                              | 14   | 37   | 1    | 46                                     | 120  | 16   | 2    | 564   |
| 1:15:00 PM  | 15                              | 17   | 10   | 3    | 12                                     | 106  | 82   | 0    | 89                              | 15   | 33   | 5    | 46                                     | 86   | 12   | 1    | 532   |
| 1:30:00 PM  | 20                              | 26   | 18   | 0    | 10                                     | 86   | 71   | 2    | 94                              | 19   | 33   | 2    | 34                                     | 98   | 8    | 0    | 521   |
| 1:45:00 PM  | 13                              | 19   | 8    | 0    | 10                                     | 98   | 96   | 0    | 93                              | 20   | 39   | 3    | 53                                     | 91   | 15   | 4    | 562   |
| 2:00:00 PM  | 7                               | 17   | 10   | 6    | 12                                     | 97   | 93   | 2    | 95                              | 19   | 42   | 2    | 34                                     | 92   | 5    | 1    | 534   |
| 2:15:00 PM  | 19                              | 11   | 12   | 0    | 8                                      | 100  | 86   | 5    | 77                              | 14   | 32   | 2    | 51                                     | 100  | 16   | 1    | 534   |
| 2:30:00 PM  | 11                              | 16   | 17   | 2    | 11                                     | 102  | 88   | 1    | 100                             | 17   | 45   | 2    | 48                                     | 100  | 8    | 1    | 569   |
| 2:45:00 PM  | 11                              | 21   | 14   | 0    | 14                                     | 98   | 116  | 0    | 93                              | 22   | 45   | 1    | 49                                     | 94   | 10   | 0    | 588   |
| 3:00:00 PM  | 16                              | 28   | 11   | 0    | 12                                     | 109  | 84   | 6    | 106                             | 18   | 37   | 1    | 35                                     | 106  | 16   | 0    | 585   |
| 3:15:00 PM  | 7                               | 25   | 7    | 0    | 11                                     | 94   | 105  | 2    | 132                             | 25   | 38   | 3    | 51                                     | 110  | 8    | 0    | 618   |
| 3:30:00 PM  | 15                              | 12   | 12   | 1    | 4                                      | 93   | 87   | 2    | 140                             | 26   | 46   | 1    | 38                                     | 124  | 10   | 0    | 611   |
| 3:45:00 PM  | 16                              | 19   | 14   | 1    | 14                                     | 107  | 100  | 2    | 158                             | 18   | 38   | 2    | 46                                     | 138  | 21   | 0    | 694   |
| 4:00:00 PM  | 12                              | 15   | 14   | 1    | 10                                     | 74   | 78   | 0    | 163                             | 12   | 40   | 6    | 40                                     | 114  | 19   | 0    | 598   |
| 4:15:00 PM  | 9                               | 10   | 10   | 0    | 14                                     | 94   | 74   | 7    | 158                             | 23   | 57   | 5    | 32                                     | 144  | 15   | 0    | 652   |
| 4:30:00 PM  | 9                               | 18   | 8    | 4    | 18                                     | 81   | 81   | 5    | 157                             | 23   | 42   | 9    | 35                                     | 127  | 16   | 1    | 634   |
| 4:45:00 PM  | 15                              | 14   | 19   | 10   | 11                                     | 102  | 72   | 4    | 156                             | 27   | 45   | 6    | 43                                     | 167  | 9    | 1    | 701   |
| 5:00:00 PM  | 24                              | 18   | 20   | 2    | 8                                      | 81   | 58   | 2    | 172                             | 17   | 38   | 2    | 37                                     | 156  | 14   | 0    | 649   |
| 5:15:00 PM  | 14                              | 12   | 10   | 1    | 11                                     | 103  | 77   | 4    | 152                             | 24   | 37   | 2    | 32                                     | 139  | 8    | 0    | 626   |
| 5:30:00 PM  | 10                              | 18   | 13   | 0    | 13                                     | 96   | 78   | 0    | 113                             | 17   | 39   | 4    | 41                                     | 127  | 10   | 0    | 579   |
| 5:45:00 PM  | 4                               | 14   | 11   | 0    | 7                                      | 87   | 75   | 1    | 107                             | 16   | 41   | 4    | 37                                     | 87   | 8    | 0    | 499   |
| 6:00:00 PM  | 8                               | 19   | 14   | 0    | 12                                     | 79   | 75   | 0    | 92                              | 16   | 48   | 4    | 33                                     | 137  | 15   | 0    | 552   |
| 6:15:00 PM  | 15                              | 14   | 9    | 3    | 6                                      | 71   | 79   | 4    | 101                             | 17   | 22   | 5    | 46                                     | 98   | 11   | 0    | 501   |
| 6:30:00 PM  | 6                               | 7    | 12   | 2    | 5                                      | 75   | 63   | 0    | 72                              | 18   | 25   | 2    | 36                                     | 114  | 9    | 0    | 446   |
| 6:45:00 PM  | 9                               | 13   | 14   | 1    | 9                                      | 81   | 53   | 3    | 84                              | 7    | 34   | 7    | 39                                     | 95   | 13   | 3    | 465   |
| Grand Total | 607                             | 896  | 592  | 69   | 508                                    | 4583 | 4312 | 89   | 3892                            | 712  | 1530 | 132  | 1697                                   | 4337 | 497  | 42   | 24495 |



## Intersection Turning Movement Summary

Intersection: Monitor Drive / Holiday Village  
North/South: Monitor Drive  
East/West: Holiday Village  
Jurisdiction: Park City  
Project Title: Holiday Village & Parkside TIS  
Project No: UT23-2486  
Weather: Clear

Date: 4-1-23, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0



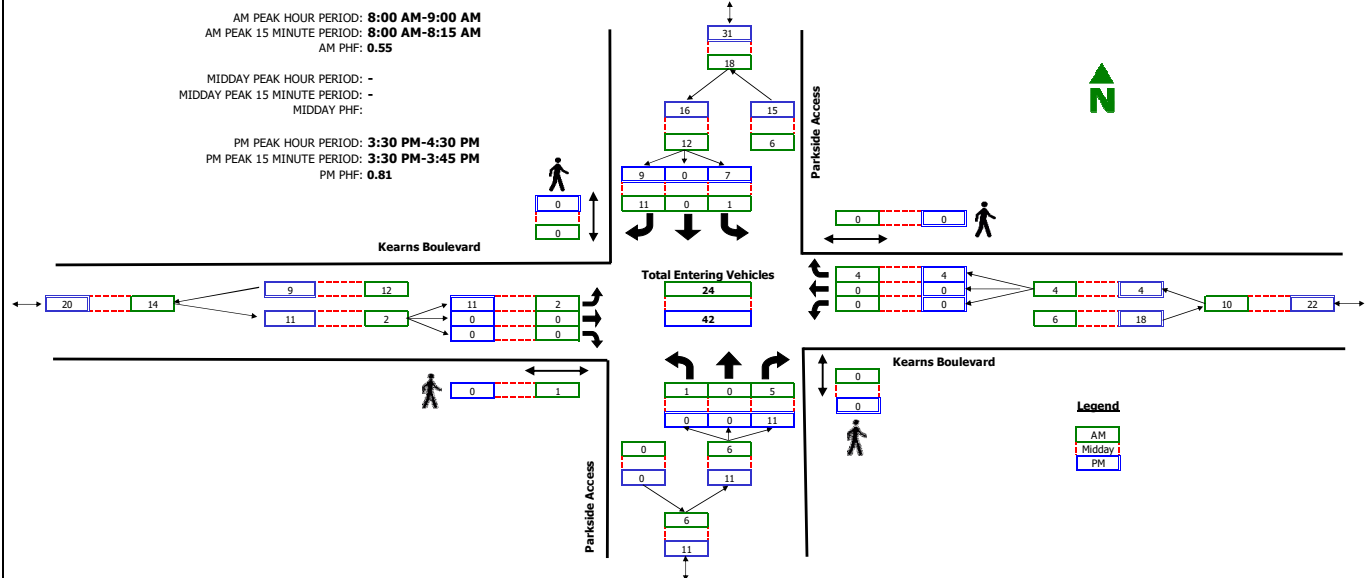
| RAW COUNT SUMMARIES  | Monitor Drive Northbound |      |       |      | Monitor Drive Southbound |      |       |      | Holiday Village Eastbound |      |       |      | Holiday Village Westbound |      |       |      | TOTAL |
|----------------------|--------------------------|------|-------|------|--------------------------|------|-------|------|---------------------------|------|-------|------|---------------------------|------|-------|------|-------|
|                      | 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                        | 23   | 0     | 0    | 1                        | 34   | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 58    |
| 8:15 - 8:30          | 0                        | 15   | 1     | 0    | 0                        | 40   | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 56    |
| 8:30 - 8:45          | 0                        | 26   | 2     | 0    | 0                        | 36   | 0     | 0    | 0                         | 0    | 0     | 0    | 2                         | 0    | 2     | 0    | 68    |
| 8:45 - 9:00          | 0                        | 32   | 0     | 0    | 0                        | 36   | 0     | 0    | 0                         | 0    | 0     | 0    | 4                         | 0    | 0     | 0    | 72    |
| 9:00 - 9:15          | 0                        | 23   | 3     | 0    | 0                        | 46   | 0     | 0    | 0                         | 0    | 0     | 0    | 4                         | 0    | 0     | 0    | 76    |
| 9:15 - 9:30          | 0                        | 19   | 1     | 0    | 0                        | 52   | 0     | 0    | 0                         | 0    | 0     | 0    | 1                         | 0    | 0     | 0    | 73    |
| 9:30 - 9:45          | 0                        | 28   | 0     | 0    | 0                        | 50   | 0     | 0    | 0                         | 0    | 0     | 0    | 2                         | 0    | 0     | 0    | 80    |
| 9:45 - 10:00         | 0                        | 34   | 1     | 0    | 0                        | 43   | 0     | 0    | 0                         | 0    | 0     | 0    | 3                         | 0    | 0     | 0    | 81    |
| MIDDAY PERIOD COUNTS |                          |      |       |      |                          |      |       |      |                           |      |       |      |                           |      |       |      |       |
| Period               | A                        | B    | C     | D    | E                        | F    | G     | H    | I                         | J    | K     | L    | M                         | N    | O     | P    | TOTAL |
| 9:00 - 9:15          | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 9:15 - 9:30          | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 9:30 - 9:45          | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 9:45 - 10:00         | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 10:00 - 10:15        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 10:15 - 10:30        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 10:30 - 10:45        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 10:45 - 11:00        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 11:00 - 11:15        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 11:15 - 11:30        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 11:30 - 11:45        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 11:45 - 12:00        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 12:00 - 12:15        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 12:15 - 12:30        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 12:30 - 12:45        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 12:45 - 13:00        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 13:00 - 13:15        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 13:15 - 13:30        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 13:30 - 13:45        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 13:45 - 14:00        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 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 - 16:00        | 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 |
| 15:00 - 15:15        | 0                        | 34   | 3     | 0    | 1                        | 42   | 0     | 0    | 0                         | 0    | 0     | 0    | 5                         | 0    | 1     | 0    | 86    |
| 15:15 - 15:30        | 0                        | 26   | 3     | 0    | 0                        | 29   | 0     | 0    | 0                         | 0    | 0     | 0    | 1                         | 0    | 0     | 0    | 59    |
| 15:30 - 15:45        | 0                        | 26   | 3     | 0    | 0                        | 43   | 0     | 0    | 0                         | 0    | 0     | 0    | 3                         | 0    | 0     | 0    | 75    |
| 15:45 - 16:00        | 0                        | 33   | 5     | 0    | 1                        | 27   | 0     | 0    | 0                         | 0    | 0     | 0    | 3                         | 0    | 1     | 3    | 70    |
| 16:00 - 16:15        | 0                        | 31   | 3     | 0    | 0                        | 29   | 0     | 0    | 0                         | 0    | 0     | 0    | 4                         | 0    | 0     | 0    | 67    |
| 16:15 - 16:30        | 0                        | 37   | 4     | 0    | 0                        | 30   | 0     | 0    | 0                         | 0    | 0     | 0    | 1                         | 0    | 0     | 0    | 72    |
| 16:30 - 16:45        | 0                        | 33   | 0     | 0    | 0                        | 44   | 0     | 0    | 0                         | 0    | 0     | 0    | 1                         | 0    | 1     | 0    | 79    |
| 16:45 - 17:00        | 0                        | 42   | 3     | 0    | 0                        | 25   | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 70    |



## Intersection Turning Movement Summary

Intersection: Parkside Access / Kearns Boulevard  
 North/South: Parkside Access  
 East/West: Kearns Boulevard  
 Jurisdiction: Park City  
 Project Title: Holiday Vukkgage & Parkside TIS  
 Project No: UT23-2486  
 Weather: Clear

Date: 4-1-23, Sat  
 Day of Week Adjustment: 100.0%  
 Month of Year Adjustment: 100.0%  
 Adjustment Station #: 0  
 Growth Rate: 0.0%  
 Number of Years: 0



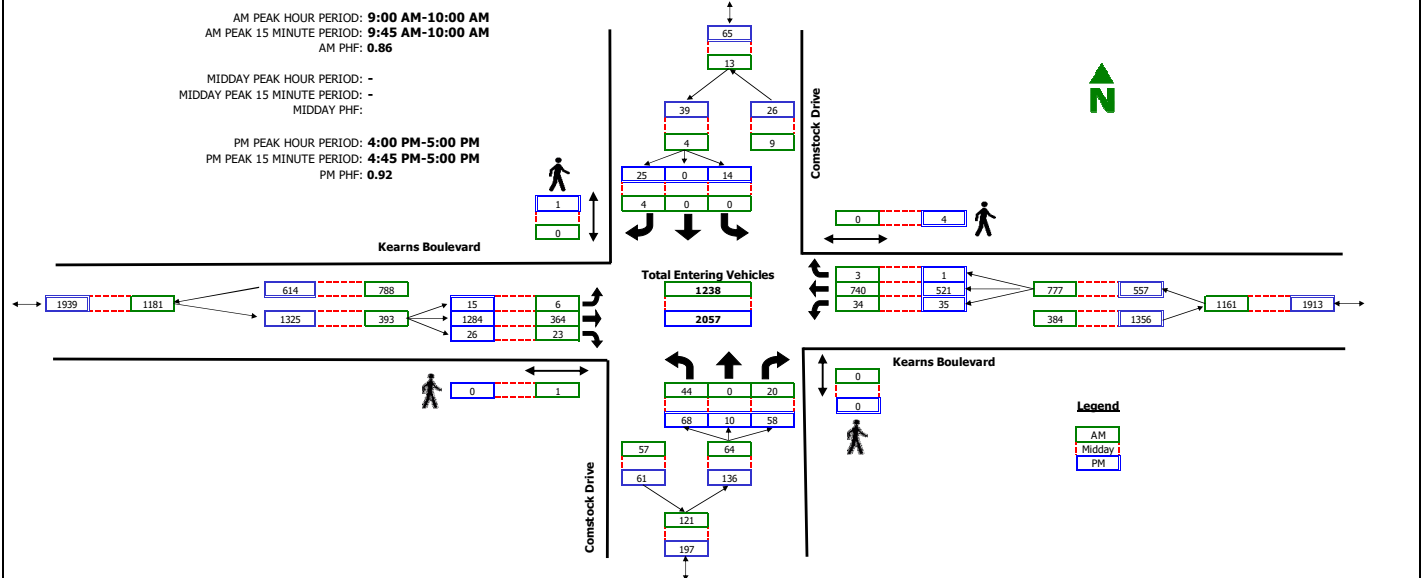
| RAW COUNT SUMMARIES  | Parkside Access |      |       |      | Parkside Access |      |       |      | Kearns Boulevard |      |       |      | Kearns Boulevard |      |       |      | TOTAL |
|----------------------|-----------------|------|-------|------|-----------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|-------|
|                      | Northbound      |      |       |      | Southbound      |      |       |      | Eastbound        |      |       |      | 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    | 3     | 0    | 0               | 0    | 5     | 0    | 2                | 0    | 0     | 1    | 0                | 0    | 1     | 0    | 11    |
| 8:15 - 8:30          | 0               | 0    | 0     | 0    | 0               | 0    | 1     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 1     |
| 8:30 - 8:45          | 0               | 0    | 2     | 0    | 1               | 0    | 1     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 2     | 0    | 6     |
| 8:45 - 9:00          | 1               | 0    | 0     | 0    | 0               | 0    | 4     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 1     | 0    | 6     |
| 9:00 - 9:15          | 0               | 0    | 1     | 0    | 0               | 0    | 2     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 1     | 0    | 4     |
| 9:15 - 9:30          | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:30 - 9:45          | 0               | 0    | 1     | 0    | 0               | 0    | 3     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 1     | 0    | 5     |
| 9:45 - 10:00         | 0               | 0    | 0     | 0    | 0               | 0    | 1     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 1     |
| MIDDAY PERIOD COUNTS |                 |      |       |      |                 |      |       |      |                  |      |       |      |                  |      |       |      |       |
| Period               | A               | B    | C     | D    | E               | F    | G     | H    | I                | J    | K     | L    | M                | N    | O     | P    | TOTAL |
| 9:00 - 9:15          | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:15 - 9:30          | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:30 - 9:45          | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:45 - 10:00         | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:00 - 10:15        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:15 - 10:30        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:30 - 10:45        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:45 - 11:00        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:00 - 11:15        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:15 - 11:30        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:30 - 11:45        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:45 - 12:00        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:00 - 12:15        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:15 - 12:30        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:30 - 12:45        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:45 - 13:00        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:00 - 13:15        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:15 - 13:30        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:30 - 13:45        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:45 - 14:00        | 0               | 0    | 0     | 0    | 0               | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 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 - 16:00        | 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 |
| 15:00 - 15:15        | 0               | 0    | 2     | 0    | 0               | 0    | 1     | 1    | 2                | 0    | 0     | 0    | 0                | 0    | 1     | 0    | 6     |
| 15:15 - 15:30        | 0               | 0    | 1     | 0    | 0               | 0    | 3     | 0    | 1                | 0    | 0     | 0    | 0                | 0    | 1     | 0    | 6     |
| 15:30 - 15:45        | 0               | 0    | 3     | 0    | 3               | 0    | 2     | 0    | 2                | 0    | 0     | 0    | 0                | 0    | 3     | 0    | 13    |
| 15:45 - 16:00        | 0               | 0    | 4     | 0    | 2               | 0    | 3     | 0    | 4                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 13    |
| 16:00 - 16:15        | 0               | 0    | 1     | 0    | 2               | 0    | 3     | 0    | 2                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 8     |
| 16:15 - 16:30        | 0               | 0    | 3     | 0    | 0               | 0    | 1     | 0    | 3                | 0    | 0     | 0    | 0                | 0    | 1     | 0    | 8     |
| 16:30 - 16:45        | 0               | 0    | 3     | 0    | 0               | 0    | 2     | 0    | 3                | 0    | 0     | 0    | 0                | 0    | 1     | 0    | 9     |
| 16:45 - 17:00        | 0               | 0    | 1     | 0    | 0               | 0    | 3     | 0    | 1                | 0    | 0     | 0    | 0                | 0    | 1     | 0    | 6     |



## Intersection Turning Movement Summary

Intersection: Comstock Drive / Kearns Boulevard  
North/South: Comstock Drive  
East/West: Kearns Boulevard  
Jurisdiction: Park City  
Project Title: Holiday Village & Parkside TIS  
Project No: UT23-2486  
Weather: Clear

Date: 4-1-23, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0



| RAW COUNT SUMMARIES  | Comstock Drive |      |       |      | Comstock Drive |      |       |      | Kearns Boulevard |      |       |      | Kearns Boulevard |      |       |      | TOTAL |
|----------------------|----------------|------|-------|------|----------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|-------|
|                      | Northbound     |      |       |      | Southbound     |      |       |      | Eastbound        |      |       |      | 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          | 7              | 0    | 4     | 0    | 0              | 0    | 0     | 0    | 0                | 58   | 1     | 1    | 9                | 166  | 0     | 0    | 245   |
| 8:15 - 8:30          | 10             | 0    | 2     | 0    | 0              | 0    | 1     | 0    | 3                | 55   | 4     | 1    | 4                | 192  | 1     | 0    | 272   |
| 8:30 - 8:45          | 10             | 0    | 1     | 0    | 0              | 0    | 1     | 0    | 1                | 68   | 6     | 0    | 4                | 162  | 0     | 0    | 253   |
| 8:45 - 9:00          | 8              | 0    | 0     | 0    | 0              | 0    | 1     | 0    | 2                | 85   | 0     | 0    | 9                | 175  | 1     | 0    | 281   |
| 9:00 - 9:15          | 8              | 0    | 5     | 0    | 0              | 0    | 2     | 0    | 0                | 67   | 5     | 1    | 6                | 179  | 0     | 0    | 272   |
| 9:15 - 9:30          | 13             | 0    | 3     | 0    | 0              | 0    | 1     | 0    | 5                | 106  | 7     | 0    | 9                | 165  | 0     | 0    | 309   |
| 9:30 - 9:45          | 9              | 0    | 7     | 0    | 0              | 0    | 1     | 0    | 0                | 79   | 6     | 0    | 11               | 184  | 2     | 0    | 299   |
| 9:45 - 10:00         | 14             | 0    | 5     | 0    | 0              | 0    | 0     | 0    | 1                | 112  | 5     | 0    | 8                | 212  | 1     | 0    | 358   |
| MIDDAY PERIOD COUNTS |                |      |       |      |                |      |       |      |                  |      |       |      |                  |      |       |      |       |
| Period               | A              | B    | C     | D    | E              | F    | G     | H    | I                | J    | K     | L    | M                | N    | O     | P    | TOTAL |
| 9:00 - 9:15          | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:15 - 9:30          | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:30 - 9:45          | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:45 - 10:00         | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:00 - 10:15        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:15 - 10:30        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:30 - 10:45        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:45 - 11:00        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:00 - 11:15        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:15 - 11:30        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:30 - 11:45        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:45 - 12:00        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:00 - 12:15        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:15 - 12:30        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:30 - 12:45        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:45 - 13:00        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:00 - 13:15        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:15 - 13:30        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:30 - 13:45        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:45 - 14:00        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 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 - 16:00        | 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 |
| 15:00 - 15:15        | 6              | 0    | 11    | 0    | 0              | 0    | 4     | 0    | 3                | 223  | 6     | 0    | 8                | 132  | 0     | 0    | 392   |
| 15:15 - 15:30        | 6              | 0    | 9     | 0    | 0              | 0    | 6     | 0    | 1                | 284  | 7     | 0    | 3                | 144  | 1     | 0    | 461   |
| 15:30 - 15:45        | 7              | 0    | 11    | 0    | 3              | 0    | 3     | 0    | 4                | 275  | 4     | 0    | 9                | 121  | 1     | 0    | 438   |
| 15:45 - 16:00        | 7              | 0    | 10    | 0    | 0              | 0    | 2     | 0    | 3                | 284  | 2     | 1    | 9                | 131  | 0     | 0    | 448   |
| 16:00 - 16:15        | 16             | 0    | 14    | 0    | 3              | 0    | 8     | 0    | 4                | 264  | 3     | 0    | 6                | 111  | 0     | 1    | 429   |
| 16:15 - 16:30        | 13             | 0    | 18    | 0    | 4              | 1    | 4     | 1    | 4                | 339  | 8     | 0    | 4                | 130  | 0     | 2    | 523   |
| 16:30 - 16:45        | 14             | 0    | 13    | 0    | 4              | 0    | 11    | 0    | 6                | 330  | 6     | 0    | 11               | 153  | 1     | 1    | 549   |
| 16:45 - 17:00        | 25             | 10   | 13    | 0    | 4              | 0    | 2     | 0    | 1                | 351  | 9     | 0    | 14               | 127  | 0     | 0    | 556   |





File Name: "G:\Shared drives\2023 Projects\23-224 PCMC Traffic Counts\06\_Project Deliverables\2023-03-14 - Traffic Counts\Saturday  
Data\SAT-SR-224 & Deer Valley Drive e.xls"

Start Date: 2/18/2023

Start Time: 7:00:00 AM

Site Code: Saturday

Comment 1: Project: WCG 23-224

Comment 2: Intersection: SR-224 / Deer Valley Dr

Comment 3: City, State: Park City, Utah

Comment 4: Control: Signalized

| Start Time  | SR-224 (Park Avenue)<br>From North |      |      |      | Deer Valley Drive<br>From East |      |      |      | SR-224 (Park Avenue)<br>From South |      |      |      | Empire Avenue<br>From West |      |      |      | Total |
|-------------|------------------------------------|------|------|------|--------------------------------|------|------|------|------------------------------------|------|------|------|----------------------------|------|------|------|-------|
|             | Right                              | Thru | Left | Peds | Right                          | Thru | Left | Peds | Right                              | Thru | Left | Peds | Right                      | Thru | Left | Peds |       |
| 7:00:00 AM  | 68                                 | 17   | 63   | 1    | 26                             | 14   | 0    | 2    | 2                                  | 16   | 4    | 1    | 4                          | 13   | 13   | 0    | 244   |
| 7:15:00 AM  | 60                                 | 19   | 112  | 1    | 27                             | 11   | 1    | 2    | 3                                  | 13   | 4    | 0    | 1                          | 11   | 24   | 0    | 289   |
| 7:30:00 AM  | 87                                 | 26   | 156  | 3    | 30                             | 24   | 6    | 3    | 5                                  | 19   | 1    | 1    | 4                          | 15   | 23   | 2    | 405   |
| 7:45:00 AM  | 118                                | 38   | 176  | 3    | 29                             | 29   | 2    | 4    | 5                                  | 12   | 8    | 1    | 7                          | 28   | 37   | 3    | 500   |
| 8:00:00 AM  | 168                                | 32   | 172  | 3    | 37                             | 43   | 3    | 5    | 4                                  | 26   | 13   | 3    | 5                          | 20   | 69   | 3    | 606   |
| 8:15:00 AM  | 135                                | 29   | 145  | 11   | 40                             | 64   | 4    | 5    | 4                                  | 17   | 18   | 7    | 9                          | 38   | 73   | 2    | 601   |
| 8:30:00 AM  | 87                                 | 31   | 108  | 2    | 58                             | 50   | 3    | 5    | 4                                  | 32   | 23   | 2    | 11                         | 39   | 71   | 1    | 527   |
| 8:45:00 AM  | 83                                 | 40   | 113  | 4    | 51                             | 55   | 15   | 3    | 6                                  | 33   | 21   | 1    | 9                          | 43   | 74   | 3    | 554   |
| 9:00:00 AM  | 74                                 | 43   | 109  | 16   | 61                             | 46   | 6    | 8    | 8                                  | 34   | 24   | 1    | 14                         | 27   | 49   | 3    | 523   |
| 9:15:00 AM  | 85                                 | 36   | 88   | 15   | 62                             | 63   | 6    | 12   | 10                                 | 28   | 17   | 6    | 13                         | 48   | 59   | 5    | 553   |
| 9:30:00 AM  | 91                                 | 36   | 116  | 6    | 61                             | 27   | 6    | 1    | 5                                  | 42   | 11   | 0    | 11                         | 37   | 74   | 1    | 525   |
| 9:45:00 AM  | 84                                 | 46   | 84   | 7    | 47                             | 35   | 11   | 5    | 8                                  | 37   | 12   | 3    | 12                         | 31   | 51   | 1    | 474   |
| 10:00:00 AM | 76                                 | 50   | 93   | 13   | 56                             | 42   | 11   | 4    | 9                                  | 44   | 15   | 3    | 14                         | 42   | 63   | 1    | 536   |
| 10:15:00 AM | 80                                 | 53   | 114  | 6    | 82                             | 25   | 9    | 2    | 15                                 | 32   | 13   | 1    | 19                         | 22   | 58   | 7    | 538   |
| 10:30:00 AM | 75                                 | 36   | 106  | 8    | 83                             | 22   | 15   | 11   | 9                                  | 48   | 12   | 4    | 7                          | 44   | 46   | 5    | 531   |
| 10:45:00 AM | 81                                 | 68   | 119  | 14   | 81                             | 27   | 11   | 2    | 13                                 | 52   | 16   | 2    | 11                         | 30   | 53   | 1    | 581   |
| 11:00:00 AM | 69                                 | 31   | 90   | 5    | 91                             | 33   | 9    | 7    | 6                                  | 38   | 17   | 1    | 21                         | 29   | 58   | 0    | 505   |
| 11:15:00 AM | 87                                 | 67   | 123  | 6    | 93                             | 18   | 6    | 5    | 10                                 | 42   | 17   | 0    | 16                         | 30   | 56   | 2    | 578   |
| 11:30:00 AM | 58                                 | 61   | 116  | 5    | 79                             | 35   | 7    | 11   | 8                                  | 57   | 11   | 5    | 13                         | 33   | 42   | 1    | 542   |
| 11:45:00 AM | 69                                 | 61   | 113  | 5    | 100                            | 21   | 4    | 9    | 9                                  | 62   | 16   | 1    | 9                          | 23   | 64   | 0    | 566   |
| 12:00:00 PM | 59                                 | 70   | 117  | 9    | 98                             | 24   | 10   | 7    | 10                                 | 53   | 11   | 2    | 10                         | 30   | 54   | 5    | 569   |
| 12:15:00 PM | 82                                 | 65   | 125  | 19   | 108                            | 27   | 6    | 7    | 14                                 | 67   | 8    | 2    | 9                          | 32   | 47   | 4    | 622   |
| 12:30:00 PM | 73                                 | 53   | 105  | 14   | 95                             | 35   | 10   | 5    | 9                                  | 63   | 12   | 3    | 19                         | 33   | 59   | 6    | 594   |
| 12:45:00 PM | 75                                 | 71   | 127  | 14   | 111                            | 28   | 4    | 12   | 7                                  | 56   | 9    | 8    | 7                          | 27   | 58   | 4    | 618   |
| 1:00:00 PM  | 74                                 | 73   | 113  | 15   | 112                            | 32   | 10   | 8    | 11                                 | 47   | 14   | 10   | 14                         | 26   | 63   | 4    | 626   |
| 1:15:00 PM  | 70                                 | 61   | 98   | 5    | 105                            | 25   | 10   | 8    | 10                                 | 59   | 17   | 5    | 9                          | 29   | 74   | 4    | 589   |
| 1:30:00 PM  | 60                                 | 68   | 122  | 2    | 107                            | 38   | 9    | 12   | 6                                  | 68   | 13   | 2    | 13                         | 37   | 43   | 1    | 601   |
| 1:45:00 PM  | 68                                 | 64   | 115  | 8    | 126                            | 27   | 8    | 15   | 10                                 | 63   | 18   | 4    | 11                         | 32   | 57   | 6    | 632   |
| 2:00:00 PM  | 63                                 | 49   | 100  | 13   | 135                            | 30   | 12   | 2    | 7                                  | 55   | 19   | 1    | 15                         | 38   | 66   | 3    | 608   |
| 2:15:00 PM  | 73                                 | 70   | 143  | 8    | 129                            | 24   | 12   | 12   | 7                                  | 73   | 21   | 2    | 11                         | 36   | 72   | 4    | 697   |
| 2:30:00 PM  | 71                                 | 58   | 123  | 13   | 163                            | 48   | 10   | 20   | 6                                  | 70   | 14   | 1    | 12                         | 39   | 86   | 0    | 734   |
| 2:45:00 PM  | 120                                | 81   | 130  | 9    | 152                            | 40   | 16   | 9    | 11                                 | 59   | 11   | 2    | 16                         | 34   | 81   | 7    | 778   |
| 3:00:00 PM  | 90                                 | 76   | 108  | 6    | 137                            | 31   | 12   | 11   | 10                                 | 85   | 28   | 1    | 16                         | 51   | 116  | 3    | 781   |
| 3:15:00 PM  | 91                                 | 59   | 125  | 28   | 142                            | 35   | 13   | 20   | 7                                  | 76   | 22   | 0    | 12                         | 74   | 155  | 6    | 865   |
| 3:30:00 PM  | 63                                 | 65   | 138  | 20   | 159                            | 33   | 8    | 6    | 13                                 | 71   | 23   | 0    | 17                         | 62   | 133  | 3    | 814   |
| 3:45:00 PM  | 72                                 | 59   | 131  | 6    | 145                            | 41   | 12   | 2    | 13                                 | 74   | 19   | 0    | 13                         | 70   | 139  | 7    | 803   |
| 4:00:00 PM  | 76                                 | 50   | 110  | 8    | 149                            | 53   | 8    | 7    | 13                                 | 78   | 16   | 0    | 20                         | 72   | 135  | 15   | 810   |
| 4:15:00 PM  | 65                                 | 62   | 125  | 26   | 150                            | 37   | 17   | 10   | 12                                 | 100  | 21   | 2    | 12                         | 64   | 146  | 7    | 856   |
| 4:30:00 PM  | 70                                 | 64   | 111  | 17   | 144                            | 34   | 8    | 15   | 14                                 | 75   | 21   | 0    | 16                         | 69   | 124  | 6    | 788   |
| 4:45:00 PM  | 60                                 | 70   | 111  | 12   | 131                            | 35   | 8    | 23   | 12                                 | 85   | 27   | 4    | 16                         | 55   | 163  | 4    | 816   |
| 5:00:00 PM  | 72                                 | 78   | 129  | 21   | 171                            | 38   | 12   | 21   | 5                                  | 88   | 12   | 3    | 16                         | 50   | 109  | 3    | 828   |
| 5:15:00 PM  | 55                                 | 79   | 129  | 22   | 160                            | 27   | 8    | 20   | 14                                 | 94   | 23   | 6    | 16                         | 51   | 115  | 4    | 823   |
| 5:30:00 PM  | 44                                 | 61   | 128  | 7    | 181                            | 35   | 8    | 14   | 8                                  | 65   | 11   | 7    | 8                          | 46   | 103  | 1    | 727   |
| 5:45:00 PM  | 53                                 | 91   | 135  | 6    | 171                            | 28   | 7    | 6    | 6                                  | 65   | 9    | 0    | 18                         | 45   | 89   | 3    | 732   |
| 6:00:00 PM  | 33                                 | 56   | 114  | 19   | 136                            | 23   | 6    | 15   | 16                                 | 84   | 15   | 10   | 9                          | 45   | 71   | 11   | 663   |
| 6:15:00 PM  | 39                                 | 53   | 126  | 10   | 144                            | 23   | 8    | 10   | 13                                 | 63   | 10   | 1    | 8                          | 14   | 54   | 2    | 578   |
| 6:30:00 PM  | 28                                 | 60   | 100  | 8    | 126                            | 16   | 9    | 7    | 15                                 | 78   | 16   | 1    | 13                         | 33   | 57   | 4    | 571   |
| 6:45:00 PM  | 39                                 | 54   | 108  | 10   | 109                            | 20   | 10   | 13   | 2                                  | 79   | 5    | 4    | 11                         | 19   | 51   | 13   | 547   |
| Grand Total | 3573                               | 2640 | 5662 | 489  | 4990                           | 1571 | 406  | 423  | 424                                | 2677 | 718  | 124  | 577                        | 1816 | 3577 | 181  | 29848 |





File Name: "G:\Shared drives\2023 Projects\23-224 PCMC Traffic Counts\06\_Project Deliverables\2023-03-14 - Traffic Counts\Saturday Data\SAT-Bonanza Drive & Deer Valley Drive e.xls"

Start Date: 2/18/2023

Start Time: 7:00:00 AM

Site Code: Saturday

Comment 1: Project: WCG 23-224

Comment 2: Intersection: Bonanza Dr/Deer Valley Dr

Comment 3: City, State: Park City, Utah

Comment 4: Control: Signalized

| Start Time  | Deer Valley Drive<br>From Northwest |      |      |  | Bonanza Drive<br>From Northeast |      |      |  | Deer Valley Drive<br>From Southeast |      |      | Total |
|-------------|-------------------------------------|------|------|--|---------------------------------|------|------|--|-------------------------------------|------|------|-------|
|             | Thru                                | Left | Peds |  | Right                           | Left | Peds |  | Right                               | Thru | Peds |       |
| 7:00:00 AM  | 55                                  | 6    | 0    |  | 3                               | 72   | 0    |  | 13                                  | 24   | 1    | 174   |
| 7:15:00 AM  | 102                                 | 9    | 0    |  | 15                              | 115  | 0    |  | 33                                  | 29   | 0    | 303   |
| 7:30:00 AM  | 155                                 | 6    | 0    |  | 17                              | 123  | 0    |  | 32                                  | 35   | 0    | 368   |
| 7:45:00 AM  | 204                                 | 22   | 0    |  | 23                              | 173  | 0    |  | 30                                  | 27   | 0    | 479   |
| 8:00:00 AM  | 178                                 | 13   | 0    |  | 33                              | 144  | 0    |  | 30                                  | 54   | 0    | 452   |
| 8:15:00 AM  | 168                                 | 25   | 0    |  | 31                              | 165  | 0    |  | 31                                  | 67   | 0    | 487   |
| 8:30:00 AM  | 150                                 | 27   | 0    |  | 43                              | 135  | 0    |  | 40                                  | 69   | 0    | 464   |
| 8:45:00 AM  | 145                                 | 26   | 0    |  | 35                              | 133  | 0    |  | 37                                  | 85   | 0    | 461   |
| 9:00:00 AM  | 113                                 | 24   | 0    |  | 35                              | 116  | 0    |  | 50                                  | 73   | 0    | 411   |
| 9:15:00 AM  | 123                                 | 25   | 0    |  | 36                              | 101  | 3    |  | 60                                  | 78   | 0    | 426   |
| 9:30:00 AM  | 137                                 | 24   | 0    |  | 23                              | 114  | 0    |  | 47                                  | 72   | 0    | 417   |
| 9:45:00 AM  | 98                                  | 21   | 0    |  | 34                              | 116  | 0    |  | 57                                  | 73   | 0    | 399   |
| 10:00:00 AM | 128                                 | 24   | 0    |  | 22                              | 84   | 0    |  | 50                                  | 83   | 0    | 391   |
| 10:15:00 AM | 132                                 | 21   | 0    |  | 28                              | 65   | 0    |  | 61                                  | 95   | 0    | 402   |
| 10:30:00 AM | 126                                 | 26   | 0    |  | 24                              | 101  | 0    |  | 50                                  | 96   | 0    | 423   |
| 10:45:00 AM | 137                                 | 30   | 0    |  | 18                              | 83   | 0    |  | 67                                  | 87   | 0    | 422   |
| 11:00:00 AM | 103                                 | 17   | 0    |  | 28                              | 86   | 0    |  | 61                                  | 103  | 0    | 398   |
| 11:15:00 AM | 137                                 | 26   | 0    |  | 16                              | 66   | 0    |  | 68                                  | 93   | 0    | 406   |
| 11:30:00 AM | 146                                 | 19   | 0    |  | 12                              | 88   | 0    |  | 65                                  | 102  | 0    | 432   |
| 11:45:00 AM | 135                                 | 21   | 0    |  | 25                              | 104  | 0    |  | 78                                  | 98   | 1    | 462   |
| 12:00:00 PM | 133                                 | 25   | 0    |  | 23                              | 114  | 0    |  | 75                                  | 110  | 0    | 480   |
| 12:15:00 PM | 98                                  | 21   | 0    |  | 23                              | 102  | 0    |  | 84                                  | 114  | 0    | 442   |
| 12:30:00 PM | 136                                 | 21   | 0    |  | 34                              | 104  | 0    |  | 92                                  | 99   | 0    | 486   |
| 12:45:00 PM | 182                                 | 35   | 0    |  | 14                              | 65   | 0    |  | 68                                  | 120  | 0    | 484   |
| 1:00:00 PM  | 141                                 | 34   | 0    |  | 36                              | 100  | 0    |  | 96                                  | 113  | 0    | 520   |
| 1:15:00 PM  | 105                                 | 30   | 0    |  | 28                              | 98   | 0    |  | 104                                 | 115  | 0    | 480   |
| 1:30:00 PM  | 158                                 | 32   | 0    |  | 21                              | 89   | 0    |  | 98                                  | 105  | 0    | 503   |
| 1:45:00 PM  | 118                                 | 33   | 0    |  | 27                              | 116  | 0    |  | 87                                  | 112  | 0    | 493   |
| 2:00:00 PM  | 116                                 | 37   | 0    |  | 18                              | 82   | 0    |  | 101                                 | 158  | 0    | 512   |
| 2:15:00 PM  | 142                                 | 33   | 0    |  | 14                              | 86   | 0    |  | 91                                  | 136  | 0    | 502   |
| 2:30:00 PM  | 144                                 | 32   | 0    |  | 25                              | 125  | 0    |  | 102                                 | 173  | 0    | 601   |
| 2:45:00 PM  | 142                                 | 26   | 0    |  | 38                              | 129  | 0    |  | 100                                 | 179  | 0    | 614   |
| 3:00:00 PM  | 118                                 | 47   | 0    |  | 39                              | 102  | 0    |  | 130                                 | 160  | 0    | 596   |
| 3:15:00 PM  | 152                                 | 67   | 0    |  | 31                              | 115  | 0    |  | 115                                 | 203  | 0    | 683   |
| 3:30:00 PM  | 159                                 | 42   | 0    |  | 25                              | 116  | 0    |  | 149                                 | 181  | 0    | 672   |
| 3:45:00 PM  | 167                                 | 53   | 0    |  | 19                              | 96   | 0    |  | 172                                 | 189  | 0    | 696   |
| 4:00:00 PM  | 134                                 | 54   | 0    |  | 17                              | 111  | 0    |  | 172                                 | 190  | 0    | 678   |
| 4:15:00 PM  | 119                                 | 53   | 0    |  | 19                              | 111  | 0    |  | 174                                 | 220  | 0    | 696   |
| 4:30:00 PM  | 119                                 | 64   | 0    |  | 18                              | 117  | 0    |  | 188                                 | 200  | 0    | 706   |
| 4:45:00 PM  | 91                                  | 50   | 0    |  | 20                              | 81   | 0    |  | 181                                 | 180  | 0    | 603   |
| 5:00:00 PM  | 99                                  | 43   | 0    |  | 12                              | 124  | 0    |  | 197                                 | 230  | 0    | 705   |
| 5:15:00 PM  | 123                                 | 47   | 0    |  | 10                              | 77   | 0    |  | 154                                 | 179  | 0    | 590   |
| 5:30:00 PM  | 160                                 | 30   | 0    |  | 12                              | 118  | 0    |  | 146                                 | 212  | 0    | 678   |
| 5:45:00 PM  | 153                                 | 34   | 0    |  | 7                               | 85   | 0    |  | 138                                 | 196  | 0    | 613   |
| 6:00:00 PM  | 166                                 | 24   | 0    |  | 10                              | 77   | 0    |  | 115                                 | 144  | 2    | 538   |
| 6:15:00 PM  | 138                                 | 23   | 0    |  | 10                              | 102  | 0    |  | 102                                 | 148  | 0    | 523   |
| 6:30:00 PM  | 147                                 | 18   | 0    |  | 6                               | 77   | 0    |  | 102                                 | 139  | 0    | 489   |
| 6:45:00 PM  | 112                                 | 10   | 0    |  | 13                              | 97   | 0    |  | 70                                  | 121  | 0    | 423   |
| Grand Total | 6444                                | 1430 | 0    |  | 1070                            | 5000 | 3    |  | 4363                                | 5869 | 4    | 24183 |



# APPENDIX C

## LOS Results



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 490           | 494           | 101 | 12.5            | B   |
|              | R        | 91            | 87            | 96  | 6.9             | A   |
|              | Subtotal | 581           | 581           | 100 | 11.7            | B   |
| SE           | L        | 171           | 174           | 102 | 9.4             | A   |
|              | T        | 1,172         | 1,169         | 100 | 5.4             | A   |
|              | Subtotal | 1,343         | 1,343         | 100 | 5.9             | A   |
| SW           | L        | 235           | 236           | 101 | 36.7            | D   |
|              | T        | 119           | 120           | 101 | 0.4             | A   |
|              | R        | 234           | 241           | 103 | 7.9             | A   |
|              | Subtotal | 588           | 597           | 102 | 17.8            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,511         | 2,521         | 100 | 10.1            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 64            | 67            | 104 | 29.5            | C   |
|              | T        | 29            | 29            | 100 | 17.5            | B   |
|              | R        | 126           | 129           | 102 | 4.0             | A   |
|              | Subtotal | 219           | 225           | 103 | 13.3            | B   |
| SE           | L        | 40            | 35            | 87  | 28.6            | C   |
|              | T        | 106           | 104           | 98  | 18.7            | B   |
|              | R        | 35            | 37            | 106 | 6.0             | A   |
|              | Subtotal | 181           | 176           | 97  | 18.0            | B   |
| NE           | L        | 18            | 15            | 83  | 17.2            | B   |
|              | T        | 199           | 202           | 102 | 15.0            | B   |
|              | R        | 81            | 84            | 103 | 8.4             | A   |
|              | Subtotal | 298           | 301           | 101 | 13.3            | B   |
| SW           | L        | 553           | 545           | 99  | 14.4            | B   |
|              | T        | 488           | 495           | 101 | 4.1             | A   |
|              | R        | 30            | 29            | 97  | 3.0             | A   |
|              | Subtotal | 1,071         | 1,069         | 100 | 9.3             | A   |
| <b>Total</b> |          | 1,769         | 1,771         | 100 | 11.4            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 73            | 69            | 95  | 0.1             | A   |
|          | R        | 5             | 4             | 76  | 0.1             | A   |
|          | Subtotal | 78            | 73            | 94  | 0.1             | A   |
| SB       | L        | 2             | 2             | 100 | 1.7             | A   |
|          | T        | 171           | 166           | 97  | 0.2             | A   |
|          | Subtotal | 173           | 168           | 97  | 0.2             | A   |
| WB       | L        | 10            | 10            | 103 | 4.3             | A   |
|          | R        | 2             | 2             | 100 | 3.1             | A   |
|          | Subtotal | 12            | 12            | 100 | 4.1             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 263           | 253           | 96  | 0.4             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 0             | 0   |                 |     |
|          | R        | 11            | 11            | 102 | 8.9             | A   |
|          | Subtotal | 12            | 11            | 92  | 8.9             | A   |
| NE       | L        | 2             | 2             | 100 | 11.9            | B   |
|          | T        | 378           | 377           | 100 | 0.3             | A   |
|          | Subtotal | 380           | 379           | 100 | 0.4             | A   |
| SW       | T        | 922           | 916           | 99  | 5.1             | A   |
|          | R        | 4             | 4             | 94  | 4.7             | A   |
|          | Subtotal | 926           | 920           | 99  | 5.1             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,318         | 1,310         | 99  | 3.8             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 44            | 44            | 99  | 13.3            | B   |
|              | R        | 20            | 21            | 105 | 6.0             | A   |
|              | Subtotal | 64            | 65            | 102 | 10.9            | B   |
| SB           | R        | 4             | 4             | 94  | 8.1             | A   |
|              | Subtotal | 4             | 4             | 100 | 8.1             | A   |
| EB           | L        | 6             | 5             | 80  | 18.5            | B   |
|              | T        | 364           | 364           | 100 | 5.4             | A   |
|              | R        | 23            | 23            | 99  | 3.7             | A   |
|              | Subtotal | 393           | 392           | 100 | 5.5             | A   |
| WB           | L        | 34            | 35            | 103 | 10.0            | A   |
|              | T        | 740           | 740           | 100 | 6.2             | A   |
|              | R        | 3             | 4             | 133 | 3.5             | A   |
|              | Subtotal | 777           | 779           | 100 | 6.4             | A   |
| <b>Total</b> |          | 1,239         | 1,240         | 100 | 6.3             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 75            | 74            | 99  | 33.8            | C   |
|              | T        | 108           | 112           | 104 | 36.8            | D   |
|              | R        | 18            | 18            | 100 | 10.6            | B   |
|              | Subtotal | 201           | 204           | 101 | 33.4            | C   |
| SB           | L        | 538           | 541           | 101 | 27.1            | C   |
|              | T        | 396           | 402           | 102 | 6.5             | A   |
|              | R        | 473           | 465           | 98  | 6.9             | A   |
|              | Subtotal | 1,407         | 1,408         | 100 | 14.5            | B   |
| EB           | L        | 287           | 284           | 99  | 43.4            | D   |
|              | T        | 140           | 139           | 99  | 29.3            | C   |
|              | R        | 34            | 34            | 100 | 16.3            | B   |
|              | Subtotal | 461           | 457           | 99  | 37.1            | D   |
| WB           | L        | 25            | 27            | 107 | 48.8            | D   |
|              | T        | 212           | 208           | 98  | 41.0            | D   |
|              | R        | 186           | 183           | 98  | 6.2             | A   |
|              | Subtotal | 423           | 418           | 99  | 26.3            | C   |
| <b>Total</b> |          | 2,491         | 2,487         | 100 | 22.3            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 217           | 211           | 97  | 7.2             | A   |
|              | R        | 131           | 133           | 102 | 1.4             | A   |
|              | Subtotal | 348           | 344           | 99  | 5.0             | A   |
| SE           | L        | 87            | 88            | 101 | 14.1            | B   |
|              | T        | 700           | 698           | 100 | 8.6             | A   |
|              | Subtotal | 787           | 786           | 100 | 9.2             | A   |
| SW           | L        | 617           | 615           | 100 | 14.9            | B   |
|              | R        | 130           | 130           | 100 | 6.3             | A   |
|              | Subtotal | 747           | 745           | 100 | 13.4            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,882         | 1,875         | 100 | 10.1            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,305         | 1,296         | 99  | 25.7            | C   |
|              | R        | 287           | 289           | 101 | 18.0            | B   |
|              | Subtotal | 1,592         | 1,585         | 100 | 24.3            | C   |
| SE           | L        | 276           | 275           | 100 | 32.3            | C   |
|              | T        | 920           | 934           | 102 | 6.4             | A   |
|              | Subtotal | 1,196         | 1,209         | 101 | 12.3            | B   |
| SW           | L        | 203           | 209           | 103 | 43.6            | D   |
|              | T        | 88            | 88            | 100 | 0.5             | A   |
|              | R        | 306           | 304           | 99  | 24.6            | C   |
|              | Subtotal | 597           | 601           | 101 | 27.7            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,385         | 3,395         | 100 | 20.7            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 182           | 182           | 100 | 27.0            | C   |
|              | T        | 106           | 104           | 99  | 18.6            | B   |
|              | R        | 643           | 647           | 101 | 17.9            | B   |
|              | Subtotal | 931           | 933           | 100 | 19.8            | B   |
| SE           | L        | 57            | 55            | 97  | 31.6            | C   |
|              | T        | 62            | 64            | 104 | 22.9            | C   |
|              | R        | 57            | 59            | 104 | 6.2             | A   |
|              | Subtotal | 176           | 178           | 101 | 20.1            | B   |
| NE           | L        | 54            | 55            | 102 | 20.0            | B   |
|              | T        | 594           | 589           | 99  | 21.2            | C   |
|              | R        | 147           | 148           | 101 | 13.6            | B   |
|              | Subtotal | 795           | 792           | 100 | 19.7            | B   |
| SW           | L        | 285           | 285           | 100 | 24.1            | C   |
|              | T        | 358           | 361           | 101 | 8.7             | A   |
|              | R        | 51            | 54            | 105 | 5.7             | A   |
|              | Subtotal | 694           | 700           | 101 | 14.7            | B   |
| <b>Total</b> |          | 2,596         | 2,603         | 100 | 18.4            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour **Project #: UT23-2486**

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | T        | 183           | 185           | 101 | 0.3             | A   |
|              | R        | 14            | 16            | 112 | 0.3             | A   |
|              | Subtotal | 197           | 201           | 102 | 0.3             | A   |
| SB           | L        | 2             | 2             | 100 | 2.4             | A   |
|              | T        | 162           | 164           | 101 | 0.2             | A   |
|              | Subtotal | 164           | 166           | 101 | 0.2             | A   |
| WB           | L        | 12            | 13            | 106 | 5.1             | A   |
|              | R        | 2             | 2             | 100 | 3.7             | A   |
|              | Subtotal | 14            | 15            | 107 | 4.9             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 375           | 382           | 102 | 0.5             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SE           | L        | 7             | 6             | 83  | 75.6            | F   |
|              | R        | 9             | 10            | 108 | 15.0            | B   |
|              | Subtotal | 16            | 16            | 100 | 37.7            | E   |
| NE           | L        | 11            | 12            | 107 | 6.2             | A   |
|              | T        | 1,300         | 1,298         | 100 | 1.1             | A   |
|              | Subtotal | 1,311         | 1,310         | 100 | 1.1             | A   |
| SW           | T        | 645           | 650           | 101 | 4.2             | A   |
|              | R        | 4             | 4             | 100 | 3.6             | A   |
|              | Subtotal | 649           | 654           | 101 | 4.2             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,976         | 1,980         | 100 | 2.5             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 68            | 63            | 93  | 45.5            | D   |
|              | T        | 10            | 9             | 88  | 54.9            | D   |
|              | R        | 58            | 58            | 100 | 42.5            | D   |
|              | Subtotal | 136           | 130           | 96  | 44.8            | D   |
| SB           | L        | 14            | 13            | 91  | 44.2            | D   |
|              | R        | 25            | 26            | 105 | 7.5             | A   |
|              | Subtotal | 39            | 39            | 100 | 19.7            | B   |
| EB           | L        | 15            | 15            | 98  | 19.5            | B   |
|              | T        | 1,284         | 1,282         | 100 | 18.1            | B   |
|              | R        | 26            | 27            | 105 | 14.6            | B   |
|              | Subtotal | 1,325         | 1,324         | 100 | 18.0            | B   |
| WB           | L        | 35            | 35            | 100 | 58.1            | E   |
|              | T        | 521           | 530           | 102 | 5.0             | A   |
|              | R        | 1             | 2             | 200 | 1.9             | A   |
|              | Subtotal | 557           | 567           | 102 | 8.3             | A   |
| <b>Total</b> |          | 2,057         | 2,060         | 100 | 17.1            | B   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 79            | 98  | 39.6            | D   |
|              | T        | 299           | 306           | 102 | 52.5            | D   |
|              | R        | 46            | 48            | 104 | 32.6            | C   |
|              | Subtotal | 425           | 433           | 102 | 47.9            | D   |
| SB           | L        | 504           | 512           | 102 | 39.7            | D   |
|              | T        | 317           | 320           | 101 | 18.1            | B   |
|              | R        | 302           | 308           | 102 | 5.0             | A   |
|              | Subtotal | 1,123         | 1,140         | 102 | 24.3            | C   |
| EB           | L        | 562           | 552           | 98  | 51.7            | D   |
|              | T        | 278           | 288           | 104 | 44.2            | D   |
|              | R        | 62            | 64            | 104 | 40.7            | D   |
|              | Subtotal | 902           | 904           | 100 | 48.5            | D   |
| WB           | L        | 41            | 40            | 97  | 64.0            | E   |
|              | T        | 236           | 224           | 95  | 37.4            | D   |
|              | R        | 595           | 601           | 101 | 27.3            | C   |
|              | Subtotal | 872           | 865           | 99  | 31.6            | C   |
| <b>Total</b> |          | 3,322         | 3,342         | 101 | 35.8            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 799           | 791           | 99  | 15.1            | B   |
|              | R        | 706           | 712           | 101 | 9.0             | A   |
|              | Subtotal | 1,505         | 1,503         | 100 | 12.2            | B   |
| SE           | L        | 224           | 223           | 99  | 26.4            | C   |
|              | T        | 604           | 623           | 103 | 7.3             | A   |
|              | Subtotal | 828           | 846           | 102 | 12.3            | B   |
| SW           | L        | 435           | 436           | 100 | 19.5            | B   |
|              | R        | 73            | 73            | 100 | 10.9            | B   |
|              | Subtotal | 508           | 509           | 100 | 18.3            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,841         | 2,858         | 101 | 13.3            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 490           | 483           | 99  | 12.8            | B   |
|              | R        | 91            | 91            | 100 | 6.9             | A   |
|              | Subtotal | 581           | 574           | 99  | 11.9            | B   |
| SE           | L        | 176           | 174           | 99  | 9.9             | A   |
|              | T        | 1,172         | 1,187         | 101 | 5.7             | A   |
|              | Subtotal | 1,348         | 1,361         | 101 | 6.2             | A   |
| SW           | L        | 237           | 241           | 102 | 36.9            | D   |
|              | T        | 118           | 119           | 101 | 0.4             | A   |
|              | R        | 242           | 244           | 101 | 7.9             | A   |
|              | Subtotal | 597           | 604           | 101 | 18.0            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,526         | 2,539         | 101 | 10.3            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 64            | 63            | 98  | 26.5            | C   |
|              | T        | 35            | 40            | 113 | 16.8            | B   |
|              | R        | 126           | 132           | 105 | 3.8             | A   |
|              | Subtotal | 225           | 235           | 104 | 12.1            | B   |
| SE           | L        | 55            | 53            | 96  | 26.3            | C   |
|              | T        | 120           | 118           | 98  | 18.8            | B   |
|              | R        | 50            | 51            | 103 | 5.5             | A   |
|              | Subtotal | 225           | 222           | 99  | 17.5            | B   |
| NE           | L        | 24            | 23            | 95  | 18.8            | B   |
|              | T        | 198           | 191           | 97  | 16.1            | B   |
|              | R        | 81            | 87            | 107 | 9.9             | A   |
|              | Subtotal | 303           | 301           | 99  | 14.5            | B   |
| SW           | L        | 548           | 561           | 102 | 15.2            | B   |
|              | T        | 483           | 491           | 102 | 4.7             | A   |
|              | R        | 37            | 38            | 103 | 2.6             | A   |
|              | Subtotal | 1,068         | 1,090         | 102 | 10.0            | A   |
| <b>Total</b> |          | 1,822         | 1,848         | 101 | 12.0            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & W Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | T        | 72            | 78            | 108 | 0.2             | A   |
|              | R        | 24            | 24            | 99  | 0.1             | A   |
|              | Subtotal | 96            | 102           | 106 | 0.2             | A   |
| SB           | L        | 2             | 1             | 50  | 3.0             | A   |
|              | T        | 171           | 169           | 99  | 0.3             | A   |
|              | Subtotal | 173           | 170           | 98  | 0.3             | A   |
| WB           | L        | 53            | 52            | 98  | 4.9             | A   |
|              | R        | 3             | 4             | 133 | 3.0             | A   |
|              | Subtotal | 56            | 56            | 100 | 4.8             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 326           | 328           | 101 | 1.0             | A   |

**Intersection:** Kearns Boulevard & S Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SE           | L        | 1             | 1             | 100 | 13.4            | B   |
|              | R        | 1             | 2             | 200 | 8.5             | A   |
|              | Subtotal | 2             | 3             | 150 | 10.1            | B   |
| NE           | L        | 1             | 0             | 0   |                 |     |
|              | T        | 394           | 394           | 100 | 0.3             | A   |
|              | Subtotal | 395           | 394           | 100 | 0.3             | A   |
| SW           | T        | 929           | 939           | 101 | 5.1             | A   |
|              | R        | 1             | 1             | 100 | 5.5             | A   |
|              | Subtotal | 930           | 940           | 101 | 5.1             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,327         | 1,337         | 101 | 3.7             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 44            | 40            | 90  | 13.7            | B   |
|              | R        | 20            | 19            | 95  | 5.6             | A   |
|              | Subtotal | 64            | 59            | 92  | 11.1            | B   |
| SB           | R        | 4             | 4             | 94  | 7.8             | A   |
|              | Subtotal | 4             | 4             | 100 | 7.8             | A   |
| EB           | L        | 6             | 6             | 96  | 15.8            | B   |
|              | T        | 379           | 378           | 100 | 4.8             | A   |
|              | R        | 23            | 24            | 103 | 3.1             | A   |
|              | Subtotal | 408           | 408           | 100 | 4.9             | A   |
| WB           | L        | 34            | 32            | 94  | 10.0            | A   |
|              | T        | 744           | 757           | 102 | 6.2             | A   |
|              | R        | 3             | 2             | 67  | 3.4             | A   |
|              | Subtotal | 781           | 791           | 101 | 6.3             | A   |
| <b>Total</b> |          | 1,258         | 1,262         | 100 | 6.1             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 75            | 75            | 100 | 34.1            | C   |
|              | T        | 108           | 106           | 98  | 37.6            | D   |
|              | R        | 19            | 18            | 95  | 12.7            | B   |
|              | Subtotal | 202           | 199           | 99  | 34.0            | C   |
| SB           | L        | 538           | 543           | 101 | 27.5            | C   |
|              | T        | 397           | 409           | 103 | 6.8             | A   |
|              | R        | 474           | 475           | 100 | 7.5             | A   |
|              | Subtotal | 1,409         | 1,427         | 101 | 14.9            | B   |
| EB           | L        | 287           | 278           | 97  | 43.4            | D   |
|              | T        | 141           | 142           | 101 | 28.4            | C   |
|              | R        | 34            | 32            | 94  | 16.0            | B   |
|              | Subtotal | 462           | 452           | 98  | 36.7            | D   |
| WB           | L        | 26            | 26            | 99  | 53.6            | D   |
|              | T        | 213           | 214           | 101 | 41.6            | D   |
|              | R        | 186           | 190           | 102 | 6.4             | A   |
|              | Subtotal | 425           | 430           | 101 | 26.8            | C   |
| <b>Total</b> |          | 2,497         | 2,508         | 100 | 22.4            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 217           | 214           | 99  | 7.2             | A   |
|              | R        | 135           | 144           | 106 | 1.5             | A   |
|              | Subtotal | 352           | 358           | 102 | 4.9             | A   |
| SE           | L        | 89            | 90            | 101 | 14.5            | B   |
|              | T        | 700           | 704           | 101 | 8.5             | A   |
|              | Subtotal | 789           | 794           | 101 | 9.2             | A   |
| SW           | L        | 623           | 634           | 102 | 14.8            | B   |
|              | R        | 132           | 137           | 104 | 6.5             | A   |
|              | Subtotal | 755           | 771           | 102 | 13.3            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,896         | 1,923         | 101 | 10.0            | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,305         | 1,314         | 101 | 27.8            | C   |
|              | R        | 289           | 282           | 97  | 19.3            | B   |
|              | Subtotal | 1,594         | 1,596         | 100 | 26.3            | C   |
| SE           | L        | 288           | 291           | 101 | 31.8            | C   |
|              | T        | 920           | 914           | 99  | 6.3             | A   |
|              | Subtotal | 1,208         | 1,205         | 100 | 12.5            | B   |
| SW           | L        | 205           | 204           | 100 | 45.6            | D   |
|              | T        | 88            | 85            | 96  | 0.5             | A   |
|              | R        | 318           | 327           | 103 | 25.9            | C   |
|              | Subtotal | 611           | 616           | 101 | 28.9            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,414         | 3,417         | 100 | 21.9            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 182           | 184           | 101 | 27.9            | C   |
|              | T        | 123           | 123           | 100 | 19.3            | B   |
|              | R        | 639           | 650           | 102 | 16.9            | B   |
|              | Subtotal | 944           | 957           | 101 | 19.3            | B   |
| SE           | L        | 79            | 70            | 88  | 29.2            | C   |
|              | T        | 80            | 82            | 102 | 23.5            | C   |
|              | R        | 76            | 79            | 104 | 5.8             | A   |
|              | Subtotal | 235           | 231           | 98  | 19.2            | B   |
| NE           | L        | 74            | 73            | 99  | 22.4            | C   |
|              | T        | 588           | 588           | 100 | 21.3            | C   |
|              | R        | 147           | 145           | 98  | 13.7            | B   |
|              | Subtotal | 809           | 806           | 100 | 20.0            | B   |
| SW           | L        | 282           | 280           | 99  | 23.5            | C   |
|              | T        | 353           | 355           | 100 | 8.9             | A   |
|              | R        | 75            | 79            | 105 | 5.9             | A   |
|              | Subtotal | 710           | 714           | 101 | 14.3            | B   |
| <b>Total</b> |          | 2,699         | 2,708         | 100 | 18.2            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT23-2486**

**Intersection:** Monitor Drive & W Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 181           | 181           | 100 | 0.5             | A   |
|          | R        | 76            | 76            | 100 | 0.3             | A   |
|          | Subtotal | 257           | 257           | 100 | 0.4             | A   |
| SB       | L        | 4             | 4             | 100 | 2.9             | A   |
|          | T        | 162           | 160           | 99  | 0.3             | A   |
|          | Subtotal | 166           | 164           | 99  | 0.4             | A   |
| WB       | L        | 72            | 70            | 97  | 5.4             | A   |
|          | R        | 4             | 3             | 75  | 4.2             | A   |
|          | Subtotal | 76            | 73            | 96  | 5.4             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 499           | 494           | 99  | 1.1             | A   |

**Intersection:** Kearns Boulevard & S Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 1             | 100 | 34.6            | D   |
|          | R        | 1             | 1             | 100 | 19.0            | C   |
|          | Subtotal | 2             | 2             | 100 | 26.8            | D   |
| NE       | L        | 1             | 1             | 100 | 6.4             | A   |
|          | T        | 1,322         | 1,322         | 100 | 1.2             | A   |
|          | Subtotal | 1,323         | 1,323         | 100 | 1.2             | A   |
| SW       | T        | 669           | 671           | 100 | 4.3             | A   |
|          | R        | 1             | 1             | 100 | 6.2             | A   |
|          | Subtotal | 670           | 672           | 100 | 4.3             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,996         | 1,997         | 100 | 2.3             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour Project #: UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 68            | 65            | 96  | 28.9            | C   |
|              | T        | 10            | 10            | 98  | 33.5            | C   |
|              | R        | 58            | 60            | 104 | 22.9            | C   |
|              | Subtotal | 136           | 135           | 99  | 26.6            | C   |
| SB           | L        | 14            | 14            | 98  | 31.2            | C   |
|              | R        | 25            | 24            | 97  | 7.7             | A   |
|              | Subtotal | 39            | 38            | 97  | 16.4            | B   |
| EB           | L        | 15            | 15            | 98  | 17.2            | B   |
|              | T        | 1,282         | 1,284         | 100 | 12.4            | B   |
|              | R        | 26            | 24            | 93  | 9.8             | A   |
|              | Subtotal | 1,323         | 1,323         | 100 | 12.4            | B   |
| WB           | L        | 35            | 34            | 97  | 41.2            | D   |
|              | T        | 542           | 547           | 101 | 5.7             | A   |
|              | R        | 1             | 1             | 100 | 3.1             | A   |
|              | Subtotal | 578           | 582           | 101 | 7.8             | A   |
| <b>Total</b> |          | 2,076         | 2,078         | 100 | 12.1            | B   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 83            | 103 | 39.5            | D   |
|              | T        | 300           | 294           | 98  | 51.3            | D   |
|              | R        | 48            | 48            | 99  | 28.2            | C   |
|              | Subtotal | 428           | 425           | 99  | 46.4            | D   |
| SB           | L        | 504           | 505           | 100 | 40.6            | D   |
|              | T        | 318           | 319           | 100 | 17.9            | B   |
|              | R        | 303           | 295           | 97  | 5.1             | A   |
|              | Subtotal | 1,125         | 1,119         | 99  | 24.8            | C   |
| EB           | L        | 563           | 564           | 100 | 52.1            | D   |
|              | T        | 280           | 284           | 101 | 41.3            | D   |
|              | R        | 62            | 62            | 100 | 36.5            | D   |
|              | Subtotal | 905           | 910           | 101 | 47.7            | D   |
| WB           | L        | 43            | 46            | 106 | 70.4            | E   |
|              | T        | 238           | 237           | 100 | 36.5            | D   |
|              | R        | 595           | 604           | 101 | 26.4            | C   |
|              | Subtotal | 876           | 887           | 101 | 31.4            | C   |
| <b>Total</b> |          | 3,334         | 3,341         | 100 | 35.6            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 799           | 805           | 101 | 15.4            | B   |
|              | R        | 716           | 721           | 101 | 9.6             | A   |
|              | Subtotal | 1,515         | 1,526         | 101 | 12.7            | B   |
| SE           | L        | 228           | 235           | 103 | 27.6            | C   |
|              | T        | 604           | 602           | 100 | 7.3             | A   |
|              | Subtotal | 832           | 837           | 101 | 13.0            | B   |
| SW           | L        | 447           | 442           | 99  | 19.3            | B   |
|              | R        | 77            | 80            | 104 | 10.0            | A   |
|              | Subtotal | 524           | 522           | 100 | 17.9            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,871         | 2,885         | 100 | 13.7            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 506           | 507           | 100 | 12.8            | B   |
|              | R        | 95            | 92            | 97  | 7.3             | A   |
|              | Subtotal | 601           | 599           | 100 | 12.0            | B   |
| SE           | L        | 180           | 180           | 100 | 10.5            | B   |
|              | T        | 1,205         | 1,193         | 99  | 5.7             | A   |
|              | Subtotal | 1,385         | 1,373         | 99  | 6.3             | A   |
| SW           | L        | 245           | 242           | 99  | 36.5            | D   |
|              | T        | 140           | 142           | 102 | 0.4             | A   |
|              | R        | 245           | 252           | 103 | 8.5             | A   |
|              | Subtotal | 630           | 636           | 101 | 17.3            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,616         | 2,608         | 100 | 10.3            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 70            | 69            | 99  | 30.8            | C   |
|              | T        | 30            | 27            | 91  | 18.6            | B   |
|              | R        | 130           | 132           | 102 | 3.7             | A   |
|              | Subtotal | 230           | 228           | 99  | 13.7            | B   |
| SE           | L        | 45            | 42            | 93  | 29.4            | C   |
|              | T        | 110           | 110           | 100 | 20.8            | C   |
|              | R        | 35            | 38            | 109 | 5.6             | A   |
|              | Subtotal | 190           | 190           | 100 | 19.7            | B   |
| NE           | L        | 20            | 18            | 90  | 19.6            | B   |
|              | T        | 220           | 218           | 99  | 17.2            | B   |
|              | R        | 95            | 96            | 101 | 10.1            | B   |
|              | Subtotal | 335           | 332           | 99  | 15.3            | B   |
| SW           | L        | 590           | 601           | 102 | 26.1            | C   |
|              | T        | 525           | 533           | 101 | 4.3             | A   |
|              | R        | 30            | 29            | 97  | 2.9             | A   |
|              | Subtotal | 1,145         | 1,163         | 102 | 15.5            | B   |
| <b>Total</b> |          | 1,900         | 1,913         | 101 | 15.7            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 76            | 70            | 92  | 0.1             | A   |
|          | R        | 5             | 6             | 114 | 0.0             | A   |
|          | Subtotal | 81            | 76            | 94  | 0.1             | A   |
| SB       | L        | 5             | 6             | 114 | 2.0             | A   |
|          | T        | 180           | 179           | 100 | 0.3             | A   |
|          | Subtotal | 185           | 185           | 100 | 0.4             | A   |
| WB       | L        | 10            | 8             | 82  | 4.3             | A   |
|          | R        | 5             | 6             | 114 | 3.1             | A   |
|          | Subtotal | 15            | 14            | 93  | 3.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 281           | 275           | 98  | 0.5             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 5             | 5             | 95  | 22.5            | C   |
|          | R        | 15            | 14            | 95  | 9.3             | A   |
|          | Subtotal | 20            | 19            | 95  | 12.8            | B   |
| NE       | L        | 5             | 5             | 95  | 9.0             | A   |
|          | T        | 410           | 406           | 99  | 0.3             | A   |
|          | Subtotal | 415           | 411           | 99  | 0.4             | A   |
| SW       | T        | 990           | 1,005         | 102 | 5.7             | A   |
|          | R        | 5             | 6             | 114 | 5.6             | A   |
|          | Subtotal | 995           | 1,011         | 102 | 5.7             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,431         | 1,441         | 101 | 4.3             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 45            | 44            | 97  | 15.8            | B   |
|              | R        | 20            | 21            | 105 | 6.2             | A   |
|              | Subtotal | 65            | 65            | 100 | 12.7            | B   |
| SB           | R        | 5             | 4             | 76  | 14.9            | B   |
|              | Subtotal | 5             | 4             | 80  | 14.9            | B   |
| EB           | L        | 10            | 9             | 92  | 16.1            | B   |
|              | T        | 395           | 393           | 99  | 5.2             | A   |
|              | R        | 25            | 25            | 99  | 3.3             | A   |
|              | Subtotal | 430           | 427           | 99  | 5.3             | A   |
| WB           | L        | 35            | 34            | 97  | 11.0            | B   |
|              | T        | 810           | 820           | 101 | 7.1             | A   |
|              | R        | 5             | 6             | 114 | 3.9             | A   |
|              | Subtotal | 850           | 860           | 101 | 7.2             | A   |
| <b>Total</b> |          | 1,351         | 1,356         | 100 | 6.9             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 81            | 101 | 32.9            | C   |
|              | T        | 110           | 112           | 102 | 38.4            | D   |
|              | R        | 20            | 22            | 110 | 11.3            | B   |
|              | Subtotal | 210           | 215           | 102 | 33.6            | C   |
| SB           | L        | 550           | 538           | 98  | 27.9            | C   |
|              | T        | 406           | 408           | 101 | 7.3             | A   |
|              | R        | 495           | 487           | 98  | 7.3             | A   |
|              | Subtotal | 1,451         | 1,433         | 99  | 15.0            | B   |
| EB           | L        | 300           | 303           | 101 | 44.1            | D   |
|              | T        | 145           | 152           | 105 | 29.8            | C   |
|              | R        | 35            | 37            | 106 | 18.1            | B   |
|              | Subtotal | 480           | 492           | 103 | 37.7            | D   |
| WB           | L        | 25            | 24            | 95  | 52.2            | D   |
|              | T        | 220           | 219           | 100 | 43.6            | D   |
|              | R        | 190           | 185           | 97  | 6.4             | A   |
|              | Subtotal | 435           | 428           | 98  | 28.0            | C   |
| <b>Total</b> |          | 2,576         | 2,568         | 100 | 23.2            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 225           | 215           | 95  | 7.0             | A   |
|              | R        | 135           | 136           | 101 | 1.5             | A   |
|              | Subtotal | 360           | 351           | 98  | 4.9             | A   |
| SE           | L        | 90            | 87            | 97  | 14.5            | B   |
|              | T        | 710           | 716           | 101 | 8.8             | A   |
|              | Subtotal | 800           | 803           | 100 | 9.4             | A   |
| SW           | L        | 645           | 652           | 101 | 14.6            | B   |
|              | T        | 15            | 16            | 108 | 1.2             | A   |
|              | R        | 135           | 138           | 102 | 6.6             | A   |
|              | Subtotal | 795           | 806           | 101 | 13.0            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,955         | 1,960         | 100 | 10.1            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,340         | 1,330         | 99  | 26.3            | C   |
|              | R        | 295           | 291           | 99  | 18.2            | B   |
|              | Subtotal | 1,635         | 1,621         | 99  | 24.8            | C   |
| SE           | L        | 290           | 288           | 99  | 33.1            | C   |
|              | T        | 945           | 937           | 99  | 6.5             | A   |
|              | Subtotal | 1,235         | 1,225         | 99  | 12.8            | B   |
| SW           | L        | 215           | 217           | 101 | 45.3            | D   |
|              | T        | 114           | 115           | 101 | 0.5             | A   |
|              | R        | 320           | 312           | 97  | 25.5            | C   |
|              | Subtotal | 649           | 644           | 99  | 27.7            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,520         | 3,490         | 99  | 21.2            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 200           | 196           | 98  | 31.0            | C   |
|              | T        | 90            | 92            | 103 | 27.3            | C   |
|              | R        | 685           | 684           | 100 | 21.1            | C   |
|              | Subtotal | 975           | 972           | 100 | 23.7            | C   |
| SE           | L        | 60            | 62            | 104 | 33.4            | C   |
|              | T        | 62            | 67            | 109 | 24.8            | C   |
|              | R        | 60            | 61            | 102 | 6.0             | A   |
|              | Subtotal | 182           | 190           | 104 | 21.6            | C   |
| NE           | L        | 55            | 53            | 97  | 23.3            | C   |
|              | T        | 645           | 640           | 99  | 23.5            | C   |
|              | R        | 150           | 152           | 101 | 15.5            | B   |
|              | Subtotal | 850           | 845           | 99  | 22.0            | C   |
| SW           | L        | 300           | 304           | 101 | 26.8            | C   |
|              | T        | 390           | 389           | 100 | 8.7             | A   |
|              | R        | 55            | 55            | 100 | 5.5             | A   |
|              | Subtotal | 745           | 748           | 100 | 15.8            | B   |
| <b>Total</b> |          | 2,750         | 2,755         | 100 | 20.9            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | T        | 187           | 189           | 101 | 0.3             | A   |
|              | R        | 15            | 14            | 92  | 0.2             | A   |
|              | Subtotal | 202           | 203           | 100 | 0.3             | A   |
| SB           | L        | 5             | 4             | 80  | 3.0             | A   |
|              | T        | 165           | 171           | 104 | 0.3             | A   |
|              | Subtotal | 170           | 175           | 103 | 0.4             | A   |
| WB           | L        | 15            | 16            | 105 | 5.3             | A   |
|              | R        | 5             | 5             | 100 | 3.4             | A   |
|              | Subtotal | 20            | 21            | 105 | 4.8             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 392           | 399           | 102 | 0.6             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SE           | L        | 10            | 9             | 88  | 173.9           | F   |
|              | R        | 10            | 9             | 88  | 92.9            | F   |
|              | Subtotal | 20            | 18            | 90  | 133.4           | F   |
| NE           | L        | 15            | 15            | 98  | 7.0             | A   |
|              | T        | 1,405         | 1,399         | 100 | 2.2             | A   |
|              | Subtotal | 1,420         | 1,414         | 100 | 2.3             | A   |
| SW           | T        | 695           | 700           | 101 | 4.3             | A   |
|              | R        | 5             | 5             | 100 | 4.5             | A   |
|              | Subtotal | 700           | 705           | 101 | 4.3             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,140         | 2,137         | 100 | 4.2             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 70            | 70            | 100 | 56.7            | E   |
|              | T        | 10            | 10            | 98  | 60.0            | E   |
|              | R        | 60            | 60            | 100 | 54.2            | D   |
|              | Subtotal | 140           | 140           | 100 | 55.9            | E   |
| SB           | L        | 15            | 16            | 105 | 53.4            | D   |
|              | R        | 25            | 28            | 113 | 8.0             | A   |
|              | Subtotal | 40            | 44            | 110 | 24.5            | C   |
| EB           | L        | 15            | 14            | 92  | 45.0            | D   |
|              | T        | 1,400         | 1,373         | 98  | 41.6            | D   |
|              | R        | 30            | 30            | 100 | 37.1            | D   |
|              | Subtotal | 1,445         | 1,417         | 98  | 41.5            | D   |
| WB           | L        | 40            | 40            | 100 | 82.9            | F   |
|              | T        | 570           | 571           | 100 | 5.3             | A   |
|              | R        | 5             | 7             | 140 | 2.6             | A   |
|              | Subtotal | 615           | 618           | 100 | 10.3            | B   |
| <b>Total</b> |          | 2,240         | 2,219         | 99  | 33.6            | C   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 85            | 86            | 101 | 40.0            | D   |
|              | T        | 300           | 294           | 98  | 53.4            | D   |
|              | R        | 50            | 51            | 101 | 31.5            | C   |
|              | Subtotal | 435           | 431           | 99  | 48.1            | D   |
| SB           | L        | 510           | 503           | 99  | 39.4            | D   |
|              | T        | 336           | 332           | 99  | 17.5            | B   |
|              | R        | 315           | 319           | 101 | 5.4             | A   |
|              | Subtotal | 1,161         | 1,154         | 99  | 23.7            | C   |
| EB           | L        | 590           | 583           | 99  | 53.8            | D   |
|              | T        | 290           | 290           | 100 | 42.3            | D   |
|              | R        | 65            | 65            | 100 | 36.0            | D   |
|              | Subtotal | 945           | 938           | 99  | 49.0            | D   |
| WB           | L        | 45            | 48            | 106 | 68.1            | E   |
|              | T        | 230           | 233           | 101 | 41.0            | D   |
|              | R        | 615           | 619           | 101 | 29.5            | C   |
|              | Subtotal | 890           | 900           | 101 | 34.5            | C   |
| <b>Total</b> |          | 3,431         | 3,423         | 100 | 36.6            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 815           | 818           | 100 | 16.1            | B   |
|              | R        | 735           | 743           | 101 | 10.1            | B   |
|              | Subtotal | 1,550         | 1,561         | 101 | 13.2            | B   |
| SE           | L        | 235           | 228           | 97  | 27.7            | C   |
|              | T        | 616           | 617           | 100 | 7.6             | A   |
|              | Subtotal | 851           | 845           | 99  | 13.0            | B   |
| SW           | L        | 455           | 460           | 101 | 19.7            | B   |
|              | R        | 75            | 82            | 109 | 9.5             | A   |
|              | Subtotal | 530           | 542           | 102 | 18.2            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,931         | 2,948         | 101 | 14.1            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT23-2486**

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 506           | 513           | 101 | 13.1            | B   |
|              | R        | 95            | 91            | 96  | 7.2             | A   |
|              | Subtotal | 601           | 604           | 100 | 12.2            | B   |
| SE           | L        | 184           | 184           | 100 | 10.5            | B   |
|              | T        | 1,205         | 1,232         | 102 | 5.9             | A   |
|              | Subtotal | 1,389         | 1,416         | 102 | 6.5             | A   |
| SW           | L        | 247           | 252           | 102 | 36.2            | D   |
|              | T        | 140           | 148           | 106 | 0.4             | A   |
|              | R        | 250           | 248           | 99  | 8.3             | A   |
|              | Subtotal | 637           | 648           | 102 | 17.3            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,626         | 2,668         | 102 | 10.5            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 70            | 68            | 97  | 30.3            | C   |
|              | T        | 35            | 34            | 97  | 19.4            | B   |
|              | R        | 129           | 132           | 102 | 4.1             | A   |
|              | Subtotal | 234           | 234           | 100 | 13.9            | B   |
| SE           | L        | 60            | 58            | 96  | 28.4            | C   |
|              | T        | 124           | 125           | 101 | 19.8            | B   |
|              | R        | 50            | 55            | 111 | 5.6             | A   |
|              | Subtotal | 234           | 238           | 102 | 18.6            | B   |
| NE           | L        | 27            | 23            | 84  | 19.1            | B   |
|              | T        | 217           | 218           | 101 | 17.2            | B   |
|              | R        | 95            | 88            | 93  | 10.1            | B   |
|              | Subtotal | 339           | 329           | 97  | 15.4            | B   |
| SW           | L        | 584           | 596           | 102 | 18.7            | B   |
|              | T        | 517           | 528           | 102 | 5.1             | A   |
|              | R        | 37            | 39            | 105 | 3.6             | A   |
|              | Subtotal | 1,138         | 1,163         | 102 | 12.0            | B   |
| <b>Total</b> |          | 1,944         | 1,964         | 101 | 13.6            | B   |



## SimTraffic LOS Report

Project: Park City Holiday Village & Parkside TIS  
Analysis Period: Future (2028) Plus Project  
Time Period: Morning Peak Hour Project #: UT23-2486

Intersection: Monitor Drive & W Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 75            | 74            | 98  | 0.2             | A   |
|          | R        | 24            | 23            | 95  | 0.1             | A   |
|          | Subtotal | 99            | 97            | 98  | 0.2             | A   |
| SB       | L        | 2             | 2             | 100 | 2.0             | A   |
|          | T        | 180           | 182           | 101 | 0.3             | A   |
|          | Subtotal | 182           | 184           | 101 | 0.3             | A   |
| WB       | L        | 53            | 55            | 104 | 4.8             | A   |
|          | R        | 3             | 4             | 133 | 3.1             | A   |
|          | Subtotal | 56            | 59            | 105 | 4.7             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 337           | 340           | 101 | 1.0             | A   |

Intersection: Kearns Boulevard & S Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 0             | 0   |                 |     |
|          | R        | 1             | 2             | 200 | 15.6            | C   |
|          | Subtotal | 2             | 2             | 100 | 15.6            | C   |
| NE       | L        | 1             | 0             | 0   |                 |     |
|          | T        | 425           | 427           | 100 | 0.3             | A   |
|          | Subtotal | 426           | 427           | 100 | 0.3             | A   |
| SW       | T        | 997           | 1,019         | 102 | 5.8             | A   |
|          | R        | 1             | 1             | 100 | 1.8             | A   |
|          | Subtotal | 998           | 1,020         | 102 | 5.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,426         | 1,449         | 102 | 4.2             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 45            | 46            | 102 | 16.2            | B   |
|              | R        | 20            | 22            | 110 | 6.6             | A   |
|              | Subtotal | 65            | 68            | 105 | 13.1            | B   |
| SB           | R        | 5             | 6             | 114 | 8.6             | A   |
|              | Subtotal | 5             | 6             | 120 | 8.6             | A   |
| EB           | L        | 10            | 8             | 82  | 17.7            | B   |
|              | T        | 406           | 408           | 100 | 5.5             | A   |
|              | R        | 25            | 30            | 119 | 3.4             | A   |
|              | Subtotal | 441           | 446           | 101 | 5.6             | A   |
| WB           | L        | 35            | 35            | 100 | 9.9             | A   |
|              | T        | 813           | 835           | 103 | 7.2             | A   |
|              | R        | 5             | 7             | 133 | 3.4             | A   |
|              | Subtotal | 853           | 877           | 103 | 7.3             | A   |
| <b>Total</b> |          | 1,365         | 1,397         | 102 | 7.0             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 75            | 93  | 35.8            | D   |
|              | T        | 110           | 106           | 96  | 38.5            | D   |
|              | R        | 21            | 23            | 110 | 10.4            | B   |
|              | Subtotal | 211           | 204           | 97  | 34.3            | C   |
| SB           | L        | 550           | 565           | 103 | 28.6            | C   |
|              | T        | 406           | 426           | 105 | 7.2             | A   |
|              | R        | 496           | 493           | 99  | 7.5             | A   |
|              | Subtotal | 1,452         | 1,484         | 102 | 15.4            | B   |
| EB           | L        | 300           | 307           | 102 | 45.7            | D   |
|              | T        | 146           | 148           | 101 | 29.0            | C   |
|              | R        | 35            | 38            | 109 | 16.1            | B   |
|              | Subtotal | 481           | 493           | 102 | 38.4            | D   |
| WB           | L        | 26            | 26            | 99  | 54.4            | D   |
|              | T        | 221           | 220           | 100 | 44.6            | D   |
|              | R        | 190           | 191           | 100 | 6.3             | A   |
|              | Subtotal | 437           | 437           | 100 | 28.4            | C   |
| <b>Total</b> |          | 2,582         | 2,618         | 101 | 23.5            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 225           | 221           | 98  | 6.8             | A   |
|              | R        | 137           | 138           | 101 | 1.5             | A   |
|              | Subtotal | 362           | 359           | 99  | 4.8             | A   |
| SE           | L        | 92            | 92            | 100 | 15.1            | B   |
|              | T        | 710           | 733           | 103 | 8.9             | A   |
|              | Subtotal | 802           | 825           | 103 | 9.6             | A   |
| SW           | L        | 650           | 655           | 101 | 14.9            | B   |
|              | T        | 14            | 16            | 112 | 1.1             | A   |
|              | R        | 137           | 139           | 101 | 6.4             | A   |
|              | Subtotal | 801           | 810           | 101 | 13.2            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,966         | 1,994         | 101 | 10.2            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Evening Peak Hour Project #: UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,340         | 1,344         | 100 | 29.0            | C   |
|              | R        | 295           | 292           | 99  | 20.5            | C   |
|              | Subtotal | 1,635         | 1,636         | 100 | 27.5            | C   |
| SE           | L        | 302           | 302           | 100 | 35.4            | D   |
|              | T        | 945           | 958           | 101 | 6.5             | A   |
|              | Subtotal | 1,247         | 1,260         | 101 | 13.4            | B   |
| SW           | L        | 217           | 223           | 103 | 45.9            | D   |
|              | T        | 115           | 119           | 103 | 0.5             | A   |
|              | R        | 330           | 338           | 103 | 26.3            | C   |
|              | Subtotal | 662           | 680           | 103 | 28.2            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,544         | 3,576         | 101 | 22.7            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 200           | 204           | 102 | 31.3            | C   |
|              | T        | 107           | 110           | 103 | 27.7            | C   |
|              | R        | 679           | 671           | 99  | 20.4            | C   |
|              | Subtotal | 986           | 985           | 100 | 23.5            | C   |
| SE           | L        | 82            | 78            | 95  | 31.8            | C   |
|              | T        | 79            | 83            | 105 | 27.3            | C   |
|              | R        | 77            | 81            | 105 | 6.6             | A   |
|              | Subtotal | 238           | 242           | 102 | 21.8            | C   |
| NE           | L        | 75            | 77            | 102 | 23.8            | C   |
|              | T        | 637           | 633           | 99  | 24.1            | C   |
|              | R        | 150           | 149           | 99  | 16.4            | B   |
|              | Subtotal | 862           | 859           | 100 | 22.7            | C   |
| SW           | L        | 296           | 296           | 100 | 28.1            | C   |
|              | T        | 385           | 393           | 102 | 9.9             | A   |
|              | R        | 79            | 80            | 101 | 7.4             | A   |
|              | Subtotal | 760           | 769           | 101 | 16.6            | B   |
| <b>Total</b> |          | 2,847         | 2,855         | 100 | 21.3            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT23-2486**

**Intersection:** Monitor Drive & W Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 185           | 187           | 101 | 0.5             | A   |
|          | R        | 76            | 79            | 104 | 0.4             | A   |
|          | Subtotal | 261           | 266           | 102 | 0.5             | A   |
| SB       | L        | 4             | 3             | 75  | 2.7             | A   |
|          | T        | 165           | 171           | 104 | 0.2             | A   |
|          | Subtotal | 169           | 174           | 103 | 0.2             | A   |
| WB       | L        | 72            | 69            | 96  | 5.7             | A   |
|          | R        | 4             | 4             | 100 | 3.9             | A   |
|          | Subtotal | 76            | 73            | 96  | 5.6             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 506           | 513           | 101 | 1.1             | A   |

**Intersection:** Kearns Boulevard & S Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 1             | 0   | 57.2            | F   |
|          | R        | 1             | 1             | 100 | 5.9             | A   |
|          | Subtotal | 2             | 2             | 100 | 31.6            | D   |
| NE       | L        | 1             | 1             | 100 | 5.7             | A   |
|          | T        | 1,427         | 1,412         | 99  | 2.5             | A   |
|          | Subtotal | 1,428         | 1,413         | 99  | 2.5             | A   |
| SW       | T        | 719           | 732           | 102 | 4.4             | A   |
|          | R        | 1             | 2             | 200 | 1.8             | A   |
|          | Subtotal | 720           | 734           | 102 | 4.4             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 2,150         | 2,148         | 100 | 3.2             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 70            | 68            | 97  | 56.7            | E   |
|              | T        | 10            | 10            | 98  | 63.3            | E   |
|              | R        | 60            | 63            | 105 | 51.2            | D   |
|              | Subtotal | 140           | 141           | 101 | 54.7            | D   |
| SB           | L        | 15            | 14            | 92  | 56.2            | E   |
|              | R        | 25            | 27            | 109 | 7.7             | A   |
|              | Subtotal | 40            | 41            | 103 | 24.3            | C   |
| EB           | L        | 15            | 14            | 92  | 50.3            | D   |
|              | T        | 1,413         | 1,377         | 97  | 49.3            | D   |
|              | R        | 30            | 31            | 103 | 41.9            | D   |
|              | Subtotal | 1,458         | 1,422         | 98  | 49.1            | D   |
| WB           | L        | 40            | 42            | 105 | 78.7            | E   |
|              | T        | 590           | 598           | 101 | 5.3             | A   |
|              | R        | 5             | 7             | 140 | 3.1             | A   |
|              | Subtotal | 635           | 647           | 102 | 10.0            | A   |
| <b>Total</b> |          | 2,273         | 2,251         | 99  | 37.9            | D   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 85            | 88            | 103 | 39.9            | D   |
|              | T        | 300           | 306           | 102 | 54.4            | D   |
|              | R        | 51            | 48            | 94  | 33.9            | C   |
|              | Subtotal | 436           | 442           | 101 | 49.3            | D   |
| SB           | L        | 510           | 521           | 102 | 45.1            | D   |
|              | T        | 337           | 335           | 99  | 18.9            | B   |
|              | R        | 316           | 328           | 104 | 5.5             | A   |
|              | Subtotal | 1,163         | 1,184         | 102 | 26.7            | C   |
| EB           | L        | 590           | 590           | 100 | 53.9            | D   |
|              | T        | 291           | 293           | 101 | 42.1            | D   |
|              | R        | 65            | 67            | 103 | 35.1            | D   |
|              | Subtotal | 946           | 950           | 100 | 48.9            | D   |
| WB           | L        | 47            | 46            | 97  | 71.5            | E   |
|              | T        | 232           | 235           | 101 | 42.0            | D   |
|              | R        | 615           | 598           | 97  | 29.3            | C   |
|              | Subtotal | 894           | 879           | 98  | 34.9            | C   |
| <b>Total</b> |          | 3,439         | 3,455         | 100 | 37.9            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 815           | 799           | 98  | 16.1            | B   |
|              | R        | 744           | 740           | 99  | 10.3            | B   |
|              | Subtotal | 1,559         | 1,539         | 99  | 13.3            | B   |
| SE           | L        | 237           | 242           | 102 | 29.2            | C   |
|              | T        | 615           | 619           | 101 | 7.4             | A   |
|              | Subtotal | 852           | 861           | 101 | 13.5            | B   |
| SW           | L        | 465           | 468           | 101 | 20.6            | C   |
|              | R        | 79            | 80            | 101 | 9.9             | A   |
|              | Subtotal | 544           | 548           | 101 | 19.0            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,955         | 2,948         | 100 | 14.5            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 545           | 542           | 99  | 14.0            | B   |
|              | R        | 100           | 99            | 99  | 8.1             | A   |
|              | Subtotal | 645           | 641           | 99  | 13.1            | B   |
| SE           | L        | 200           | 206           | 103 | 10.9            | B   |
|              | T        | 1,280         | 1,282         | 100 | 6.1             | A   |
|              | Subtotal | 1,480         | 1,488         | 101 | 6.8             | A   |
| SW           | L        | 265           | 270           | 102 | 36.9            | D   |
|              | T        | 195           | 201           | 103 | 0.5             | A   |
|              | R        | 275           | 277           | 101 | 8.7             | A   |
|              | Subtotal | 735           | 748           | 102 | 16.7            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,860         | 2,877         | 101 | 10.8            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 70            | 73            | 105 | 31.4            | C   |
|              | T        | 30            | 29            | 97  | 20.5            | C   |
|              | R        | 155           | 154           | 99  | 3.9             | A   |
|              | Subtotal | 255           | 256           | 100 | 13.6            | B   |
| SE           | L        | 50            | 44            | 88  | 31.0            | C   |
|              | T        | 110           | 114           | 104 | 21.9            | C   |
|              | R        | 35            | 35            | 100 | 6.4             | A   |
|              | Subtotal | 195           | 193           | 99  | 21.2            | C   |
| NE           | L        | 20            | 20            | 100 | 21.8            | C   |
|              | T        | 260           | 261           | 100 | 19.2            | B   |
|              | R        | 95            | 96            | 101 | 12.4            | B   |
|              | Subtotal | 375           | 377           | 101 | 17.6            | B   |
| SW           | L        | 665           | 666           | 100 | 47.3            | D   |
|              | T        | 630           | 641           | 102 | 6.1             | A   |
|              | R        | 35            | 39            | 111 | 3.9             | A   |
|              | Subtotal | 1,330         | 1,346         | 101 | 26.4            | C   |
| <b>Total</b> |          | 2,155         | 2,172         | 101 | 22.9            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 80            | 82            | 103 | 0.1             | A   |
|          | R        | 5             | 6             | 114 | 0.1             | A   |
|          | Subtotal | 85            | 88            | 104 | 0.1             | A   |
| SB       | L        | 5             | 4             | 76  | 2.3             | A   |
|          | T        | 180           | 180           | 100 | 0.3             | A   |
|          | Subtotal | 185           | 184           | 99  | 0.3             | A   |
| WB       | L        | 10            | 9             | 92  | 4.1             | A   |
|          | R        | 5             | 5             | 95  | 3.2             | A   |
|          | Subtotal | 15            | 14            | 93  | 3.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 285           | 286           | 100 | 0.4             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 5             | 5             | 95  | 32.4            | D   |
|          | R        | 15            | 14            | 95  | 19.1            | C   |
|          | Subtotal | 20            | 19            | 95  | 22.6            | C   |
| NE       | L        | 5             | 4             | 76  | 17.4            | C   |
|          | T        | 460           | 454           | 99  | 0.3             | A   |
|          | Subtotal | 465           | 458           | 98  | 0.4             | A   |
| SW       | T        | 1,020         | 1,018         | 100 | 10.3            | B   |
|          | R        | 5             | 6             | 114 | 6.9             | A   |
|          | Subtotal | 1,025         | 1,024         | 100 | 10.3            | B   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,510         | 1,501         | 99  | 7.4             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 50            | 49            | 98  | 19.7            | B   |
|              | R        | 25            | 26            | 103 | 6.7             | A   |
|              | Subtotal | 75            | 75            | 100 | 15.2            | B   |
| SB           | R        | 5             | 5             | 95  | 17.0            | B   |
|              | Subtotal | 5             | 5             | 100 | 17.0            | B   |
| EB           | L        | 10            | 11            | 113 | 22.0            | C   |
|              | T        | 470           | 465           | 99  | 5.7             | A   |
|              | R        | 30            | 28            | 94  | 3.6             | A   |
|              | Subtotal | 510           | 504           | 99  | 5.9             | A   |
| WB           | L        | 40            | 38            | 94  | 12.6            | B   |
|              | T        | 970           | 972           | 100 | 8.9             | A   |
|              | R        | 5             | 4             | 76  | 4.0             | A   |
|              | Subtotal | 1,015         | 1,014         | 100 | 9.0             | A   |
| <b>Total</b> |          | 1,605         | 1,598         | 100 | 8.4             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 80            | 100 | 35.0            | C   |
|              | T        | 110           | 112           | 102 | 41.2            | D   |
|              | R        | 20            | 21            | 105 | 10.1            | B   |
|              | Subtotal | 210           | 213           | 101 | 35.8            | D   |
| SB           | L        | 575           | 574           | 100 | 30.0            | C   |
|              | T        | 415           | 413           | 99  | 7.6             | A   |
|              | R        | 555           | 566           | 102 | 8.4             | A   |
|              | Subtotal | 1,545         | 1,553         | 101 | 16.2            | B   |
| EB           | L        | 340           | 339           | 100 | 46.1            | D   |
|              | T        | 160           | 156           | 98  | 29.5            | C   |
|              | R        | 35            | 38            | 109 | 19.4            | B   |
|              | Subtotal | 535           | 533           | 100 | 39.3            | D   |
| WB           | L        | 25            | 24            | 95  | 55.6            | E   |
|              | T        | 240           | 234           | 98  | 49.7            | D   |
|              | R        | 195           | 192           | 99  | 6.6             | A   |
|              | Subtotal | 460           | 450           | 98  | 31.6            | C   |
| <b>Total</b> |          | 2,751         | 2,749         | 100 | 24.8            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 235           | 224           | 95  | 7.2             | A   |
|              | R        | 145           | 145           | 100 | 1.6             | A   |
|              | Subtotal | 380           | 369           | 97  | 5.0             | A   |
| SE           | L        | 100           | 103           | 103 | 14.7            | B   |
|              | T        | 750           | 750           | 100 | 9.0             | A   |
|              | Subtotal | 850           | 853           | 100 | 9.7             | A   |
| SW           | L        | 705           | 700           | 99  | 15.5            | B   |
|              | T        | 10            | 11            | 116 | 1.5             | A   |
|              | R        | 155           | 161           | 104 | 6.8             | A   |
|              | Subtotal | 870           | 872           | 100 | 13.7            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,100         | 2,094         | 100 | 10.5            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,415         | 1,407         | 99  | 36.4            | D   |
|              | R        | 325           | 322           | 99  | 27.9            | C   |
|              | Subtotal | 1,740         | 1,729         | 99  | 34.8            | C   |
| SE           | L        | 330           | 328           | 99  | 38.5            | D   |
|              | T        | 1,000         | 987           | 99  | 6.8             | A   |
|              | Subtotal | 1,330         | 1,315         | 99  | 14.7            | B   |
| SW           | L        | 230           | 228           | 99  | 45.1            | D   |
|              | T        | 130           | 130           | 100 | 0.7             | A   |
|              | R        | 365           | 373           | 102 | 30.6            | C   |
|              | Subtotal | 725           | 731           | 101 | 29.8            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,794         | 3,775         | 100 | 26.9            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 200           | 206           | 103 | 99.7            | F   |
|              | T        | 96            | 95            | 99  | 72.9            | E   |
|              | R        | 775           | 759           | 98  | 49.7            | D   |
|              | Subtotal | 1,071         | 1,060         | 99  | 61.5            | E   |
| SE           | L        | 65            | 60            | 92  | 57.2            | E   |
|              | T        | 61            | 65            | 106 | 51.8            | D   |
|              | R        | 60            | 62            | 103 | 6.9             | A   |
|              | Subtotal | 186           | 187           | 101 | 38.6            | D   |
| NE           | L        | 55            | 51            | 93  | 93.6            | F   |
|              | T        | 775           | 716           | 92  | 133.1           | F   |
|              | R        | 155           | 148           | 96  | 119.9           | F   |
|              | Subtotal | 985           | 915           | 93  | 128.8           | F   |
| SW           | L        | 345           | 337           | 98  | 26.7            | C   |
|              | T        | 465           | 462           | 99  | 8.1             | A   |
|              | R        | 60            | 64            | 107 | 6.8             | A   |
|              | Subtotal | 870           | 863           | 99  | 15.3            | B   |
| <b>Total</b> |          | 3,111         | 3,025         | 97  | 68.7            | E   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | T        | 191           | 190           | 99  | 0.4             | A   |
|              | R        | 15            | 14            | 92  | 0.2             | A   |
|              | Subtotal | 206           | 204           | 99  | 0.4             | A   |
| SB           | L        | 5             | 6             | 120 | 3.0             | A   |
|              | T        | 170           | 169           | 99  | 0.2             | A   |
|              | Subtotal | 175           | 175           | 100 | 0.3             | A   |
| WB           | L        | 15            | 16            | 105 | 4.8             | A   |
|              | R        | 5             | 5             | 100 | 2.8             | A   |
|              | Subtotal | 20            | 21            | 105 | 4.3             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 402           | 400           | 100 | 0.6             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SE           | L        | 10            | 7             | 68  | 642.4           | F   |
|              | R        | 10            | 10            | 98  | 422.4           | F   |
|              | Subtotal | 20            | 17            | 85  | 513.0           | F   |
| NE           | L        | 15            | 15            | 98  | 9.5             | A   |
|              | T        | 1,660         | 1,546         | 93  | 8.2             | A   |
|              | Subtotal | 1,675         | 1,561         | 93  | 8.2             | A   |
| SW           | T        | 820           | 815           | 99  | 4.6             | A   |
|              | R        | 5             | 5             | 100 | 4.8             | A   |
|              | Subtotal | 825           | 820           | 99  | 4.6             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,521         | 2,398         | 95  | 11.7            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 75            | 67            | 89  | 174.2           | F   |
|              | T        | 10            | 12            | 117 | 204.4           | F   |
|              | R        | 80            | 79            | 98  | 175.7           | F   |
|              | Subtotal | 165           | 158           | 96  | 177.2           | F   |
| SB           | L        | 20            | 19            | 94  | 124.0           | F   |
|              | R        | 30            | 33            | 111 | 9.3             | A   |
|              | Subtotal | 50            | 52            | 104 | 51.2            | D   |
| EB           | L        | 20            | 17            | 84  | 79.4            | E   |
|              | T        | 1,670         | 1,494         | 89  | 83.6            | F   |
|              | R        | 35            | 31            | 89  | 78.1            | E   |
|              | Subtotal | 1,725         | 1,542         | 89  | 83.4            | F   |
| WB           | L        | 40            | 41            | 103 | 111.3           | F   |
|              | T        | 680           | 681           | 100 | 4.4             | A   |
|              | R        | 5             | 5             | 100 | 2.3             | A   |
|              | Subtotal | 725           | 727           | 100 | 10.4            | B   |
| <b>Total</b> |          | 2,666         | 2,479         | 93  | 67.9            | E   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 85            | 88            | 103 | 40.7            | D   |
|              | T        | 305           | 306           | 100 | 57.3            | E   |
|              | R        | 50            | 47            | 94  | 34.4            | C   |
|              | Subtotal | 440           | 441           | 100 | 51.5            | D   |
| SB           | L        | 540           | 538           | 100 | 49.9            | D   |
|              | T        | 329           | 328           | 100 | 20.8            | C   |
|              | R        | 360           | 347           | 96  | 5.7             | A   |
|              | Subtotal | 1,229         | 1,213         | 99  | 29.4            | C   |
| EB           | L        | 660           | 655           | 99  | 54.2            | D   |
|              | T        | 315           | 312           | 99  | 42.7            | D   |
|              | R        | 65            | 67            | 103 | 35.4            | D   |
|              | Subtotal | 1,040         | 1,034         | 99  | 49.5            | D   |
| WB           | L        | 45            | 40            | 89  | 76.4            | E   |
|              | T        | 255           | 259           | 101 | 47.2            | D   |
|              | R        | 640           | 642           | 100 | 34.0            | C   |
|              | Subtotal | 940           | 941           | 100 | 39.4            | D   |
| <b>Total</b> |          | 3,650         | 3,629         | 99  | 40.5            | D   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SB           | L        | 495           | 485           | 98  | 31.5            | C   |
|              | R        | 85            | 84            | 99  | 15.8            | B   |
|              | Subtotal | 580           | 569           | 98  | 29.2            | C   |
| NW           | T        | 855           | 855           | 100 | 24.3            | C   |
|              | R        | 795           | 796           | 100 | 19.9            | B   |
|              | Subtotal | 1,650         | 1,651         | 100 | 22.2            | C   |
| SE           | L        | 275           | 271           | 99  | 25.0            | C   |
|              | T        | 630           | 625           | 99  | 7.3             | A   |
|              | Subtotal | 905           | 896           | 99  | 12.7            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,135         | 3,116         | 99  | 20.8            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 545           | 542           | 99  | 13.9            | B   |
|              | R        | 100           | 105           | 105 | 7.7             | A   |
|              | Subtotal | 645           | 647           | 100 | 12.9            | B   |
| SE           | L        | 204           | 201           | 99  | 10.7            | B   |
|              | T        | 1,280         | 1,278         | 100 | 6.4             | A   |
|              | Subtotal | 1,484         | 1,479         | 100 | 7.0             | A   |
| SW           | L        | 267           | 267           | 100 | 37.8            | D   |
|              | T        | 194           | 201           | 104 | 0.4             | A   |
|              | R        | 280           | 278           | 99  | 9.2             | A   |
|              | Subtotal | 741           | 746           | 101 | 17.1            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,870         | 2,872         | 100 | 11.0            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 70            | 68            | 97  | 31.4            | C   |
|              | T        | 35            | 37            | 105 | 19.4            | B   |
|              | R        | 154           | 162           | 105 | 4.2             | A   |
|              | Subtotal | 259           | 267           | 103 | 13.2            | B   |
| SE           | L        | 65            | 63            | 97  | 27.0            | C   |
|              | T        | 124           | 126           | 102 | 21.0            | C   |
|              | R        | 50            | 49            | 98  | 6.4             | A   |
|              | Subtotal | 239           | 238           | 100 | 19.6            | B   |
| NE           | L        | 27            | 27            | 99  | 21.7            | C   |
|              | T        | 257           | 258           | 100 | 19.7            | B   |
|              | R        | 95            | 101           | 106 | 11.9            | B   |
|              | Subtotal | 379           | 386           | 102 | 17.8            | B   |
| SW           | L        | 659           | 662           | 100 | 28.9            | C   |
|              | T        | 622           | 629           | 101 | 6.2             | A   |
|              | R        | 42            | 42            | 99  | 4.5             | A   |
|              | Subtotal | 1,323         | 1,333         | 101 | 17.4            | B   |
| <b>Total</b> |          | 2,199         | 2,224         | 101 | 17.2            | B   |

## SimTraffic LOS Report

Project: Park City Holiday Village & Parkside TIS  
Analysis Period: Future (2040) Plus Project  
Time Period: Morning Peak Hour  
Project #: UT23-2486

Intersection: Monitor Drive & W Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 80            | 80            | 99  | 0.2             | A   |
|          | R        | 24            | 26            | 107 | 0.1             | A   |
|          | Subtotal | 104           | 106           | 102 | 0.2             | A   |
| SB       | L        | 2             | 1             | 50  | 3.8             | A   |
|          | T        | 185           | 183           | 99  | 0.3             | A   |
|          | Subtotal | 187           | 184           | 98  | 0.3             | A   |
| WB       | L        | 53            | 54            | 102 | 4.9             | A   |
|          | R        | 3             | 3             | 100 | 3.0             | A   |
|          | Subtotal | 56            | 57            | 102 | 4.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 348           | 347           | 100 | 1.0             | A   |

Intersection: Kearns Boulevard & S Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 0             | 0   | 31.9            | D   |
|          | R        | 1             | 2             | 200 |                 |     |
|          | Subtotal | 2             | 2             | 100 | 31.9            | D   |
| NE       | L        | 1             | 0             | 0   | 0.4             | A   |
|          | T        | 500           | 509           | 102 |                 |     |
|          | Subtotal | 501           | 509           | 102 | 0.4             | A   |
| SW       | T        | 1,172         | 1,182         | 101 | 8.1             | A   |
|          | R        | 1             | 2             | 200 | 5.6             | A   |
|          | Subtotal | 1,173         | 1,184         | 101 | 8.1             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,676         | 1,695         | 101 | 5.8             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 50            | 49            | 98  | 20.7            | C   |
|              | R        | 25            | 27            | 107 | 7.0             | A   |
|              | Subtotal | 75            | 76            | 101 | 15.8            | B   |
| SB           | R        | 5             | 5             | 95  | 15.0            | B   |
|              | Subtotal | 5             | 5             | 100 | 15.0            | B   |
| EB           | L        | 10            | 11            | 113 | 26.6            | C   |
|              | T        | 486           | 491           | 101 | 6.2             | A   |
|              | R        | 30            | 29            | 97  | 4.0             | A   |
|              | Subtotal | 526           | 531           | 101 | 6.5             | A   |
| WB           | L        | 40            | 43            | 107 | 12.9            | B   |
|              | T        | 978           | 988           | 101 | 9.5             | A   |
|              | R        | 5             | 5             | 95  | 5.1             | A   |
|              | Subtotal | 1,023         | 1,036         | 101 | 9.6             | A   |
| <b>Total</b> |          | 1,630         | 1,648         | 101 | 8.9             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 81            | 101 | 35.2            | D   |
|              | T        | 110           | 110           | 100 | 41.7            | D   |
|              | R        | 21            | 20            | 95  | 13.0            | B   |
|              | Subtotal | 211           | 211           | 100 | 36.5            | D   |
| SB           | L        | 575           | 564           | 98  | 30.2            | C   |
|              | T        | 416           | 418           | 100 | 7.6             | A   |
|              | R        | 556           | 562           | 101 | 8.5             | A   |
|              | Subtotal | 1,547         | 1,544         | 100 | 16.2            | B   |
| EB           | L        | 340           | 340           | 100 | 45.8            | D   |
|              | T        | 161           | 160           | 100 | 31.0            | C   |
|              | R        | 35            | 35            | 100 | 21.3            | C   |
|              | Subtotal | 536           | 535           | 100 | 39.8            | D   |
| WB           | L        | 26            | 27            | 103 | 53.7            | D   |
|              | T        | 241           | 243           | 101 | 48.6            | D   |
|              | R        | 195           | 197           | 101 | 6.4             | A   |
|              | Subtotal | 462           | 467           | 101 | 31.1            | C   |
| <b>Total</b> |          | 2,757         | 2,757         | 100 | 24.9            | C   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|------------------|---------------|-----|-----------------|-----|
|              |          |                  | Avg           | %   | Avg             | LOS |
| NW           | T        | 235              | 237           | 101 | 7.6             | A   |
|              | R        | 147              | 152           | 103 | 1.6             | A   |
|              | Subtotal | 382              | 389           | 102 | 5.3             | A   |
| SE           | L        | 102              | 103           | 101 | 15.9            | B   |
|              | T        | 750              | 736           | 98  | 9.3             | A   |
|              | Subtotal | 852              | 839           | 98  | 10.1            | B   |
| SW           | L        | 710              | 717           | 101 | 15.5            | B   |
|              | T        | 10               | 11            | 110 | 1.2             | A   |
|              | R        | 157              | 162           | 103 | 6.8             | A   |
|              | Subtotal | 877              | 890           | 101 | 13.7            | B   |
|              |          |                  |               |     |                 |     |
| <b>Total</b> |          | 2,110            | 2,118         | 100 | 10.8            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,415         | 1,387         | 98  | 35.1            | D   |
|              | R        | 325           | 316           | 97  | 26.5            | C   |
|              | Subtotal | 1,740         | 1,703         | 98  | 33.5            | C   |
| SE           | L        | 342           | 348           | 102 | 40.8            | D   |
|              | T        | 1,000         | 1,021         | 102 | 7.3             | A   |
|              | Subtotal | 1,342         | 1,369         | 102 | 15.8            | B   |
| SW           | L        | 232           | 224           | 97  | 44.5            | D   |
|              | T        | 130           | 129           | 99  | 0.7             | A   |
|              | R        | 375           | 376           | 100 | 28.5            | C   |
|              | Subtotal | 737           | 729           | 99  | 28.5            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,818         | 3,801         | 100 | 26.3            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 200           | 194           | 97  | 118.8           | F   |
|              | T        | 112           | 118           | 105 | 95.9            | F   |
|              | R        | 769           | 756           | 98  | 65.0            | E   |
|              | Subtotal | 1,081         | 1,068         | 99  | 78.2            | E   |
| SE           | L        | 87            | 86            | 99  | 55.2            | E   |
|              | T        | 78            | 83            | 106 | 53.9            | D   |
|              | R        | 77            | 80            | 104 | 7.0             | A   |
|              | Subtotal | 242           | 249           | 103 | 39.3            | D   |
| NE           | L        | 75            | 66            | 88  | 111.3           | F   |
|              | T        | 767           | 700           | 91  | 157.2           | F   |
|              | R        | 155           | 145           | 94  | 147.0           | F   |
|              | Subtotal | 997           | 911           | 91  | 152.3           | F   |
| SW           | L        | 341           | 331           | 97  | 27.6            | C   |
|              | T        | 460           | 456           | 99  | 8.2             | A   |
|              | R        | 84            | 90            | 107 | 7.5             | A   |
|              | Subtotal | 885           | 877           | 99  | 15.5            | B   |
| <b>Total</b> |          | 3,206         | 3,105         | 97  | 80.9            | F   |

## SimTraffic LOS Report

Project: Park City Holiday Village & Parkside TIS  
Analysis Period: Future (2040) Plus Project  
Time Period: Evening Peak Hour  
Project #: UT23-2486

Intersection: Monitor Drive & W Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 191           | 188           | 98  | 0.6             | A   |
|          | R        | 76            | 82            | 108 | 0.5             | A   |
|          | Subtotal | 267           | 270           | 101 | 0.6             | A   |
| SB       | L        | 4             | 4             | 100 | 3.6             | A   |
|          | T        | 170           | 177           | 104 | 0.3             | A   |
|          | Subtotal | 174           | 181           | 104 | 0.4             | A   |
| WB       | L        | 72            | 74            | 102 | 5.8             | A   |
|          | R        | 4             | 5             | 125 | 3.5             | A   |
|          | Subtotal | 76            | 79            | 104 | 5.7             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 518           | 530           | 102 | 1.3             | A   |

Intersection: Kearns Boulevard & S Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 0             | 0   |                 |     |
|          | R        | 1             | 2             | 200 | 7.1             | A   |
|          | Subtotal | 2             | 2             | 100 | 7.1             | A   |
| NE       | L        | 1             | 1             | 100 | 6.2             | A   |
|          | T        | 1,682         | 1,558         | 93  | 9.1             | A   |
|          | Subtotal | 1,683         | 1,559         | 93  | 9.1             | A   |
| SW       | T        | 844           | 834           | 99  | 4.7             | A   |
|          | R        | 1             | 1             | 100 | 2.4             | A   |
|          | Subtotal | 845           | 835           | 99  | 4.7             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 2,530         | 2,396         | 95  | 7.6             | A   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 75            | 72            | 96  | 125.6           | F   |
|              | T        | 10            | 12            | 117 | 149.3           | F   |
|              | R        | 80            | 79            | 98  | 128.8           | F   |
|              | Subtotal | 165           | 163           | 99  | 128.9           | F   |
| SB           | L        | 20            | 19            | 94  | 128.3           | F   |
|              | R        | 30            | 30            | 101 | 9.8             | A   |
|              | Subtotal | 50            | 49            | 98  | 55.7            | E   |
| EB           | L        | 20            | 18            | 89  | 91.2            | F   |
|              | T        | 1,683         | 1,496         | 89  | 88.4            | F   |
|              | R        | 35            | 31            | 89  | 83.6            | F   |
|              | Subtotal | 1,738         | 1,545         | 89  | 88.3            | F   |
| WB           | L        | 40            | 36            | 91  | 129.3           | F   |
|              | T        | 700           | 695           | 99  | 4.9             | A   |
|              | R        | 5             | 5             | 100 | 3.1             | A   |
|              | Subtotal | 745           | 736           | 99  | 11.0            | B   |
| <b>Total</b> |          | 2,698         | 2,493         | 92  | 68.0            | E   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 85            | 86            | 101 | 40.6            | D   |
|              | T        | 305           | 303           | 99  | 57.6            | E   |
|              | R        | 51            | 51            | 100 | 38.8            | D   |
|              | Subtotal | 441           | 440           | 100 | 52.1            | D   |
| SB           | L        | 540           | 544           | 101 | 50.4            | D   |
|              | T        | 330           | 337           | 102 | 22.0            | C   |
|              | R        | 361           | 364           | 101 | 5.7             | A   |
|              | Subtotal | 1,231         | 1,245         | 101 | 29.6            | C   |
| EB           | L        | 660           | 665           | 101 | 54.3            | D   |
|              | T        | 316           | 321           | 102 | 42.4            | D   |
|              | R        | 65            | 67            | 103 | 36.9            | D   |
|              | Subtotal | 1,041         | 1,053         | 101 | 49.6            | D   |
| WB           | L        | 47            | 44            | 94  | 76.8            | E   |
|              | T        | 257           | 262           | 102 | 48.6            | D   |
|              | R        | 640           | 615           | 96  | 35.1            | D   |
|              | Subtotal | 944           | 921           | 98  | 40.9            | D   |
| <b>Total</b> |          | 3,658         | 3,659         | 100 | 41.0            | D   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|------------------|---------------|-----|-----------------|-----|
|              |          |                  | Avg           | %   | Avg             | LOS |
| NW           | T        | 855              | 827           | 97  | 39.2            | D   |
|              | R        | 804              | 804           | 100 | 26.3            | C   |
|              | Subtotal | 1,659            | 1,631         | 98  | 32.8            | C   |
| SE           | L        | 277              | 275           | 99  | 34.2            | C   |
|              | T        | 630              | 640           | 102 | 12.5            | B   |
|              | Subtotal | 907              | 915           | 101 | 19.0            | B   |
| SW           | L        | 505              | 492           | 97  | 28.3            | C   |
|              | R        | 89               | 89            | 100 | 15.2            | B   |
|              | Subtotal | 594              | 581           | 98  | 26.3            | C   |
|              |          |                  |               |     |                 |     |
| <b>Total</b> |          | 3,160            | 3,127         | 99  | 27.6            | C   |



# APPENDIX D

## 95<sup>th</sup> Percentile Queue Length Reports











| Intersection                                       | NB  |    |     |     |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW  |     |     |     | EB  |     |   |    | WB  |     |     |   |
|----------------------------------------------------|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|---|----|-----|-----|-----|---|
|                                                    | L   | LT | R   | T   | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L   | R   | T   | TR  | L   | R   | T | TR | L   | LR  | R   | T |
| 01: Park Avenue & Kearns Boulevard                 |     |    |     |     |     |     |     |     |     | 200 | 525 |     |    |     |     | 250 |    |    | 200 | 150 | 250 |     |     |     |     |   |    |     |     |     |   |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |    |     |     |     | 100 | 250 | 225 | 175 | 275 | 475 |     |    |     |     | 100 |    | 75 | 100 | 200 |     | 100 | 125 |     |     |   |    |     |     |     |   |
| 03: Monitor Drive & W Access                       |     |    |     |     |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |     |   |    |     |     |     |   |
| 04: Kearns Boulevard & S Access                    |     |    |     |     |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |     |   |    |     |     |     |   |
| 05: Comstock Drive & Kearns Boulevard              |     |    | 125 | 100 |     |     |     |     |     |     |     |     | 50 | 50  |     |     |    |    |     |     | 50  | 75  | 300 |     | 75  |   |    |     |     | 150 |   |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 125 |    |     |     | 250 | 225 |     |     |     |     |     | 450 |    | 100 | 275 |     |    |    |     |     | 350 |     |     | 350 | 125 |   |    | 425 | 225 |     |   |
| 07: Deer Valley Drive & Bonanza Drive              |     |    |     |     |     |     |     |     |     | 225 | 250 |     |    |     |     | 175 |    |    | 125 | 150 | 75  |     |     |     |     |   |    |     |     |     |   |

| Intersection                                       | NB  |    |    |    |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW  |     |     |     | EB  |     |   |     | WB |    |     |     |
|----------------------------------------------------|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|----|-----|-----|
|                                                    | L   | LT | R  | T  | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L   | R   | T   | TR  | L   | R   | T | TR  | L  | LR | R   | T   |
| 01: Park Avenue & Kearns Boulevard                 |     |    |    |    |     |     |     |     |     | 100 | 150 |     |    |     |     | 100 |    |    | 175 | 150 | 125 |     |     |     |     |   |     |    |    |     |     |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |    |    |    |     | 50  | 125 | 100 | 100 | 75  | 75  |     |    |     |     | 75  |    | 75 | 125 | 325 |     | 100 | 100 |     |     |   |     |    |    |     |     |
| 03: Monitor Drive & HV Access                      |     |    |    |    |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |     |   |     |    | 50 |     |     |
| 04: Kearns Boulevard & PS Access                   |     |    |    |    |     |     |     |     |     |     |     |     |    |     |     |     | 50 |    |     |     |     |     |     |     |     |   |     |    |    |     |     |
| 05: Comstock Drive & Kearns Boulevard              |     |    | 75 | 50 |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     | 125 |   | 50  |    |    | 200 |     |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 100 |    |    |    | 125 | 100 |     |     |     |     |     | 375 |    | 150 | 125 |     |    |    |     |     |     |     |     | 175 |     |   | 175 | 75 |    | 100 | 250 |
| 07: Deer Valley Drive & Bonanza Drive              |     |    |    |    |     |     |     |     |     | 50  | 75  |     |    |     |     | 100 |    |    | 150 | 150 | 75  |     |     |     |     |   |     |    |    |     |     |



| Intersection                                       | NB  |     |     |   |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |     |    |     | SW  |     |     |       | EB  |   |   |     | WB  |     |     |     |
|----------------------------------------------------|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-------|-----|---|---|-----|-----|-----|-----|-----|
|                                                    | L   | LT  | R   | T | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR  | R  | T   | L   | R   | T   | TR    | L   | R | T | TR  | L   | LR  | R   | T   |
| 01: Park Avenue & Kearns Boulevard                 |     |     |     |   |     |     |     |     |     | 200 | 500 |     |    |     |     | 250 |     |    | 200 | 175 | 225 |     |       |     |   |   |     |     |     |     |     |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |     |     |   |     | 75  | 250 | 250 | 175 | 275 | 750 |     |    |     |     | 100 |     | 75 | 100 | 225 |     | 100 | 125   |     |   |   |     |     |     |     |     |
| 03: Monitor Drive & HV Access                      |     |     |     |   |     |     |     |     |     |     |     |     |    |     |     |     |     |    |     |     |     |     |       |     |   |   |     |     | 50  |     |     |
| 04: Kearns Boulevard & PS Access                   |     |     |     |   |     | 50  | 75  |     |     |     |     |     |    |     |     |     | 100 |    |     |     |     |     |       |     |   |   |     |     |     |     |     |
| 05: Comstock Drive & Kearns Boulevard              |     | 175 | 125 |   |     |     |     |     |     |     |     |     | 50 | 50  |     |     |     |    |     |     | 125 | 75  | 1,150 |     |   |   |     | 100 |     |     | 150 |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 150 |     |     |   | 250 | 225 |     |     |     |     |     | 450 |    | 100 | 250 |     |     |    |     |     | 400 |     |       | 375 |   |   | 125 |     | 475 | 250 |     |
| 07: Deer Valley Drive & Bonanza Drive              |     |     |     |   |     |     |     |     | 225 | 250 |     |     |    |     |     | 175 |     |    | 125 | 175 | 75  |     |       |     |   |   |     |     |     |     |     |

| Intersection                                       | NB  |    |    |   |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW  |     |     |     | EB  |     |   |     | WB  |    |     |     |
|----------------------------------------------------|-----|----|----|---|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|---|-----|-----|----|-----|-----|
|                                                    | L   | LT | R  | T | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L   | R   | T   | TR  | L   | R   | T | TR  | L   | LR | R   | T   |
| 01: Park Avenue & Kearns Boulevard                 |     |    |    |   |     |     |     |     |     | 100 | 150 |     |    |     |     | 100 |    |    | 175 | 150 | 125 |     |     |     |     |   |     |     |    |     |     |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |    |    |   |     | 50  | 125 | 100 | 100 | 75  | 75  |     |    |     |     | 75  |    | 75 | 125 | 400 |     | 225 | 175 |     |     |   |     |     |    |     |     |
| 03: Monitor Drive & W Access                       |     |    |    |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |     |   |     |     | 75 |     |     |
| 04: Kearns Boulevard & S Access                    |     |    |    |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     | 50  |     |     |     |   |     |     |    |     |     |
| 05: Comstock Drive & Kearns Boulevard              |     | 75 | 50 |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     | 125 |   | 50  |     |    | 200 |     |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 100 |    |    |   | 125 | 100 |     |     |     |     |     | 400 |    | 150 | 125 |     |    |    |     |     |     |     |     | 175 |     |   | 175 | 100 |    | 100 | 250 |
| 07: Deer Valley Drive & Bonanza Drive              |     |    |    |   |     |     |     |     |     | 50  | 75  |     |    |     |     | 100 |    |    | 150 | 150 | 75  |     |     |     |     |   |     |     |    |     |     |





| Intersection                                       | NB  |    |    |    |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW    |     |     |     | EB  |    |     |     | WB  |    |     |     |
|----------------------------------------------------|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-------|-----|-----|-----|-----|----|-----|-----|-----|----|-----|-----|
|                                                    | L   | LT | R  | T  | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L     | R   | T   | TR  | L   | R  | T   | TR  | L   | LR | R   | T   |
| 01: Park Avenue & Kearns Boulevard                 |     |    |    |    |     |     |     |     |     | 100 | 175 |     |    |     |     | 125 |    |    | 175 | 150   | 125 |     |     |     |    |     |     |     |    |     |     |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |    |    |    |     | 50  | 125 | 125 | 100 | 100 | 75  |     |    |     |     | 75  |    | 50 | 125 | 1,000 |     | 450 | 325 |     |    |     |     |     |    |     |     |
| 03: Monitor Drive & HV Access                      |     |    |    |    |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |       |     |     |     |     |    |     |     | 50  |    |     |     |
| 04: Kearns Boulevard & PS Access                   |     |    |    |    |     |     |     |     |     |     |     |     |    |     |     |     | 50 |    |     |       |     | 350 |     |     |    |     |     |     |    |     |     |
| 05: Comstock Drive & Kearns Boulevard              |     |    | 75 | 50 |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |       |     |     |     | 50  | 50 | 150 |     | 50  |    |     | 225 |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 125 |    |    |    | 125 | 100 |     |     |     |     |     | 425 |    | 175 | 125 |     |    |    |     |       |     |     |     | 200 |    |     | 200 | 100 |    | 100 | 300 |
| 07: Deer Valley Drive & Bonanza Drive              |     |    |    |    |     |     |     |     |     | 50  | 75  |     |    |     |     | 100 |    |    | 150 | 175   | 75  |     |     |     |    |     |     |     |    |     |     |



| Intersection                                       | NB  |     |   |   |     | NE  |       |       | NW  |     |       | SB  |    |     |     | SE  |    |     |     | SW  |   |     |     | EB  |       |   |    | WB  |     |     |     |  |
|----------------------------------------------------|-----|-----|---|---|-----|-----|-------|-------|-----|-----|-------|-----|----|-----|-----|-----|----|-----|-----|-----|---|-----|-----|-----|-------|---|----|-----|-----|-----|-----|--|
|                                                    | L   | LT  | R | T | TR  | L   | T     | TR    | L   | R   | T     | L   | LT | R   | T   | L   | LR | R   | T   | L   | R | T   | TR  | L   | R     | T | TR | L   | LR  | R   | T   |  |
| 01: Park Avenue & Kearns Boulevard                 |     |     |   |   |     |     |       |       | 225 | 675 |       |     |    |     | 300 |     |    | 200 | 175 | 300 |   |     |     |     |       |   |    |     |     |     |     |  |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |     |   |   |     | 400 | 1,075 | 1,100 | 250 | 275 | 1,375 |     |    |     |     | 125 |    | 75  | 125 | 275 |   | 125 | 150 |     |       |   |    |     |     |     |     |  |
| 03: Monitor Drive & HV Access                      |     |     |   |   |     |     |       |       |     |     |       |     |    |     |     |     |    |     |     |     |   |     |     |     |       |   |    |     | 50  |     |     |  |
| 04: Kearns Boulevard & PS Access                   |     |     |   |   |     | 50  | 225   |       |     |     |       |     |    |     |     | 200 |    |     |     |     |   |     |     |     |       |   |    |     |     |     |     |  |
| 05: Comstock Drive & Kearns Boulevard              | 450 | 125 |   |   |     |     |       |       |     |     |       |     | 75 | 50  |     |     |    |     |     |     |   |     | 175 | 125 | 2,350 |   |    | 125 |     |     | 150 |  |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 125 |     |   |   | 250 | 225 |       |       |     |     |       |     |    | 550 | 100 | 425 |    |     |     |     |   |     |     |     | 425   |   |    | 400 | 125 | 525 | 300 |  |
| 07: Deer Valley Drive & Bonanza Drive              |     |     |   |   |     |     |       |       | 300 | 550 | 225   | 100 |    |     | 200 |     |    | 150 |     |     |   |     |     |     |       |   |    |     |     |     |     |  |





| Intersection                                       | NB  |     |     |   |     | NE  |       |       | NW  |     |       | SB |     |    |     | SE  |    |    |     | SW  |     |     |     | EB  |     |       |     | WB  |     |     |
|----------------------------------------------------|-----|-----|-----|---|-----|-----|-------|-------|-----|-----|-------|----|-----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|
|                                                    | L   | LT  | R   | T | TR  | L   | T     | TR    | L   | R   | T     | L  | LT  | R  | T   | L   | LR | R  | T   | L   | R   | T   | TR  | L   | R   | T     | TR  | L   | R   | T   |
| 01: Park Avenue & Kearns Boulevard                 |     |     |     |   |     |     |       |       |     | 200 | 600   |    |     |    |     | 325 |    |    | 225 | 150 | 300 |     |     |     |     |       |     |     |     |     |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |     |     |   |     | 450 | 1,250 | 1,275 | 250 | 275 | 1,775 |    |     |    |     | 150 |    | 75 | 150 | 275 |     | 125 | 150 |     |     |       |     |     |     |     |
| 03: Monitor Drive & W Access                       |     |     |     |   |     |     |       |       |     |     |       |    |     |    |     |     |    |    |     |     |     |     |     |     |     |       |     |     | 75  |     |
| 04: Kearns Boulevard & S Access                    |     |     |     |   |     |     | 150   |       |     |     |       |    |     |    |     |     |    |    |     |     |     |     |     |     |     |       |     |     |     |     |
| 05: Comstock Drive & Kearns Boulevard              |     | 350 | 125 |   |     |     |       |       |     |     |       |    | 75  | 50 |     |     |    |    |     |     |     |     |     | 200 | 125 | 1,475 |     | 125 |     | 175 |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 150 |     |     |   | 275 | 250 |       |       |     |     |       |    | 550 |    | 125 | 400 |    |    |     |     |     |     | 425 |     |     |       | 400 | 150 | 525 | 300 |
| 07: Deer Valley Drive & Bonanza Drive              |     |     |     |   |     |     |       |       | 325 | 800 |       |    |     |    |     | 225 |    |    | 225 | 250 | 125 |     |     |     |     |       |     |     |     |     |

# Holiday Village & Parkside

## Traffic Impact Study



**Park City, Utah**

**April 19, 2023**

**UT23-2486**





## EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Holiday Village & Parkside development located in Park City, Utah. The development is located northeast of the Monitor Drive / Kearns Boulevard (S.R. 248) intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023), future (2028), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. A site plan of the project is provided in Appendix A.

**Table ES-1: Peak Hour Level of Service Results**

| Intersection                                       | Level of Service |    |              |    |               |    |              |    |               |    |              |    |
|----------------------------------------------------|------------------|----|--------------|----|---------------|----|--------------|----|---------------|----|--------------|----|
|                                                    | Existing (2023)  |    |              |    | Future (2028) |    |              |    | Future (2040) |    |              |    |
|                                                    | Background       |    | Plus Project |    | Background    |    | Plus Project |    | Background    |    | Plus Project |    |
|                                                    | AM               | PM | AM           | PM | AM            | PM | AM           | PM | AM            | PM | AM           | PM |
| 1 Kearns Boulevard / Park Avenue                   | B                | C  | B            | C  | B             | C  | B            | C  | B             | C  | B            | C  |
| 2 Monitor Drive & Bonanza Drive / Kearns Boulevard | B                | B  | B            | B  | B             | C  | B            | C  | C             | E  | B            | F  |
| 3 Holiday Village (West) Access / Monitor Drive    | a                | a  | a            | a  | a             | a  | a            | a  | a             | a  | a            | a  |
| 4 Parkside (South) Access / Kearns Boulevard       | b                | f  | b            | d  | c             | f  | c            | f  | d             | f  | f            | f  |
| 5 Comstock Drive / Kearns Boulevard                | A                | B  | A            | B  | A             | C  | A            | D  | A             | E  | A            | E  |
| 6 Deer Valley Drive & Empire Avenue / Park Avenue  | C                | D  | C            | D  | C             | D  | C            | D  | C             | D  | C            | D  |
| 7 Bonanza Drive / Deer Valley Drive                | B                | B  | A            | B  | B             | B  | B            | B  | B             | C  | B            | C  |

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, April 2023

## SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

### Project Conditions

- The development will consist of 317 multi-family residential affordable housing units
- The project is anticipated to generate approximately 1,586 Saturday daily trips, including 86 trips in the morning peak hour, and 160 trips in the evening peak hour
- A northbound right-turn deceleration lane is recommended at the north access

| 2023               | Background                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Plus Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Assumptions</b> | <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• Existing traffic from current housing units removed in the same distribution as those assigned from the proposed development</li> <li>• Trip generation calculated using the existing counts to/from the current housing units</li> </ul>                                                                                                                                                                                                            |
| <b>Findings</b>    | <ul style="list-style-type: none"> <li>• Poor LOS at Parkside Access / Kearns Boulevard (PM)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Acceptable LOS</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Mitigations</b> | <ul style="list-style-type: none"> <li>• A center two-way left-turn lane is available to help vehicles making an egress left turn during peak hours at the Parkside (South) Access</li> </ul>                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2028               | Background                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Plus Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Findings</b>    | <ul style="list-style-type: none"> <li>• Poor LOS at Parkside Access / Kearns Boulevard (PM)</li> <li>• Significant queuing on the eastbound approach of the Comstock Drive / Kearns Boulevard intersection and the northbound approach of the Bonanza Drive / Kearns Blvd intersection (PM)</li> </ul>                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Poor LOS at South Access / Kearns Boulevard (PM)</li> <li>• Significant queuing on the eastbound approach of the Comstock Drive / Kearns Boulevard intersection and the northbound approach of the Bonanza Drive / Kearns Boulevard intersection (PM)</li> </ul>                                                                                                                                                                                     |
| <b>Mitigations</b> | <ul style="list-style-type: none"> <li>• Park City plans to reduce travel demand through more robust transit strategies. If these strategies do not reduce traffic as much as desired, widening Kearns Boulevard to five lanes could be considered from Sidewinder Drive through at least Comstock Drive to allow more vehicles to get through the signal at Comstock Drive / Kearns Boulevard</li> </ul>                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2040               | Background                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Plus Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Findings</b>    | <ul style="list-style-type: none"> <li>• Poor LOS at:               <ul style="list-style-type: none"> <li>◦ Monitor Drive &amp; Bonanza Drive / Kearns Boulevard (PM)</li> <li>◦ Parkside Access / Kearns Boulevard (PM)</li> <li>◦ Comstock Drive / Kearns Boulevard (PM)</li> </ul> </li> <li>• Significant queuing on the eastbound approach of the Comstock Drive / Kearns Boulevard intersection that backs up down Bonanza Drive and then onto Deer Valley Drive (PM)</li> </ul> | <ul style="list-style-type: none"> <li>• Poor LOS at:               <ul style="list-style-type: none"> <li>◦ Monitor Drive &amp; Bonanza Drive / Kearns Boulevard (PM)</li> <li>◦ South Access / Kearns Boulevard (AM &amp; PM)</li> <li>◦ Comstock Drive / Kearns Boulevard (PM)</li> </ul> </li> <li>• Significant queuing on the eastbound approach of the Comstock Drive / Kearns Boulevard intersection that backs up down Bonanza Drive and then onto Deer Valley Drive (PM)</li> </ul> |
| <b>Mitigations</b> | <ul style="list-style-type: none"> <li>• No further mitigations recommended</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



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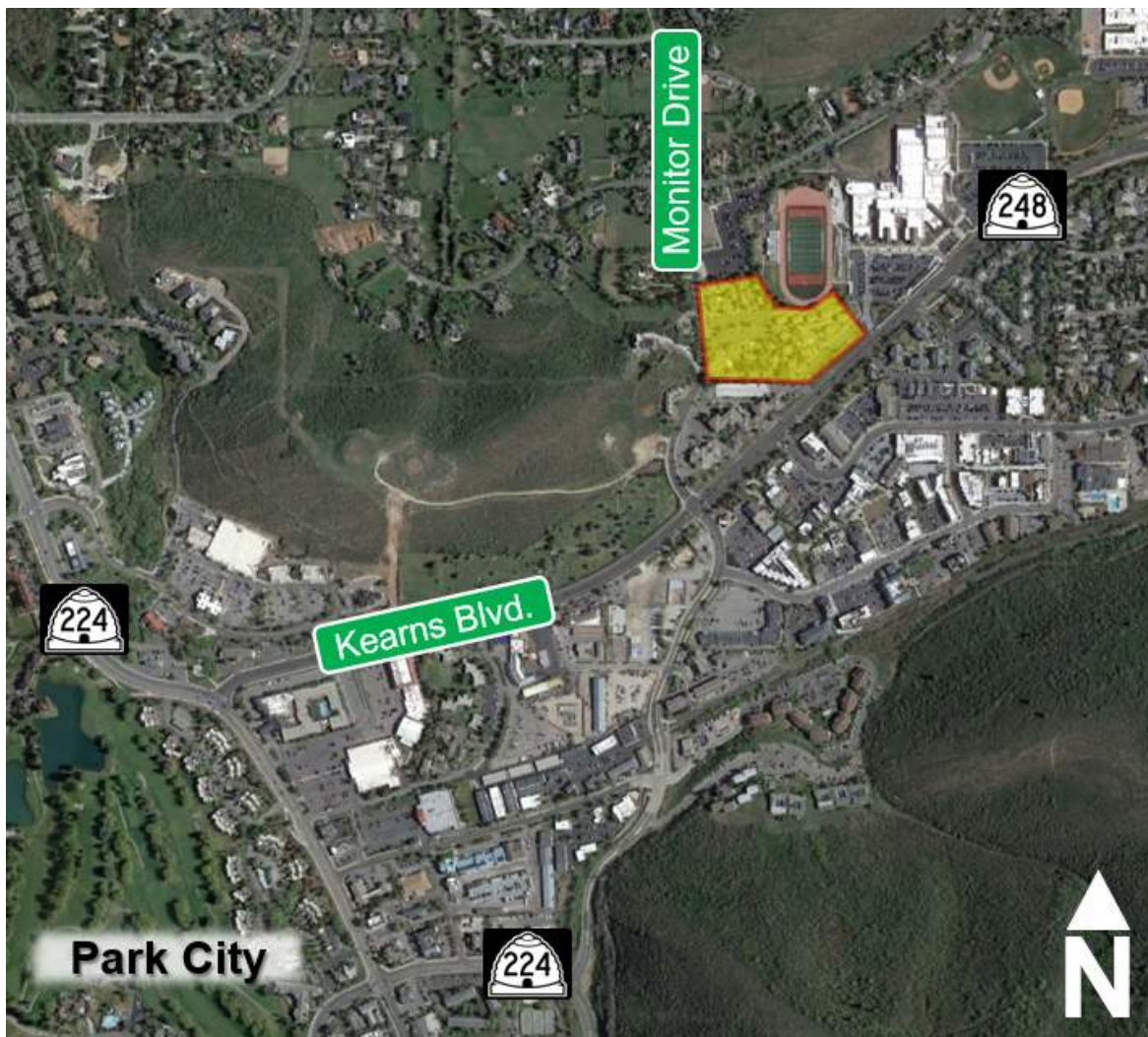


## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed Holiday Village & Parkside developments located in Park City, Utah. The proposed project is located northeast of the Monitor Drive / Kearns Boulevard (S.R. 248) intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023), future (2028), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed.



**Figure 1: Vicinity map showing the project location in Park City, Utah**

## **B. Scope**

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Kearns Boulevard (S.R. 248) / Park Avenue (S.R. 224)
- Monitor Drive & Bonanza Drive / Kearns Boulevard (S.R. 248)
- Holiday Village (West) Access / Monitor Drive
- Parkside (South) Access / Kearns Boulevard (S.R. 248)
- Comstock Drive / Kearns Boulevard (S.R. 248)
- Deer Valley Drive (S.R. 224) & Empire Avenue / Park Avenue (S.R. 224)
- Bonanza Drive / Deer Valley Drive (S.R. 224)

## **C. 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 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7<sup>th</sup> Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95<sup>th</sup> percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

## **D. Level of Service Standards**

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.



**Table 1: Level of Service Description**

| LOS |                                                                                     | Description of Traffic Conditions                     | Average Delay (seconds/vehicle) |                            |
|-----|-------------------------------------------------------------------------------------|-------------------------------------------------------|---------------------------------|----------------------------|
|     |                                                                                     |                                                       | Signalized Intersections        | Unsignalized Intersections |
| A   |    | Free Flow / Insignificant Delay                       | ≤ 10                            | ≤ 10                       |
| B   |    | Stable Operations / Minimum Delays                    | > 10 to 20                      | > 10 to 15                 |
| C   |   | Stable Operations / Acceptable Delays                 | > 20 to 35                      | > 15 to 25                 |
| D   |  | Approaching Unstable Flows / Tolerable Delays         | > 35 to 55                      | > 25 to 35                 |
| E   |  | Unstable Operations / Significant Delays              | > 55 to 80                      | > 35 to 50                 |
| F   |  | Forced Flows / Unpredictable Flows / Excessive Delays | > 80                            | > 50                       |

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7<sup>th</sup> Edition, 2023 Methodology (Transportation Research Board)

## **II. EXISTING (2023) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

### **B. Roadway System**

The primary roadways that will provide access to the project site are described below:

Kearns Boulevard (S.R. 248) – is a state-maintained roadway (classified by UDOT access management standards as a “Community – Rural Importance” facility, or access category 7 roadway). The roadway has two travel lanes in each direction just to the west of the Parkside Access and narrows down to one travel lane in each direction to the west of the Parkside Access. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit is 35 mph in the study area.

Monitor Drive – is a city-maintained roadway that is classified by the Park City Transportation Management Plan (2011) as a major residential collector. There is one travel lane in each direction. The speed limit is 25mph through the study area.

### **C. Traffic Volumes**

Saturday morning (8:00 to 10:00 a.m.) and evening (3:00 to 5:00 p.m.) peak period traffic counts were performed at the following intersections on Saturday, April 1, 2023:

- Holiday Village Access / Monitor Drive
- Parkside Access / Kearns Boulevard (S.R. 248)
- Comstock Drive / Kearns Boulevard (S.R. 248)

Additionally, 12-hour counts (7:00 a.m. to 7:00 p.m.) were provided by the City at the following intersections on Saturday, February 18, 2023:

- Kearns Boulevard (S.R. 248) / Park Avenue (S.R. 224)
- Monitor Drive & Bonanza Drive / Kearns Boulevard (S.R. 248)
- Deer Valley Drive (S.R. 224) & Empire Avenue / Park Avenue (S.R. 224)
- Bonanza Drive / Deer Valley Drive (S.R. 224)

The Saturday morning peak hour was determined to be between 9:00 and 10:00 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 50% higher than the morning peak hour volumes. Both the morning



and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering used the 12-hour counts collected on Presidents Day to balance the counts taken from April. Presidents Day is considered one of the busiest travel days in the Park City area and represents peak traffic conditions.

Saturday counts were chosen for the analysis, based on conversations with the City staff and Planning Commission. It was noted that the Park City Mountain Resort recently changed to a reserved parking system, which may have contributed to lower traffic volumes from traffic counts taken in previous years.

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

#### D. Level of Service Analysis

Hales Engineering determined that the Parkside Access / Kearns Boulevard intersection is currently operating at a poor level of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2023) conditions.

**Table 2: Existing (2023) Background Peak Hour LOS**

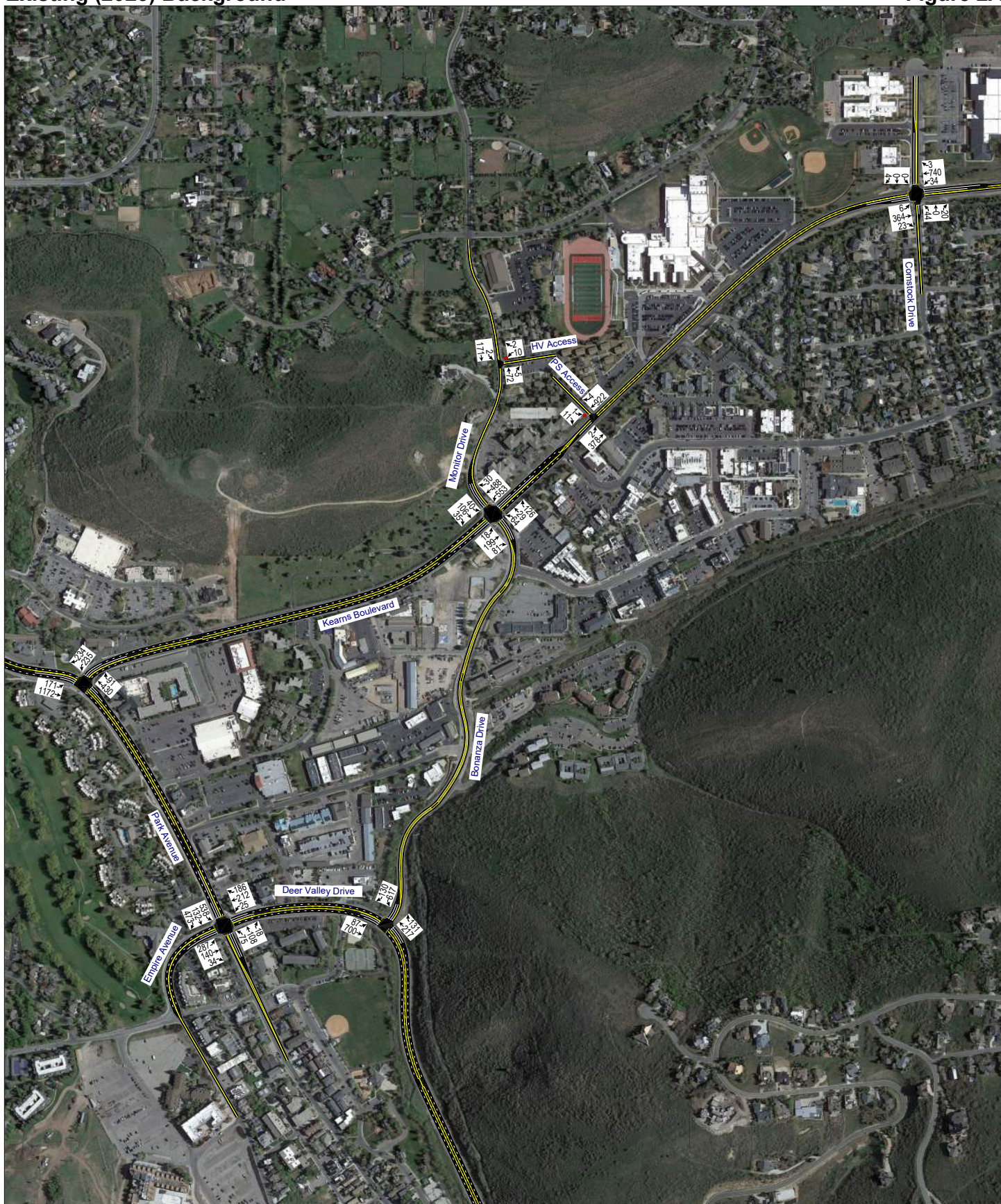
| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.1)                                        | C (20.7)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (11.4)                                        | B (18.4)      |
| Holiday Village Access / Monitor Drive           | WB Stop | a (4.3) / WBL                                   | a (5.1) / WBL |
| Parkside Access / Kearns Boulevard               | SE Stop | b (11.9) / NEL                                  | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (6.3)                                         | B (17.1)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (22.3)                                        | D (35.8)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.1)                                        | B (13.3)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

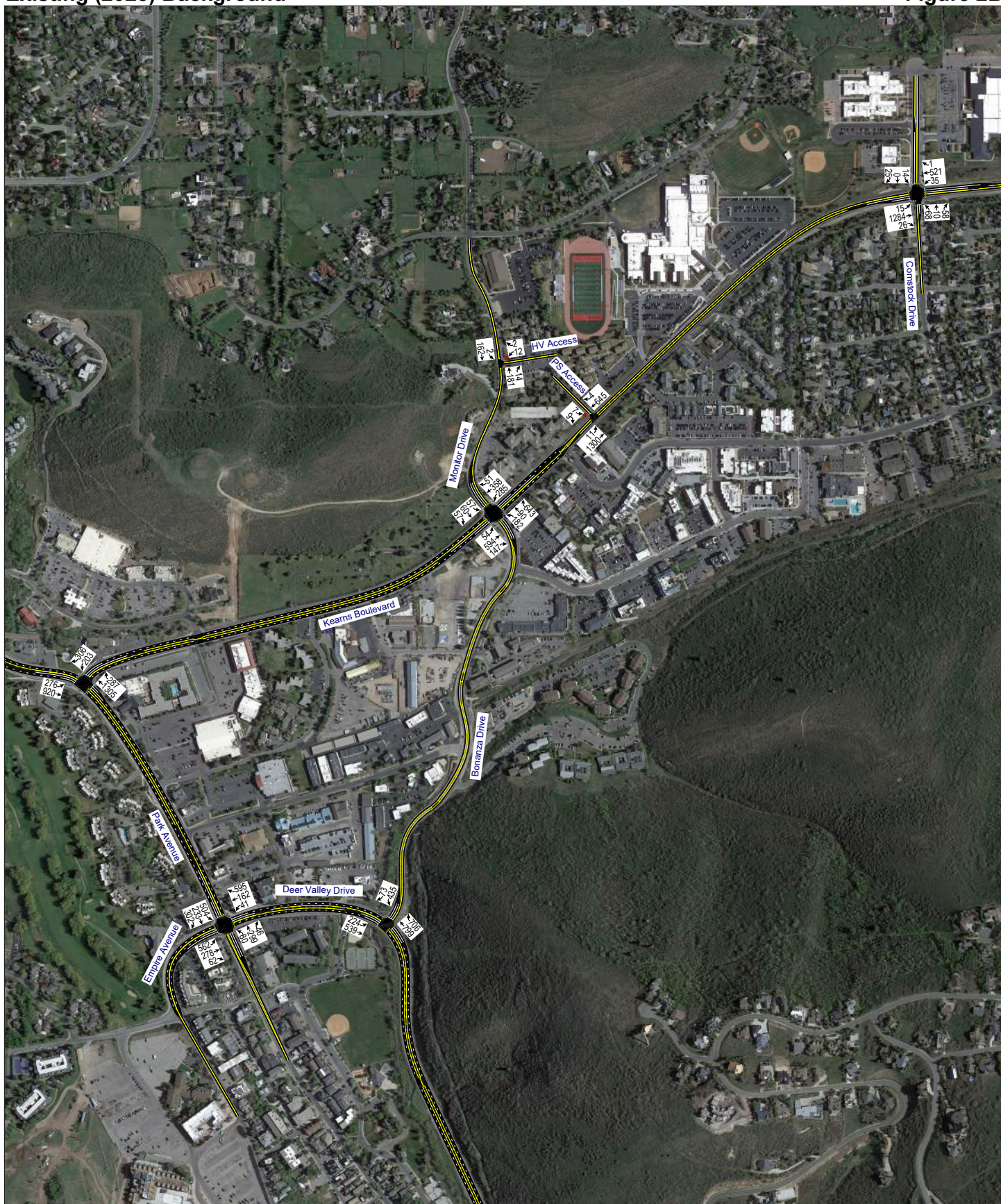
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023











## **E.     Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 500 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: 525 feet (PM)

## **F.     Mitigation Measures**

No mitigation measures are recommended for the Parkside Access. The problematic turning movement is the egress left turn, which can be difficult to make when Kearns Boulevard is busy with minimal available gaps. There is a center two-way left-turn lane that can be used to make a two-stage left turn. The intersection does not meet warrants for any further mitigations.



### III. PROJECT CONDITIONS

#### A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

#### B. Project Description

The proposed Holiday Village & Parkside development is located northeast of the Monitor Drive / Kearns Boulevard (S.R. 248) intersection. The development will consist of 317 multi-family residential affordable housing units. A concept plan for the proposed development is provided in Appendix A.

#### C. Trip Generation

Trip generation for the development was calculated using the existing counts in/out of the Parkside and Holiday Village accesses per discussions with City staff. The number of trips counted was divided by the total 122 existing units from both residential areas to calculate a per unit rate. The trip generation provided by the Institute of Transportation Engineers (ITE) did not have enough reliable data for affordable housing to use for the analysis.

The proposed development is planning to implement strategies to reduce travel and parking demand. These include enhanced nearby bus stops, bike parking beyond what is required, and additional micro-transit pull-outs near the development. These reductions were not included in the trip generation to remain conservative in the analysis. Trip generation for the proposed project is included in Table 3.

**Table 3: Trip Generation**

| Trip Generation<br>Park City - Holiday Village & Parkside TIS |            |           |                 |      |       |           |     |       |
|---------------------------------------------------------------|------------|-----------|-----------------|------|-------|-----------|-----|-------|
| Land Use                                                      | # of Units | Unit Type | Trip Generation |      |       | New Trips |     |       |
|                                                               |            |           | Total           | % In | % Out | In        | Out | Total |
| Saturday Daily                                                |            |           |                 |      |       |           |     |       |
| Affordable Housing                                            | 317        | Units     | 1,586           | 50%  | 50%   | 793       | 793 | 1,586 |
| AM Peak Hour                                                  |            |           |                 |      |       |           |     |       |
| Affordable Housing                                            | 317        | Units     | 86              | 33%  | 67%   | 28        | 58  | 86    |
| PM Peak Hour                                                  |            |           |                 |      |       |           |     |       |
| Affordable Housing                                            | 317        | Units     | 160             | 51%  | 49%   | 82        | 78  | 160   |
| SOURCE: Hales Engineering, April 2023                         |            |           |                 |      |       |           |     |       |

The total trip generation for the development is as follows:

- Saturday Daily Trips: 1,586
- Morning Peak Hour Trips: 86
- Evening Peak Hour Trips: 160

#### **D. Trip Distribution and Assignment**

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establish these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 4.

**Table 4: Trip Distribution**

| Direction | Roadway           | % To/From Project |
|-----------|-------------------|-------------------|
| North     | Monitor Drive     | 5%                |
|           | Park Avenue       | 30%               |
| South     | Deer Valley Drive | 25%               |
|           | Empire Avenue     | 5%                |
|           | Park Avenue       | 5%                |
| East      | Kearns Boulevard  | 30%               |

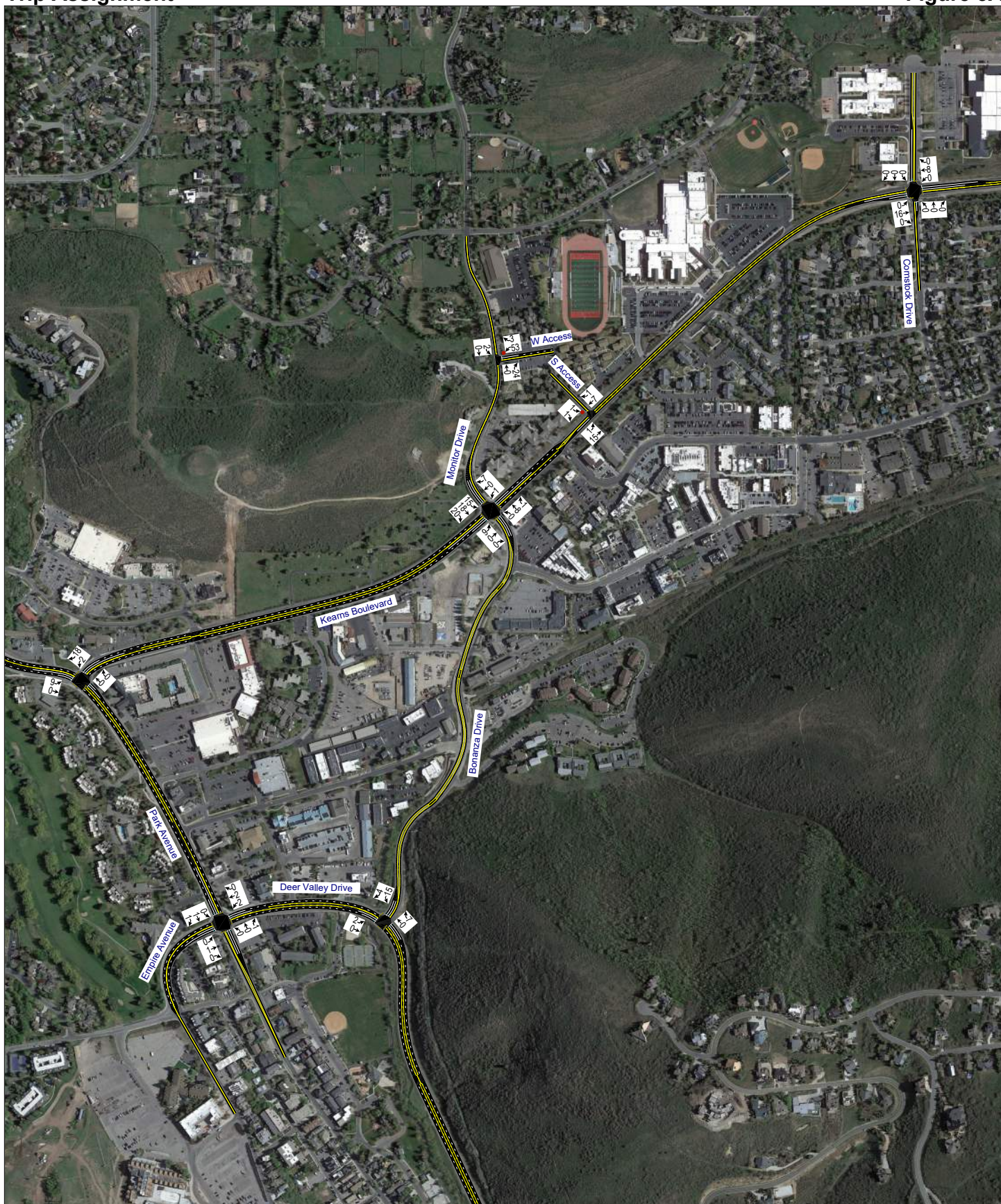
Additionally, the existing trips counted at the Parkside and Holiday Village access were removed from the study roadway network in the same distribution before assigning the new trips from the proposed development. Based on observations during the collected counts, only a couple of trips that used the access were not for the Parkside Apartments. Therefore, it was assumed that all of the trips at the Parkside Access were to/from the Parkside Apartments when removing trips from the background analysis.

While some trips are anticipated to originate/end at major commercial/educational zones that occur mid-block between study intersections, it was assumed that all trips generated would enter/exit from outside of the study boundaries in order to remain conservative in the analysis. These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.



**Park City Holiday Village & Parkside TIS  
Trip Assignment**

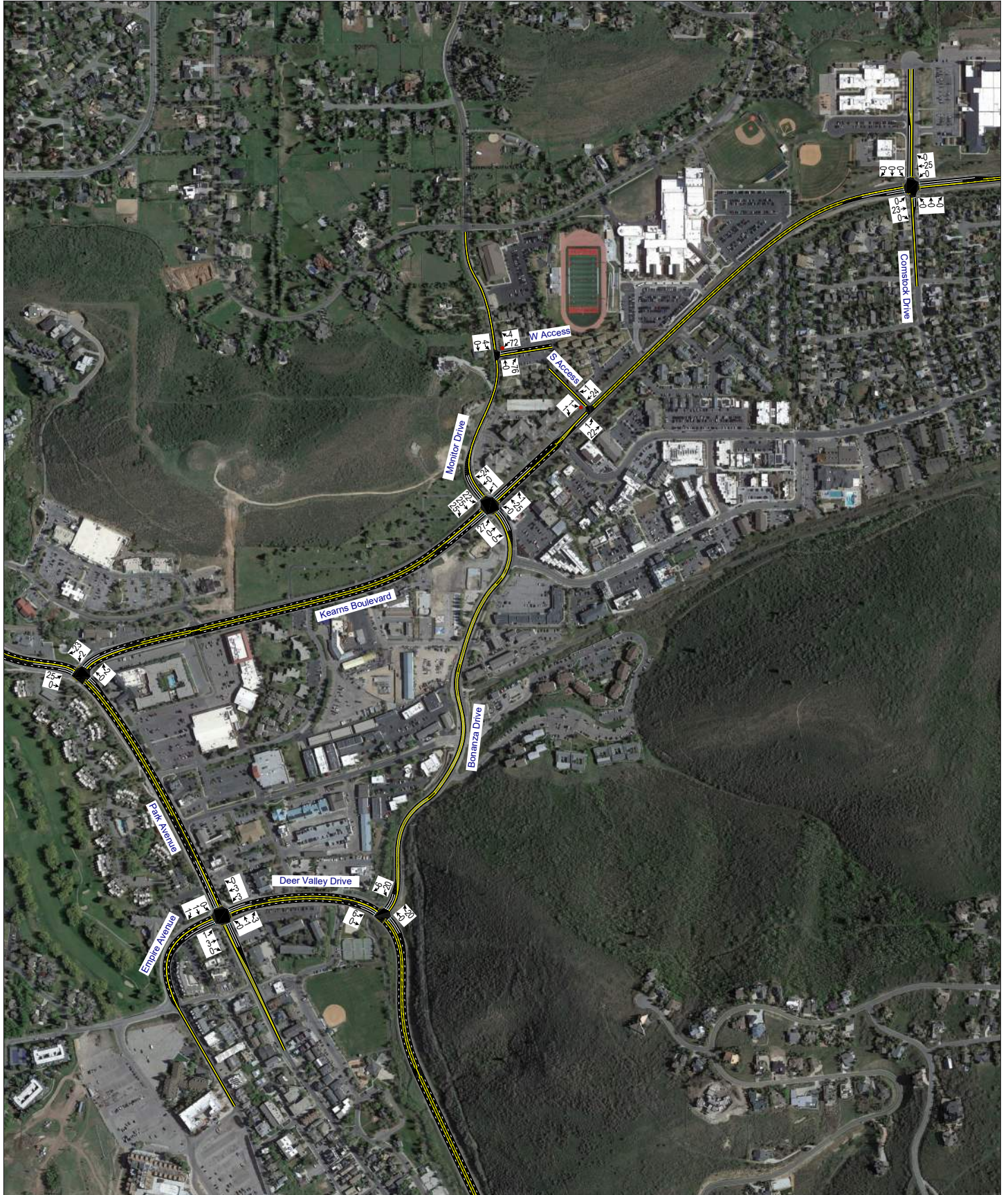
**Morning Peak Hour  
Figure 3A**





## Park City Holiday Village & Parkside TIS Trip Assignment

### Evening Peak Hour Figure 3B



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## **E. Access**

The proposed access for the site will be gained at the following locations:

### Monitor Drive:

- The west access will be where the Westside Village access is currently located, which is approximately 825 feet north of the Monitor Drive & Bonanza Drive / Kearns Boulevard intersection. It will access the project on the east side of Monitor Drive. It is anticipated that the access will be stop-controlled.

## **F. Auxiliary Lanes**

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

UDOT Administrative Rule R930-6 outlines minimum peak hour turn volumes to warrant auxiliary lanes on UDOT roadways. The following are the minimum requirements for these lanes on S.R. 248:

- Left-turn Deceleration (Ingress): 25 left-turn vehicles per hour
- Right-turn Deceleration (Ingress): 50 right-turn vehicles per hour

Based on these guidelines and the anticipated project traffic, a northbound right-turn deceleration lane is recommended at the West Access.

## IV. EXISTING (2023) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the existing (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2023) background traffic volumes to predict turning movement volumes for existing (2023) plus project conditions. Existing (2023) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

### C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the peak hours with project traffic added, as shown in Table 5.

**Table 5: Existing (2023) Plus Project Peak Hour LOS**

| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |                |
|--------------------------------------------------|---------|-------------------------------------------------|----------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak   |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.3)                                        | C (21.9)       |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (12.0)                                        | B (18.2)       |
| West Access / Monitor Drive                      | WB Stop | a (4.9) / WBL                                   | a (5.4) / WBL  |
| South Access / Kearns Boulevard                  | SE Stop | b (13.4) / SEL                                  | d (34.6) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (6.1)                                         | B (12.1)       |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (22.4)                                        | D (35.6)       |
| Bonanza Drive / Deer Valley Drive                | Signal  | A (10.0)                                        | B (13.7)       |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

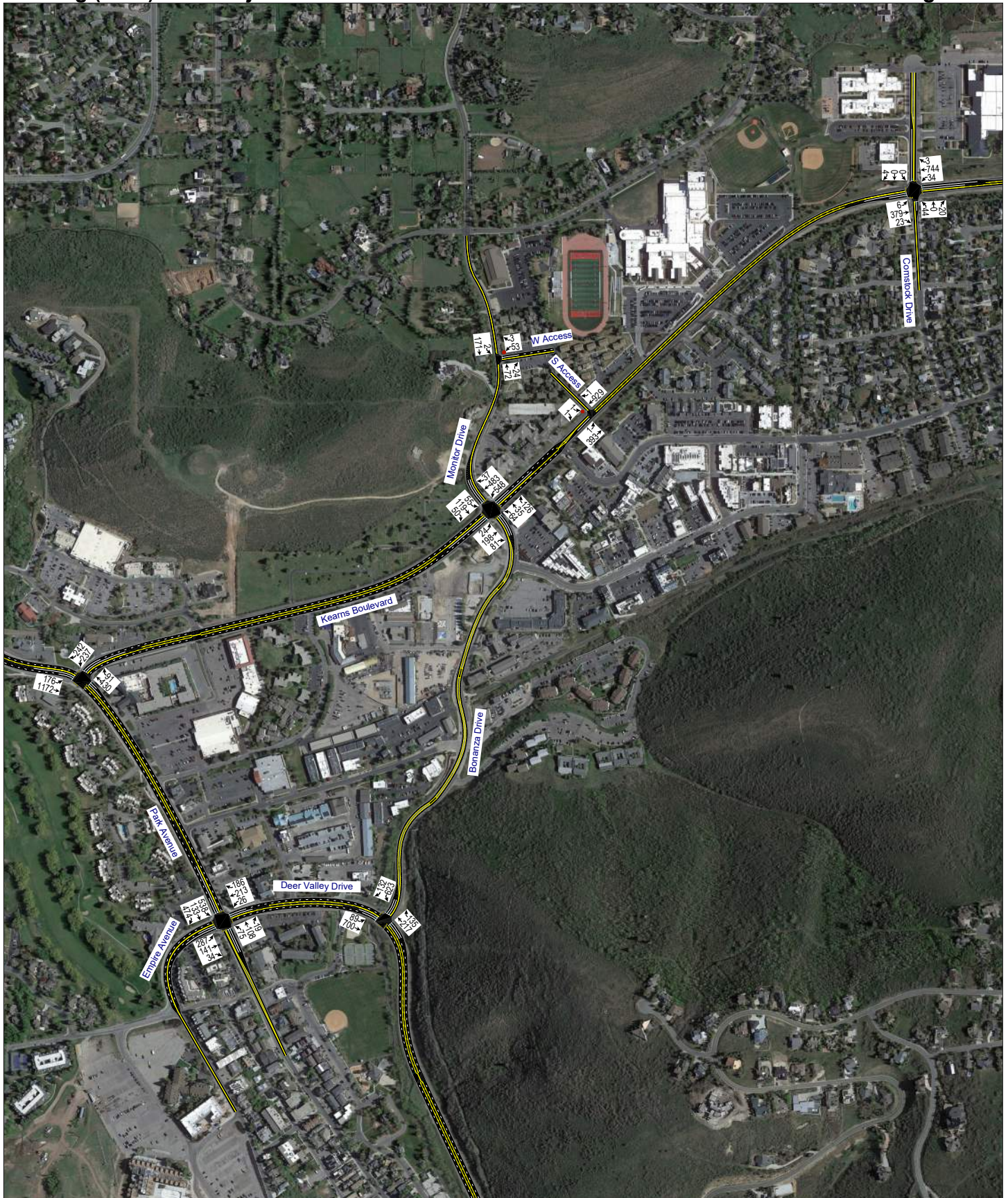
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023



## **Park City Holiday Village & Parkside TIS Existing (2023) Plus Project**

### Morning Peak Hour Figure 4A



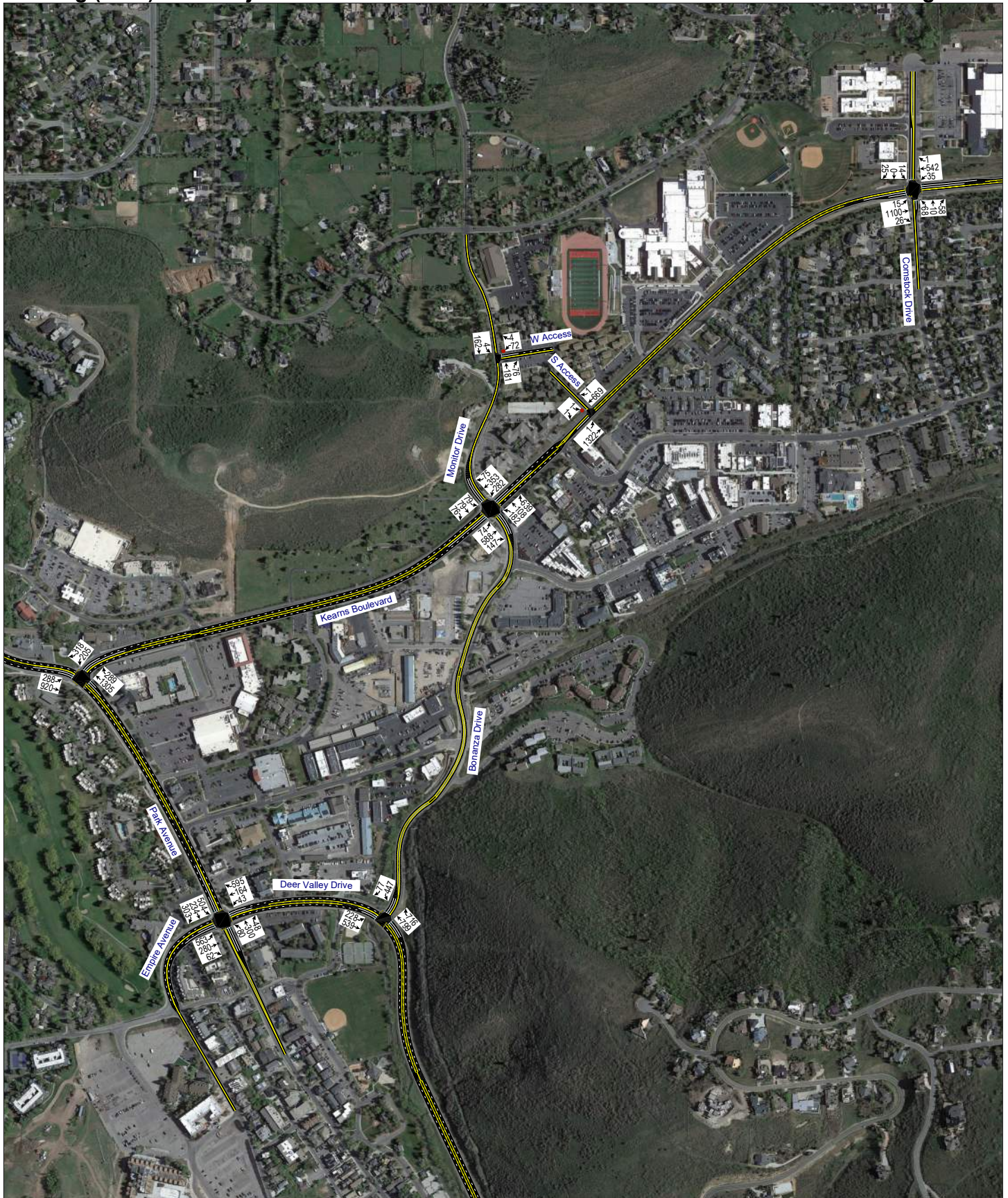
**Hales Engineering**  
**1220 North 500 West Ste 202, Lehi, UT, 84043**

801.766.4343  
04/19/2023



## **Park City Holiday Village & Parkside TIS Existing (2023) Plus Project**

### Evening Peak Hour Figure 4B



**Hales Engineering**  
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343  
04/19/2023



#### **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 525 feet (PM)

#### **E. Mitigation Measures**

No mitigation measures are recommended.

## **V. FUTURE (2028) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the future (2028) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

### **B. Roadway Network**

According to the Park City Transportation Management Plan (2011), there are no projects planned before 2028 in the study area. Therefore, no changes were made to the roadway network for the future (2028) analysis.

### **C. Traffic Volumes**

Hales Engineering obtained future (2028) forecasted volumes from the Summit/Wasatch County travel demand model. The travel demand model projects approximately a 0.75-1.25% annual growth rate for the area. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2028) morning and evening peak hour turning movement volumes are shown in Figure 5.

### **D. Level of Service Analysis**

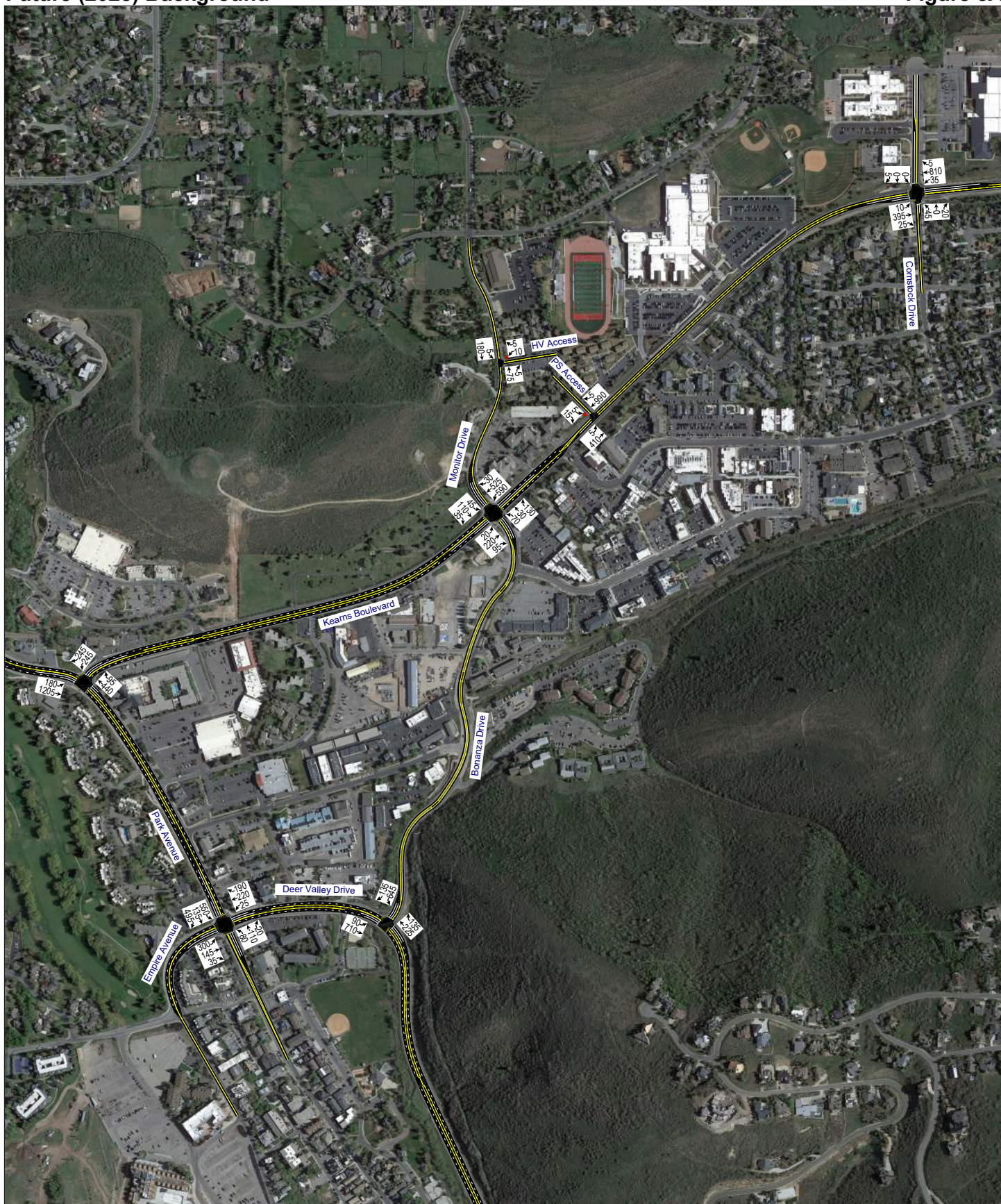
Hales Engineering determined that the Parkside Access / Kearns Boulevard intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2028) background conditions, as shown in Table 6. These results serve as a baseline condition for the impact analysis of the proposed development for future (2028) conditions.

### **E. Queuing Analysis**

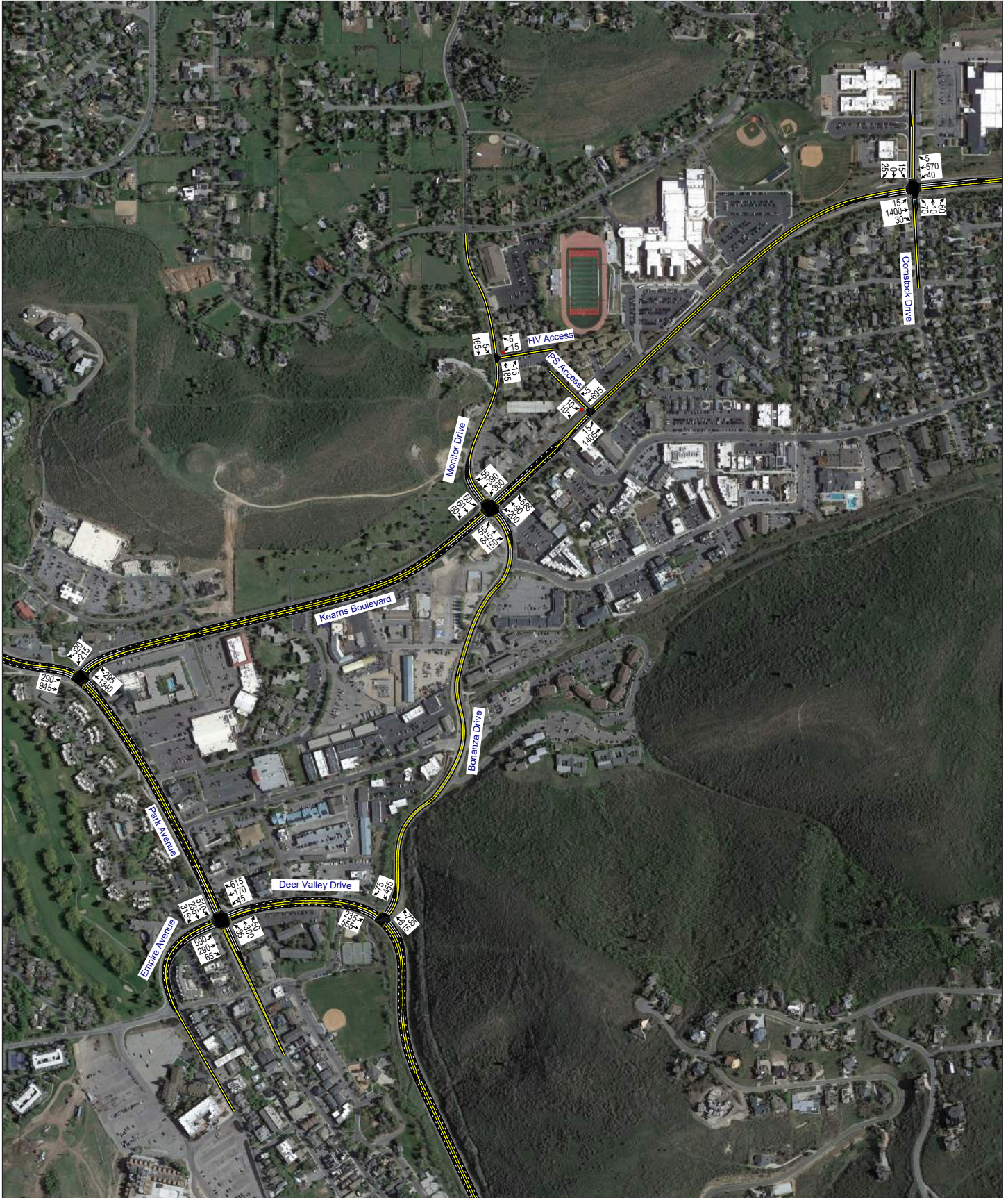
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 500 feet (PM)
- Comstock Drive / Kearns Blvd.:
  - Eastbound: >1,000 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: 750 feet (PM)











**Table 6: Future (2028) Background Peak Hour LOS**

| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.3)                                        | C (21.2)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (15.7)                                        | C (20.9)      |
| Holiday Village Access / Monitor Drive           | WB Stop | a (4.3) / WBL                                   | a (5.3) / WBL |
| Parkside Access / Kearns Boulevard               | SE Stop | c (22.5) / SEL                                  | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (6.9)                                         | C (33.6)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (23.2)                                        | D (36.6)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.1)                                        | B (14.1)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023

## F. Mitigation Measures

No mitigation measures are recommended. More extensive queuing is anticipated to begin developing along Kearns Boulevard and Bonanza Drive, which may require roadway widening if travel demand strategies implemented by the City are not effective. This queuing is also creating more difficulty for left turn egress movements from the Parkside Access. Park City plans to implement more robust public transit to reduce traffic to/from ski resorts during the busy winter months.

## VI. FUTURE (2028) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the future (2028) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2028) background traffic volumes to predict turning movement volumes for future (2028) plus project conditions. Future (2028) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

### C. Level of Service Analysis

Hales Engineering determined that the South Access / Kearns Boulevard intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2028) plus project conditions, as shown in Table 7.

**Table 7: Future (2028) Plus Project Peak Hour LOS**

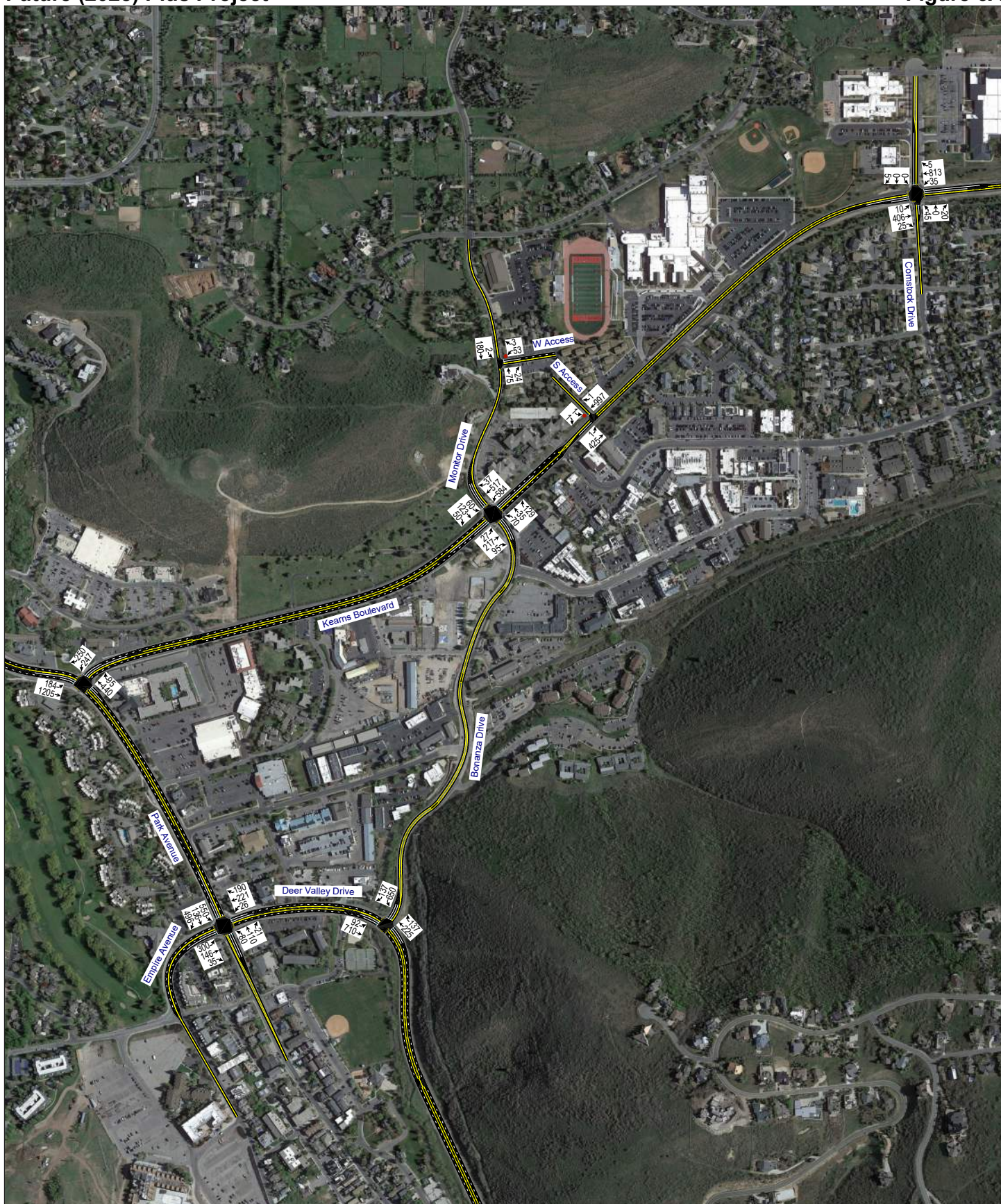
| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.5)                                        | C (22.7)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (13.6)                                        | C (21.3)      |
| West Access / Monitor Drive                      | WB Stop | a (4.8) / WBL                                   | a (5.7) / WBL |
| South Access / Kearns Boulevard                  | SE Stop | c (15.6) / SER                                  | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (7.0)                                         | D (37.9)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (23.5)                                        | D (37.9)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.2)                                        | B (14.5)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

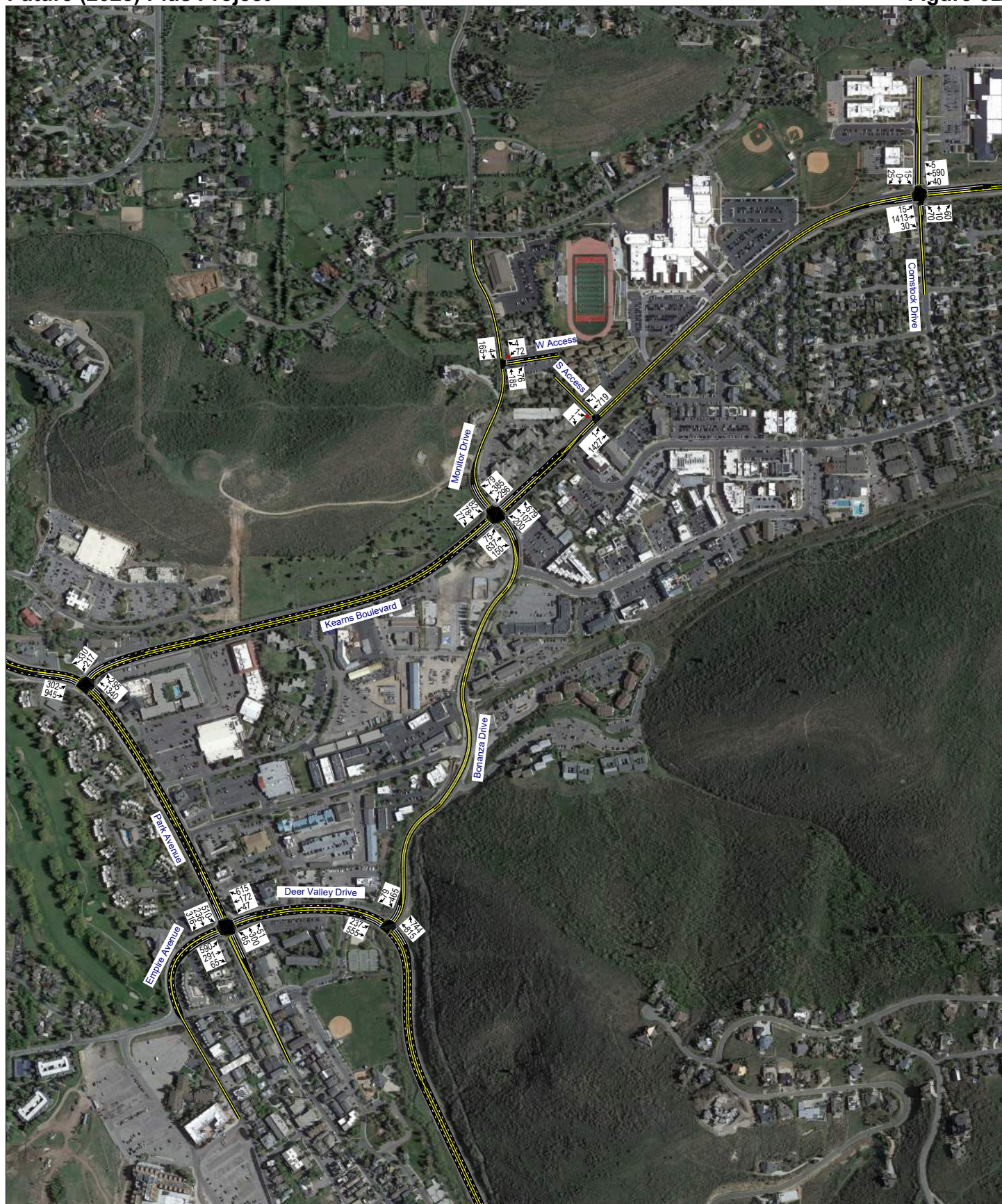
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023











## **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 525 feet (PM)
- Comstock Drive / Kearns Blvd.:
  - Eastbound: >1,000 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: 725 feet (PM)
- Park Ave. & Empire Ave. / Deer Valley Dr.:
  - Southbound: 525 feet (PM)

## **E. Mitigation Measures**

No further mitigation measures are recommended beyond those mentioned in the Future (2028) Background Conditions chapter.

## **VII. FUTURE (2040) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

### **B. Roadway Network**

According to the Park City Transportation Management Plan (2011), there are no projects planned before 2040 in the study area. Therefore, no changes were made to the roadway network for the future (2040) analysis.

### **C. Traffic Volumes**

Hales Engineering obtained future (2040) forecasted volumes from the Summit/Wasatch County travel demand model. The travel demand model projects approximately a 0.75-1.25% annual growth rate for the area. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2040) background morning and evening peak hour turning movement volumes are shown in Figure 7.

### **D. Level of Service Analysis**

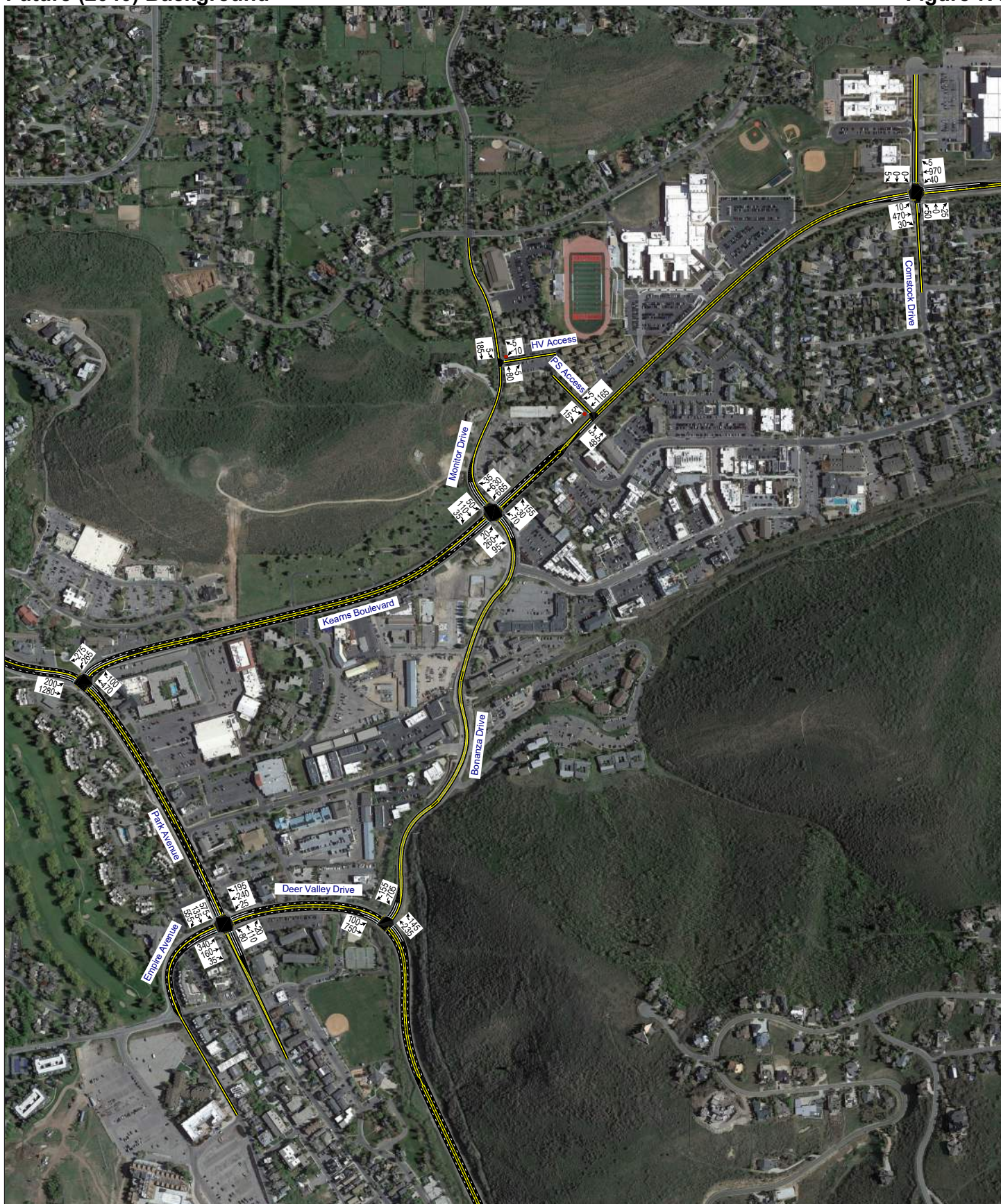
Hales Engineering determined that the Bonanza Drive & Monitor Drive / Kearns Boulevard, Parkside Access / Kearns Boulevard, and Comstock Drive / Kearns Boulevard intersections are anticipated to operate at poor levels of service during the evening peak hour in future (2040) background conditions, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

### **E. Queuing Analysis**

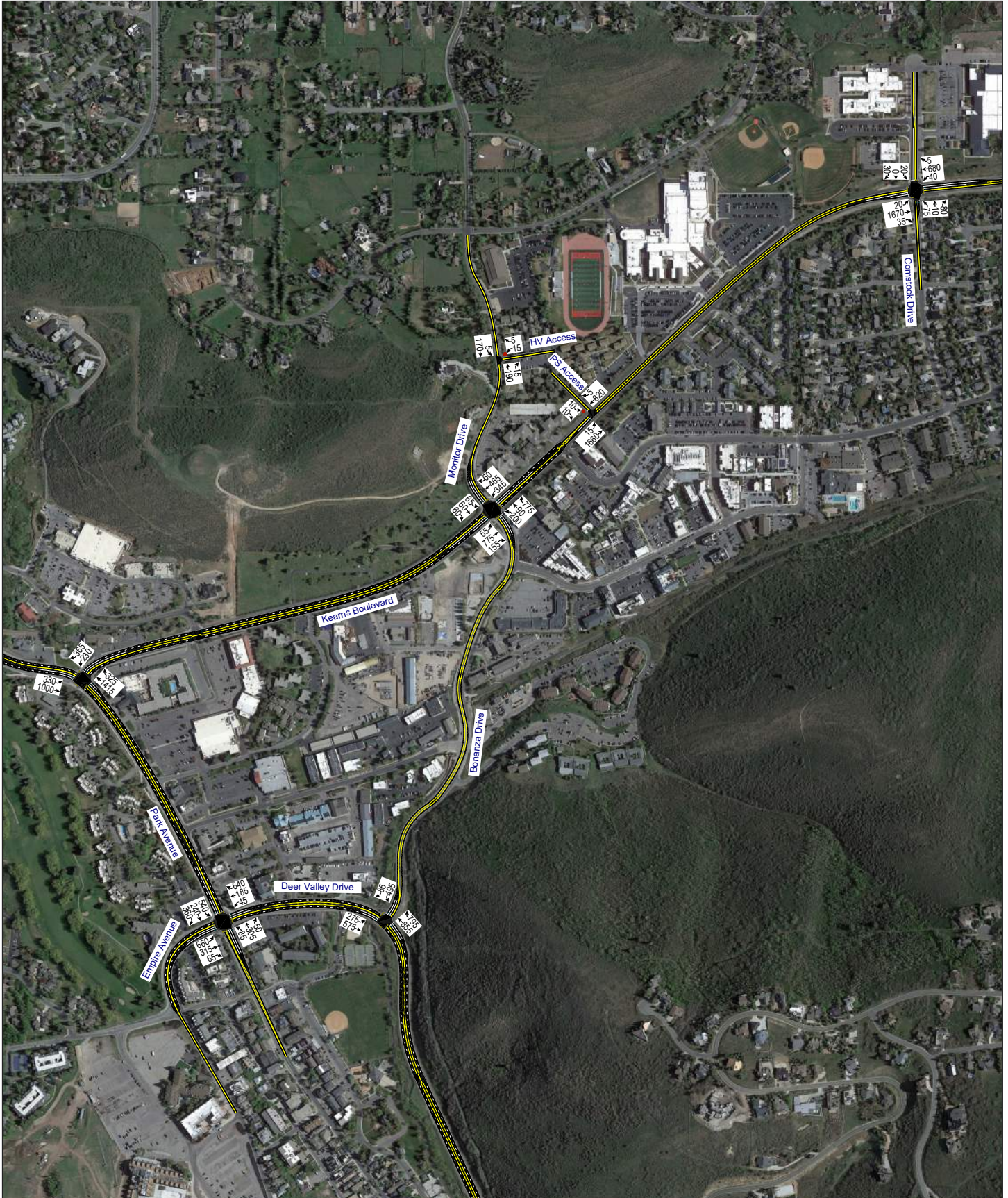
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Parkside Access / Kearns Boulevard:
  - Southeast-bound: 200-350 feet (AM & PM)
- Bonanza Drive / Deer Valley Drive:
  - Northwest-bound: 550 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: >1,000 feet (PM)
  - Eastbound: >1,000 feet (PM)
  - Westbound: 1,000 feet (AM)
- Comstock Drive / Kearns Boulevard:
  - Eastbound: >2,000 feet (PM)











**Table 8: Future (2040) Background Peak Hour LOS**

| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (10.8)                                        | C (26.9)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | C (22.9)                                        | E (68.7)      |
| Holiday Village Access / Monitor Drive           | WB Stop | a (4.1) / WBL                                   | a (4.8) / WBL |
| Parkside Access / Kearns Boulevard               | SE Stop | d (32.4) / SEL                                  | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (8.4)                                         | E (67.9)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (24.8)                                        | D (40.5)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.5)                                        | C (20.8)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023

## F. Mitigation Measures

No additional mitigation measures are recommended. Significant queuing along Kearns Boulevard is anticipated from the Comstock Signal that backs up onto Bonanza Drive and then back onto Deer Valley Drive. With the volume of traffic anticipated along Kearns Boulevard through the three-lane section near Comstock Drive, there is not enough green time available to allow the demand of vehicles to pass. The City could consider widening Kearns Boulevard to a five-lane cross section through Comstock Drive if travel demand reduction strategies are less effective than desired.

## VIII. FUTURE (2040) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project morning and evening peak hour turning movement volumes are shown in Figure 8.

### C. Level of Service Analysis

Hales Engineering determined that the Monitor Drive & Bonanza Drive / Kearns Boulevard (evening peak hour), South Access / Kearns Boulevard (evening peak hour), and Comstock Drive / Kearns Boulevard (morning and evening peak hour) intersections are anticipated to operate at poor levels of service in future (2040) plus project conditions, as shown in Table 9.

**Table 9: Future (2040) Plus Project Peak Hour LOS**

| Intersection                                     |         | LOS (Sec. Delay / Veh.) / Movement <sup>1</sup> |               |
|--------------------------------------------------|---------|-------------------------------------------------|---------------|
| Description                                      | Control | Morning Peak                                    | Evening Peak  |
| Kearns Boulevard / Park Avenue                   | Signal  | B (11.0)                                        | C (26.3)      |
| Monitor Drive & Bonanza Drive / Kearns Boulevard | Signal  | B (17.2)                                        | F (>80)       |
| West Access / Monitor Drive                      | WB Stop | a (4.9) / WBL                                   | a (5.8) / WBL |
| South Access / Kearns Boulevard                  | SE Stop | f (>50) / SEL                                   | f (>50) / SEL |
| Comstock Drive / Kearns Boulevard                | Signal  | A (8.9)                                         | E (68.0)      |
| Deer Valley Drive & Empire Avenue / Park Avenue  | Signal  | C (24.9)                                        | D (41.0)      |
| Bonanza Drive / Deer Valley Drive                | Signal  | B (10.8)                                        | C (27.6)      |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

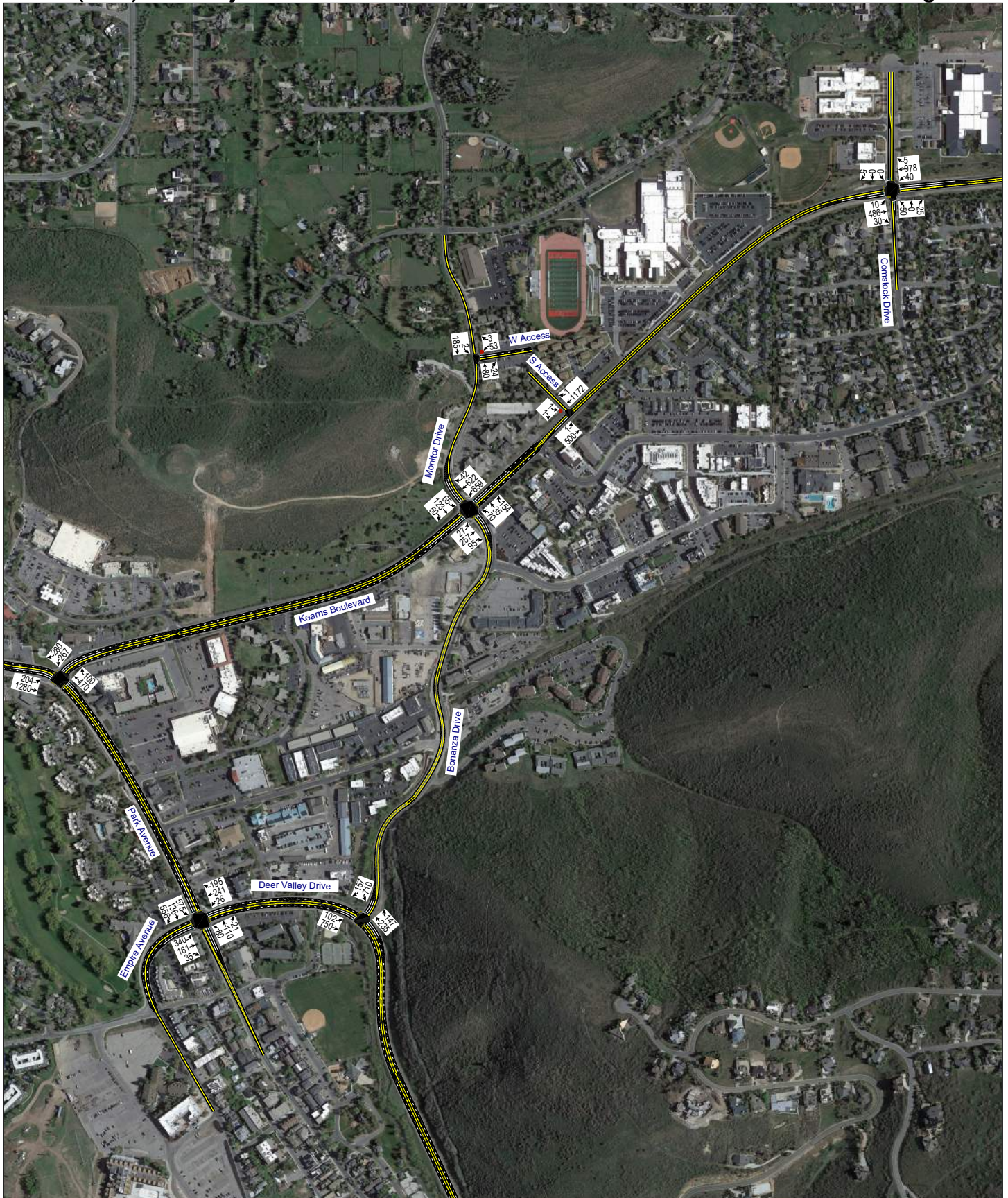
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2023



## **Park City Holiday Village & Parkside TIS Future (2040) Plus Project**

### Morning Peak Hour Figure 8A



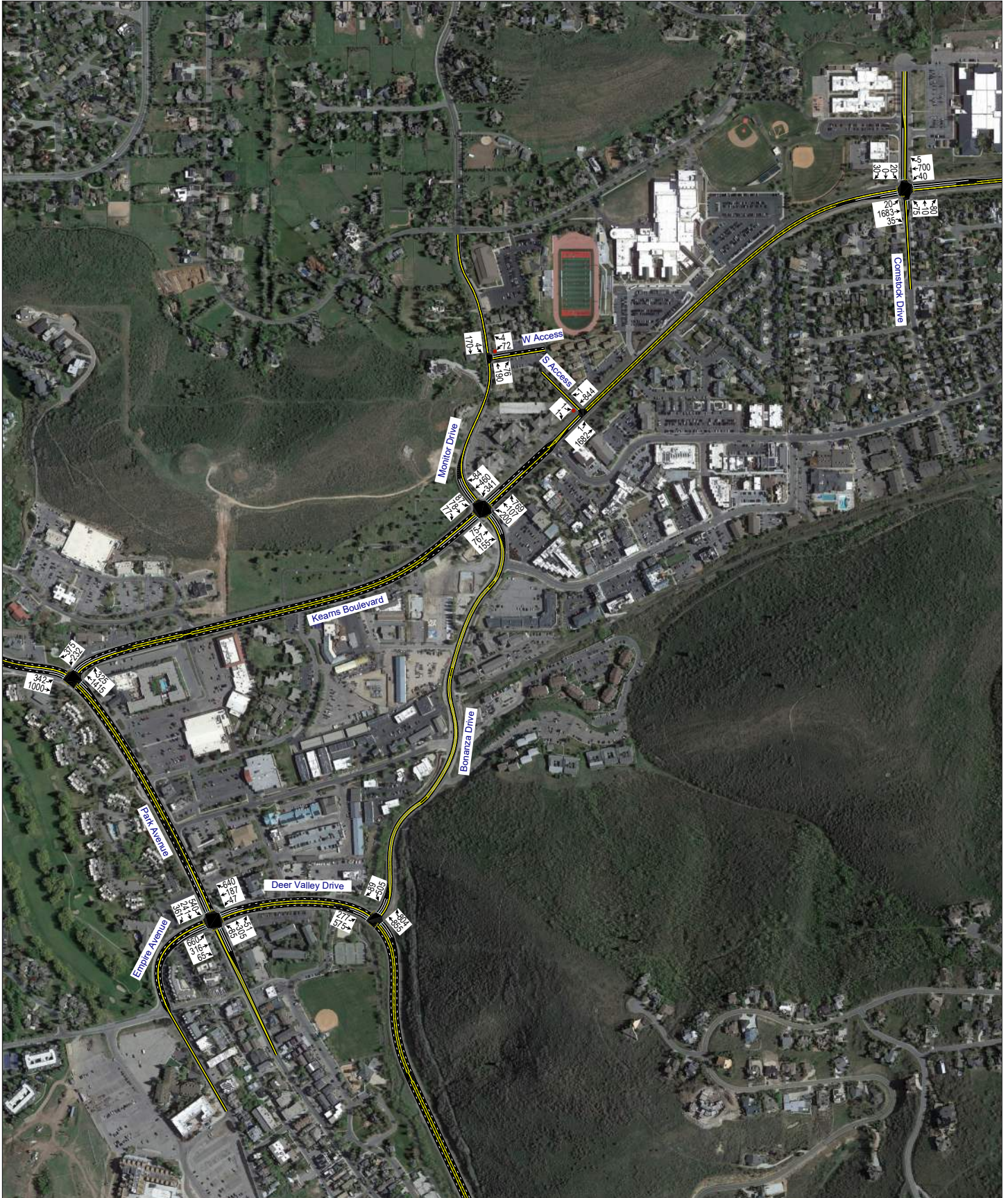
**Hales Engineering**  
**1220 North 500 West Ste 202, Lehi, UT, 84043**

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04/19/2023



## Park City Holiday Village & Parkside TIS Future (2040) Plus Project

### Evening Peak Hour Figure 8B



**Hales Engineering**  
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343  
04/19/2023



## **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- South Access / Kearns Boulevard:
  - Southeast-bound: 150 feet (AM & PM)
- Bonanza Drive / Deer Valley Drive:
  - Northwest-bound: 800 feet (PM)
- Monitor Drive & Bonanza Drive / Kearns Blvd.:
  - Northbound: >1,000 feet (PM)
  - Eastbound: >1,000 feet (PM)
  - Westbound: 575 feet (AM)
- Comstock Drive / Kearns Boulevard:
  - Eastbound: >2,000 feet (PM)

## **E. Mitigation Measures**

No additional mitigation measures are recommended. Significant queuing along Kearns Boulevard is anticipated from the Comstock Signal that backs up onto Bonanza Drive and then back onto Deer Valley Drive. With the volume of traffic anticipated along Kearns Boulevard through the three-lane section near Comstock Drive, there is not enough green time available to allow the demand of vehicles to pass. The City could consider widening Kearns Boulevard to a five-lane cross section through Comstock Drive if travel demand reduction strategies are less effective than desired.

# APPENDIX A

## Site Plan





**Building C - Units**  
(2) [Unit Icon]  
(24) [Unit Icon]  
(6) [Unit Icon]  
**32 Total Units**

**Building C - Parking**  
(35) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(18) [Car Icon] Affordable housing  
**35 [Car Icon] Underground**  
(7) [EV Icon]  
(12) [Bike Icon]

**Building A - Units**  
(26) [Unit Icon]  
(14) [Unit Icon]  
(5) [Unit Icon]  
**45 Total Units**

**Building A - Parking**  
(48) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(12) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
(7) [EV Icon]  
(8) [Bike Icon]

**Building F - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building F - Parking**  
(50) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(10) [Car Icon] Affordable housing  
**43 [Car Icon] Underground**  
(9) [EV Icon]  
(12) [Bike Icon]

**Building B - Units**  
(27) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**44 Total Units**

**Building B - Parking**  
(47) [Car Icon] RD District  
(33) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
**4 [Car Icon] Surface**  
(8) [EV Icon]  
(12) [Bike Icon]

**Building E - Units**  
(21) [Unit Icon]  
(9) [Unit Icon]  
(1) [Unit Icon]  
(5) [Unit Icon]  
**36 Total Units**

**Building E - Parking**  
(39) [Car Icon] RD District  
(25) [Car Icon] Market Rate  
(7) [Car Icon] Affordable housing  
**25 [Car Icon] Underground**  
(5) [EV Icon]  
(12) [Bike Icon]

**Building D - Units**  
(39) [Unit Icon]  
(4) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**60 Total Units**

**Building D - Parking**  
(63) [Car Icon] RD District  
(41) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**44 [Car Icon] Underground**  
(9) [EV Icon]  
(6) [Bike Icon]

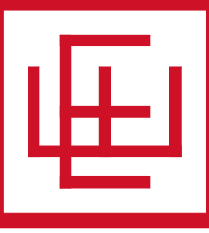
**Building G - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building G - Parking**  
(50) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(19) [Car Icon] Affordable housing  
**41 [Car Icon] Underground**  
**8 [Car Icon] Surface**  
(9) [EV Icon]  
(12) [Bike Icon]

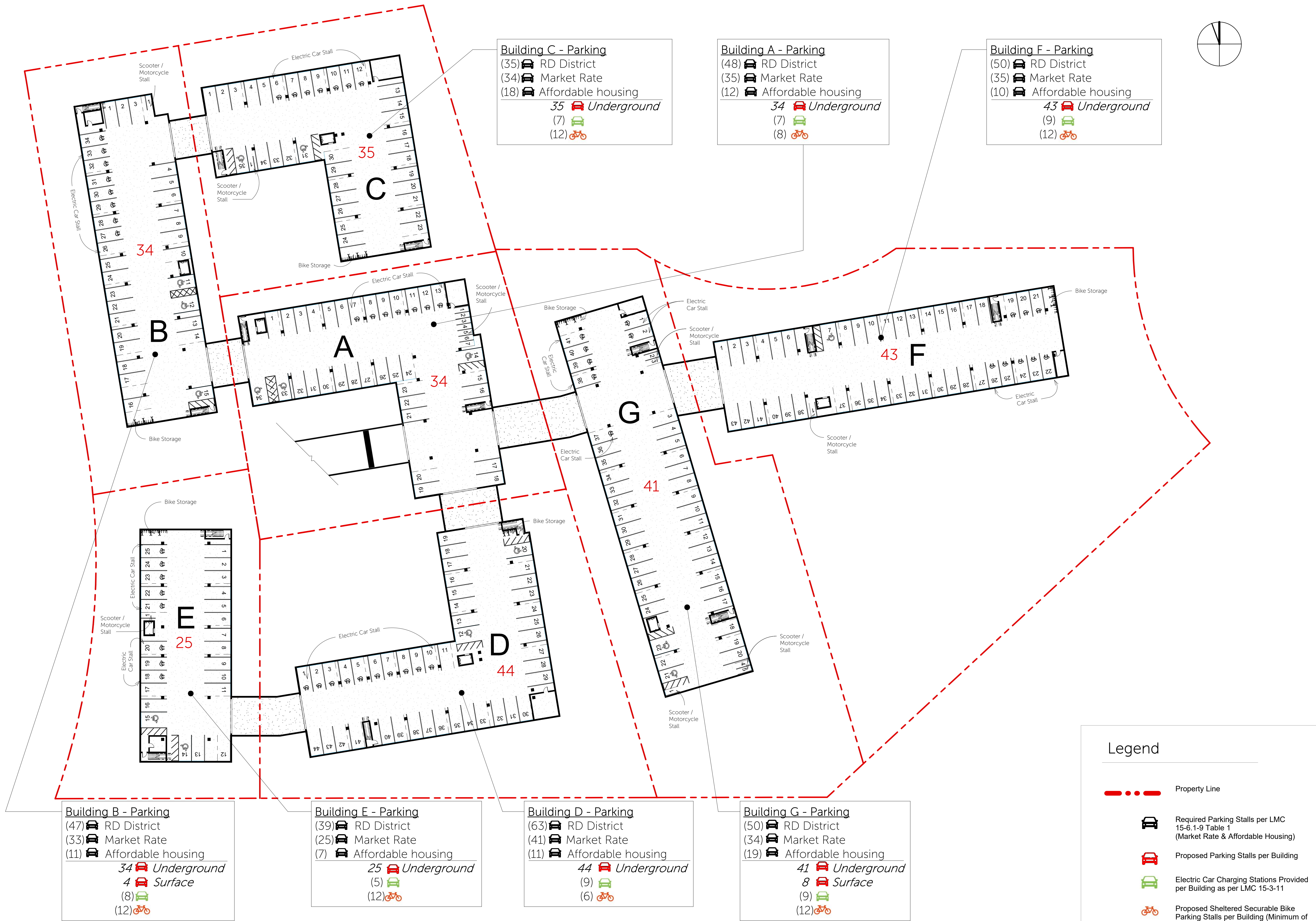
**Legend**

- Property Line
- Set Back Line
- Underground Connection
- Studio Unit (428 SF)
- One Bedroom Unit (598.5 SF)
- Two Bedroom Unit (838.5 SF)
- Three Bedroom Unit (1126.5 SF)
- Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- Proposed Parking Stalls per Building
- Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

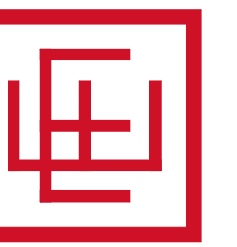
Total Units.....317  
Total Stalls.....268







Total Stalls.....268





# APPENDIX B

## Turning Movement Counts



File Name: "G:\Shared drives\2023 Projects\23-224 PCMC Traffic Counts\06\_Project Deliverables\2023-03-14 - Traffic Counts\Saturday Data\SAT-SR-224 & SR-248 e.xls"

Start Date: 2/18/2023

Start Time: 7:00:00 AM

Site Code: Saturday

Comment 1: Project: WCG 23-224

Comment 2: Intersection: SR-224 / SR-248

Comment 3: City, State: Park City, Utah

Comment 4: Control: Signalized

| Start Time  | SR-224 (Park Avenue)<br>From Northwest |      |      | SR-248 (Kearns Avenue)<br>From Northeast |      |      | SR-224 (Park Avenue)<br>From Southeast |      |      | Total |
|-------------|----------------------------------------|------|------|------------------------------------------|------|------|----------------------------------------|------|------|-------|
|             | Thru                                   | Left | Peds | Right                                    | Left | Peds | Right                                  | Thru | Peds |       |
| 7:00:00 AM  | 117                                    | 19   | 0    | 42                                       | 28   | 1    | 14                                     | 46   | 0    | 267   |
| 7:15:00 AM  | 187                                    | 30   | 0    | 28                                       | 40   | 1    | 19                                     | 44   | 0    | 349   |
| 7:30:00 AM  | 244                                    | 47   | 0    | 30                                       | 45   | 0    | 25                                     | 63   | 0    | 454   |
| 7:45:00 AM  | 324                                    | 47   | 0    | 55                                       | 66   | 0    | 17                                     | 59   | 0    | 568   |
| 8:00:00 AM  | 314                                    | 44   | 1    | 57                                       | 67   | 4    | 26                                     | 118  | 0    | 631   |
| 8:15:00 AM  | 317                                    | 39   | 0    | 62                                       | 55   | 2    | 23                                     | 114  | 0    | 612   |
| 8:30:00 AM  | 217                                    | 41   | 2    | 60                                       | 47   | 3    | 25                                     | 139  | 0    | 534   |
| 8:45:00 AM  | 206                                    | 52   | 2    | 47                                       | 41   | 1    | 26                                     | 145  | 0    | 520   |
| 9:00:00 AM  | 194                                    | 46   | 0    | 42                                       | 47   | 4    | 25                                     | 145  | 0    | 503   |
| 9:15:00 AM  | 176                                    | 40   | 2    | 55                                       | 41   | 1    | 29                                     | 125  | 0    | 469   |
| 9:30:00 AM  | 199                                    | 56   | 1    | 48                                       | 32   | 2    | 42                                     | 143  | 0    | 523   |
| 9:45:00 AM  | 185                                    | 54   | 4    | 62                                       | 57   | 5    | 25                                     | 131  | 0    | 523   |
| 10:00:00 AM | 194                                    | 45   | 3    | 54                                       | 57   | 3    | 37                                     | 148  | 0    | 541   |
| 10:15:00 AM | 199                                    | 62   | 0    | 74                                       | 52   | 3    | 43                                     | 132  | 0    | 565   |
| 10:30:00 AM | 208                                    | 47   | 2    | 56                                       | 49   | 5    | 39                                     | 146  | 0    | 552   |
| 10:45:00 AM | 219                                    | 48   | 0    | 74                                       | 60   | 10   | 32                                     | 158  | 0    | 601   |
| 11:00:00 AM | 205                                    | 57   | 0    | 55                                       | 34   | 3    | 45                                     | 170  | 0    | 569   |
| 11:15:00 AM | 229                                    | 61   | 2    | 48                                       | 60   | 3    | 50                                     | 165  | 0    | 618   |
| 11:30:00 AM | 210                                    | 67   | 0    | 79                                       | 49   | 4    | 36                                     | 161  | 0    | 606   |
| 11:45:00 AM | 224                                    | 73   | 0    | 80                                       | 41   | 4    | 43                                     | 191  | 0    | 656   |
| 12:00:00 PM | 252                                    | 72   | 6    | 75                                       | 45   | 0    | 37                                     | 181  | 0    | 668   |
| 12:15:00 PM | 238                                    | 63   | 0    | 78                                       | 44   | 9    | 52                                     | 213  | 0    | 697   |
| 12:30:00 PM | 215                                    | 54   | 3    | 88                                       | 49   | 4    | 47                                     | 182  | 0    | 642   |
| 12:45:00 PM | 253                                    | 73   | 2    | 78                                       | 46   | 9    | 53                                     | 180  | 0    | 694   |
| 1:00:00 PM  | 242                                    | 79   | 3    | 71                                       | 58   | 4    | 57                                     | 209  | 0    | 723   |
| 1:15:00 PM  | 210                                    | 65   | 1    | 78                                       | 56   | 4    | 43                                     | 214  | 0    | 671   |
| 1:30:00 PM  | 218                                    | 68   | 1    | 81                                       | 40   | 6    | 44                                     | 203  | 0    | 661   |
| 1:45:00 PM  | 231                                    | 79   | 1    | 76                                       | 37   | 9    | 47                                     | 228  | 0    | 708   |
| 2:00:00 PM  | 192                                    | 52   | 0    | 69                                       | 47   | 4    | 50                                     | 221  | 0    | 635   |
| 2:15:00 PM  | 249                                    | 80   | 3    | 49                                       | 54   | 4    | 45                                     | 246  | 0    | 730   |
| 2:30:00 PM  | 234                                    | 63   | 3    | 70                                       | 61   | 4    | 55                                     | 258  | 0    | 748   |
| 2:45:00 PM  | 310                                    | 63   | 2    | 81                                       | 61   | 9    | 48                                     | 271  | 0    | 845   |
| 3:00:00 PM  | 246                                    | 68   | 1    | 74                                       | 52   | 6    | 72                                     | 258  | 0    | 777   |
| 3:15:00 PM  | 256                                    | 71   | 2    | 65                                       | 49   | 16   | 55                                     | 328  | 0    | 842   |
| 3:30:00 PM  | 228                                    | 88   | 5    | 85                                       | 48   | 6    | 53                                     | 292  | 0    | 805   |
| 3:45:00 PM  | 249                                    | 86   | 0    | 87                                       | 51   | 15   | 74                                     | 301  | 0    | 863   |
| 4:00:00 PM  | 215                                    | 79   | 0    | 71                                       | 38   | 6    | 64                                     | 313  | 0    | 786   |
| 4:15:00 PM  | 236                                    | 68   | 1    | 65                                       | 64   | 12   | 81                                     | 330  | 0    | 857   |
| 4:30:00 PM  | 210                                    | 78   | 2    | 66                                       | 42   | 4    | 61                                     | 278  | 0    | 741   |
| 4:45:00 PM  | 230                                    | 77   | 5    | 82                                       | 54   | 17   | 72                                     | 340  | 0    | 877   |
| 5:00:00 PM  | 218                                    | 71   | 2    | 72                                       | 52   | 13   | 82                                     | 332  | 0    | 842   |
| 5:15:00 PM  | 235                                    | 67   | 4    | 77                                       | 47   | 12   | 61                                     | 338  | 0    | 841   |
| 5:30:00 PM  | 237                                    | 61   | 0    | 75                                       | 50   | 8    | 72                                     | 295  | 0    | 798   |
| 5:45:00 PM  | 226                                    | 57   | 1    | 59                                       | 44   | 5    | 62                                     | 278  | 0    | 732   |
| 6:00:00 PM  | 177                                    | 58   | 7    | 75                                       | 36   | 22   | 65                                     | 229  | 0    | 669   |
| 6:15:00 PM  | 193                                    | 77   | 0    | 62                                       | 28   | 11   | 44                                     | 222  | 0    | 637   |
| 6:30:00 PM  | 199                                    | 83   | 0    | 66                                       | 34   | 6    | 52                                     | 244  | 0    | 684   |
| 6:45:00 PM  | 158                                    | 59   | 6    | 58                                       | 40   | 2    | 38                                     | 190  | 0    | 551   |
| Grand Total | 10725                                  | 2934 | 80   | 3141                                     | 2295 | 286  | 2207                                   | 9717 | 0    | 31385 |





File Name: "G:\Shared drives\2023 Projects\23-224 PCMC Traffic Counts\06\_Project Deliverables\2023-03-14 - Traffic Counts\Saturday Data\SAT-Bonanza Drive & SR-248 e.xls"

Start Date: 2/18/2023

Start Time: 7:00:00 AM

Site Code: Saturday

Comment 1: Project: WCG 23-224

Comment 2: Intersection: Bonanza Dr / SR-248

Comment 3: City, State: Park City, Utah

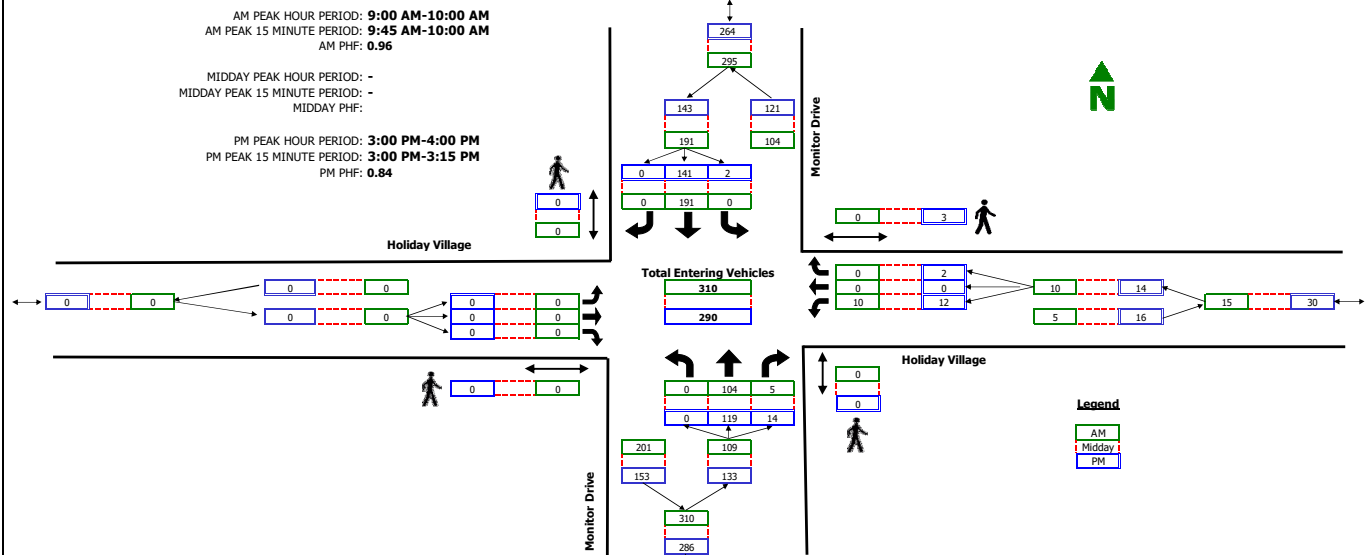
Comment 4: Control: Signalized

| Start Time  | Monitor Drive<br>From Northwest |      |      |      | SR-248 (Kearns Blvd)<br>From Northeast |      |      |      | Bonanza Drive<br>From Southeast |      |      |      | SR-248 (Kearns Blvd)<br>From Southwest |      |      |      | Total |
|-------------|---------------------------------|------|------|------|----------------------------------------|------|------|------|---------------------------------|------|------|------|----------------------------------------|------|------|------|-------|
|             | Right                           | Thru | Left | Peds | Right                                  | Thru | Left | Peds | Right                           | Thru | Left | Peds | Right                                  | Thru | Left | Peds |       |
| 7:00:00 AM  | 1                               | 5    | 2    | 0    | 7                                      | 91   | 80   | 0    | 8                               | 1    | 13   | 1    | 9                                      | 25   | 5    | 0    | 248   |
| 7:15:00 AM  | 2                               | 11   | 6    | 0    | 5                                      | 64   | 110  | 0    | 18                              | 5    | 6    | 3    | 7                                      | 39   | 3    | 3    | 282   |
| 7:30:00 AM  | 7                               | 13   | 8    | 0    | 5                                      | 75   | 126  | 0    | 20                              | 5    | 11   | 1    | 13                                     | 66   | 1    | 0    | 351   |
| 7:45:00 AM  | 5                               | 17   | 14   | 0    | 5                                      | 130  | 154  | 0    | 32                              | 4    | 10   | 3    | 10                                     | 49   | 3    | 0    | 436   |
| 8:00:00 AM  | 5                               | 20   | 6    | 0    | 9                                      | 143  | 134  | 0    | 24                              | 4    | 12   | 0    | 22                                     | 63   | 4    | 0    | 446   |
| 8:15:00 AM  | 8                               | 41   | 8    | 0    | 10                                     | 122  | 130  | 1    | 34                              | 6    | 17   | 1    | 28                                     | 50   | 4    | 0    | 460   |
| 8:30:00 AM  | 17                              | 28   | 12   | 0    | 6                                      | 93   | 135  | 0    | 36                              | 15   | 25   | 0    | 21                                     | 37   | 7    | 0    | 432   |
| 8:45:00 AM  | 15                              | 21   | 6    | 0    | 18                                     | 80   | 106  | 1    | 43                              | 17   | 15   | 0    | 26                                     | 54   | 5    | 0    | 407   |
| 9:00:00 AM  | 15                              | 20   | 10   | 3    | 13                                     | 81   | 109  | 3    | 48                              | 16   | 11   | 1    | 26                                     | 56   | 10   | 0    | 422   |
| 9:15:00 AM  | 8                               | 22   | 12   | 1    | 11                                     | 80   | 88   | 1    | 52                              | 10   | 26   | 6    | 31                                     | 60   | 8    | 0    | 416   |
| 9:30:00 AM  | 15                              | 13   | 4    | 0    | 10                                     | 74   | 85   | 1    | 46                              | 15   | 21   | 1    | 43                                     | 72   | 10   | 0    | 410   |
| 9:45:00 AM  | 15                              | 29   | 12   | 0    | 11                                     | 113  | 97   | 0    | 49                              | 13   | 23   | 0    | 27                                     | 63   | 9    | 0    | 461   |
| 10:00:00 AM | 19                              | 20   | 13   | 4    | 13                                     | 109  | 73   | 4    | 45                              | 7    | 23   | 3    | 23                                     | 50   | 13   | 2    | 421   |
| 10:15:00 AM | 12                              | 17   | 16   | 0    | 7                                      | 104  | 70   | 1    | 60                              | 8    | 30   | 2    | 33                                     | 85   | 11   | 2    | 458   |
| 10:30:00 AM | 11                              | 26   | 12   | 3    | 12                                     | 94   | 80   | 1    | 53                              | 13   | 28   | 3    | 21                                     | 91   | 6    | 4    | 458   |
| 10:45:00 AM | 16                              | 22   | 11   | 3    | 9                                      | 111  | 94   | 2    | 54                              | 18   | 32   | 1    | 30                                     | 59   | 7    | 1    | 470   |
| 11:00:00 AM | 18                              | 24   | 14   | 2    | 14                                     | 88   | 90   | 5    | 60                              | 14   | 30   | 1    | 31                                     | 83   | 9    | 3    | 486   |
| 11:15:00 AM | 17                              | 18   | 10   | 4    | 11                                     | 100  | 61   | 1    | 64                              | 12   | 20   | 1    | 33                                     | 74   | 19   | 3    | 448   |
| 11:30:00 AM | 14                              | 19   | 25   | 4    | 9                                      | 97   | 75   | 6    | 52                              | 10   | 39   | 2    | 43                                     | 68   | 13   | 1    | 477   |
| 11:45:00 AM | 13                              | 27   | 21   | 1    | 14                                     | 99   | 100  | 3    | 62                              | 14   | 31   | 2    | 46                                     | 95   | 19   | 2    | 549   |
| 12:00:00 PM | 19                              | 29   | 22   | 1    | 10                                     | 94   | 82   | 0    | 51                              | 10   | 40   | 7    | 45                                     | 82   | 13   | 2    | 507   |
| 12:15:00 PM | 20                              | 13   | 17   | 0    | 13                                     | 104  | 87   | 2    | 70                              | 14   | 40   | 1    | 41                                     | 82   | 7    | 0    | 511   |
| 12:30:00 PM | 19                              | 24   | 13   | 2    | 13                                     | 121  | 102  | 1    | 61                              | 23   | 52   | 6    | 56                                     | 84   | 9    | 2    | 588   |
| 12:45:00 PM | 17                              | 16   | 15   | 3    | 18                                     | 92   | 85   | 4    | 78                              | 14   | 42   | 5    | 50                                     | 86   | 10   | 2    | 537   |
| 1:00:00 PM  | 14                              | 18   | 16   | 1    | 13                                     | 110  | 88   | 0    | 68                              | 14   | 37   | 1    | 46                                     | 120  | 16   | 2    | 564   |
| 1:15:00 PM  | 15                              | 17   | 10   | 3    | 12                                     | 106  | 82   | 0    | 89                              | 15   | 33   | 5    | 46                                     | 86   | 12   | 1    | 532   |
| 1:30:00 PM  | 20                              | 26   | 18   | 0    | 10                                     | 86   | 71   | 2    | 94                              | 19   | 33   | 2    | 34                                     | 98   | 8    | 0    | 521   |
| 1:45:00 PM  | 13                              | 19   | 8    | 0    | 10                                     | 98   | 96   | 0    | 93                              | 20   | 39   | 3    | 53                                     | 91   | 15   | 4    | 562   |
| 2:00:00 PM  | 7                               | 17   | 10   | 6    | 12                                     | 97   | 93   | 2    | 95                              | 19   | 42   | 2    | 34                                     | 92   | 5    | 1    | 534   |
| 2:15:00 PM  | 19                              | 11   | 12   | 0    | 8                                      | 100  | 86   | 5    | 77                              | 14   | 32   | 2    | 51                                     | 100  | 16   | 1    | 534   |
| 2:30:00 PM  | 11                              | 16   | 17   | 2    | 11                                     | 102  | 88   | 1    | 100                             | 17   | 45   | 2    | 48                                     | 100  | 8    | 1    | 569   |
| 2:45:00 PM  | 11                              | 21   | 14   | 0    | 14                                     | 98   | 116  | 0    | 93                              | 22   | 45   | 1    | 49                                     | 94   | 10   | 0    | 588   |
| 3:00:00 PM  | 16                              | 28   | 11   | 0    | 12                                     | 109  | 84   | 6    | 106                             | 18   | 37   | 1    | 35                                     | 106  | 16   | 0    | 585   |
| 3:15:00 PM  | 7                               | 25   | 7    | 0    | 11                                     | 94   | 105  | 2    | 132                             | 25   | 38   | 3    | 51                                     | 110  | 8    | 0    | 618   |
| 3:30:00 PM  | 15                              | 12   | 12   | 1    | 4                                      | 93   | 87   | 2    | 140                             | 26   | 46   | 1    | 38                                     | 124  | 10   | 0    | 611   |
| 3:45:00 PM  | 16                              | 19   | 14   | 1    | 14                                     | 107  | 100  | 2    | 158                             | 18   | 38   | 2    | 46                                     | 138  | 21   | 0    | 694   |
| 4:00:00 PM  | 12                              | 15   | 14   | 1    | 10                                     | 74   | 78   | 0    | 163                             | 12   | 40   | 6    | 40                                     | 114  | 19   | 0    | 598   |
| 4:15:00 PM  | 9                               | 10   | 10   | 0    | 14                                     | 94   | 74   | 7    | 158                             | 23   | 57   | 5    | 32                                     | 144  | 15   | 0    | 652   |
| 4:30:00 PM  | 9                               | 18   | 8    | 4    | 18                                     | 81   | 81   | 5    | 157                             | 23   | 42   | 9    | 35                                     | 127  | 16   | 1    | 634   |
| 4:45:00 PM  | 15                              | 14   | 19   | 10   | 11                                     | 102  | 72   | 4    | 156                             | 27   | 45   | 6    | 43                                     | 167  | 9    | 1    | 701   |
| 5:00:00 PM  | 24                              | 18   | 20   | 2    | 8                                      | 81   | 58   | 2    | 172                             | 17   | 38   | 2    | 37                                     | 156  | 14   | 0    | 649   |
| 5:15:00 PM  | 14                              | 12   | 10   | 1    | 11                                     | 103  | 77   | 4    | 152                             | 24   | 37   | 2    | 32                                     | 139  | 8    | 0    | 626   |
| 5:30:00 PM  | 10                              | 18   | 13   | 0    | 13                                     | 96   | 78   | 0    | 113                             | 17   | 39   | 4    | 41                                     | 127  | 10   | 0    | 579   |
| 5:45:00 PM  | 4                               | 14   | 11   | 0    | 7                                      | 87   | 75   | 1    | 107                             | 16   | 41   | 4    | 37                                     | 87   | 8    | 0    | 499   |
| 6:00:00 PM  | 8                               | 19   | 14   | 0    | 12                                     | 79   | 75   | 0    | 92                              | 16   | 48   | 4    | 33                                     | 137  | 15   | 0    | 552   |
| 6:15:00 PM  | 15                              | 14   | 9    | 3    | 6                                      | 71   | 79   | 4    | 101                             | 17   | 22   | 5    | 46                                     | 98   | 11   | 0    | 501   |
| 6:30:00 PM  | 6                               | 7    | 12   | 2    | 5                                      | 75   | 63   | 0    | 72                              | 18   | 25   | 2    | 36                                     | 114  | 9    | 0    | 446   |
| 6:45:00 PM  | 9                               | 13   | 14   | 1    | 9                                      | 81   | 53   | 3    | 84                              | 7    | 34   | 7    | 39                                     | 95   | 13   | 3    | 465   |
| Grand Total | 607                             | 896  | 592  | 69   | 508                                    | 4583 | 4312 | 89   | 3892                            | 712  | 1530 | 132  | 1697                                   | 4337 | 497  | 42   | 24495 |

## Intersection Turning Movement Summary

Intersection: Monitor Drive / Holiday Village  
North/South: Monitor Drive  
East/West: Holiday Village  
Jurisdiction: Park City  
Project Title: Holiday Village & Parkside TIS  
Project No: UT23-2486  
Weather: Clear

Date: 4-1-23, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0



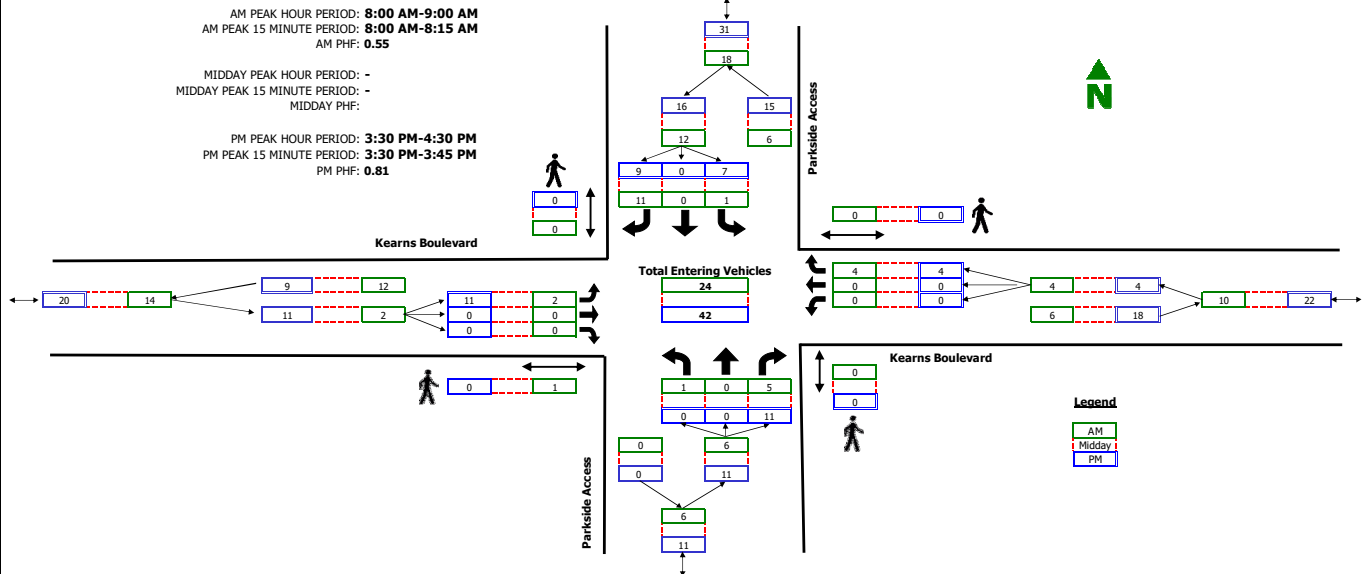
| RAW COUNT SUMMARIES  | Monitor Drive Northbound |      |       |      | Monitor Drive Southbound |      |       |      | Holiday Village Eastbound |      |       |      | Holiday Village Westbound |      |       |      | TOTAL |
|----------------------|--------------------------|------|-------|------|--------------------------|------|-------|------|---------------------------|------|-------|------|---------------------------|------|-------|------|-------|
|                      | 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                        | 23   | 0     | 0    | 1                        | 34   | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 58    |
| 8:15 - 8:30          | 0                        | 15   | 1     | 0    | 0                        | 40   | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 56    |
| 8:30 - 8:45          | 0                        | 26   | 2     | 0    | 0                        | 36   | 0     | 0    | 0                         | 0    | 0     | 0    | 2                         | 0    | 2     | 0    | 68    |
| 8:45 - 9:00          | 0                        | 32   | 0     | 0    | 0                        | 36   | 0     | 0    | 0                         | 0    | 0     | 0    | 4                         | 0    | 0     | 0    | 72    |
| 9:00 - 9:15          | 0                        | 23   | 3     | 0    | 0                        | 46   | 0     | 0    | 0                         | 0    | 0     | 0    | 4                         | 0    | 0     | 0    | 76    |
| 9:15 - 9:30          | 0                        | 19   | 1     | 0    | 0                        | 52   | 0     | 0    | 0                         | 0    | 0     | 0    | 1                         | 0    | 0     | 0    | 73    |
| 9:30 - 9:45          | 0                        | 28   | 0     | 0    | 0                        | 50   | 0     | 0    | 0                         | 0    | 0     | 0    | 2                         | 0    | 0     | 0    | 80    |
| 9:45 - 10:00         | 0                        | 34   | 1     | 0    | 0                        | 43   | 0     | 0    | 0                         | 0    | 0     | 0    | 3                         | 0    | 0     | 0    | 81    |
| MIDDAY PERIOD COUNTS |                          |      |       |      |                          |      |       |      |                           |      |       |      |                           |      |       |      |       |
| Period               | A                        | B    | C     | D    | E                        | F    | G     | H    | I                         | J    | K     | L    | M                         | N    | O     | P    | TOTAL |
| 9:00 - 9:15          | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 9:15 - 9:30          | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 9:30 - 9:45          | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 9:45 - 10:00         | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 10:00 - 10:15        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 10:15 - 10:30        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 10:30 - 10:45        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 10:45 - 11:00        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 11:00 - 11:15        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 11:15 - 11:30        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 11:30 - 11:45        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 11:45 - 12:00        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 12:00 - 12:15        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 12:15 - 12:30        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 12:30 - 12:45        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 12:45 - 13:00        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 13:00 - 13:15        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 13:15 - 13:30        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 13:30 - 13:45        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 13:45 - 14:00        | 0                        | 0    | 0     | 0    | 0                        | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 0     |
| 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 - 16:00        | 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 |
| 15:00 - 15:15        | 0                        | 34   | 3     | 0    | 1                        | 42   | 0     | 0    | 0                         | 0    | 0     | 0    | 5                         | 0    | 1     | 0    | 86    |
| 15:15 - 15:30        | 0                        | 26   | 3     | 0    | 0                        | 29   | 0     | 0    | 0                         | 0    | 0     | 0    | 1                         | 0    | 0     | 0    | 59    |
| 15:30 - 15:45        | 0                        | 26   | 3     | 0    | 0                        | 43   | 0     | 0    | 0                         | 0    | 0     | 0    | 3                         | 0    | 0     | 0    | 75    |
| 15:45 - 16:00        | 0                        | 33   | 5     | 0    | 1                        | 27   | 0     | 0    | 0                         | 0    | 0     | 0    | 3                         | 0    | 1     | 3    | 70    |
| 16:00 - 16:15        | 0                        | 31   | 3     | 0    | 0                        | 29   | 0     | 0    | 0                         | 0    | 0     | 0    | 4                         | 0    | 0     | 0    | 67    |
| 16:15 - 16:30        | 0                        | 37   | 4     | 0    | 0                        | 30   | 0     | 0    | 0                         | 0    | 0     | 0    | 1                         | 0    | 0     | 0    | 72    |
| 16:30 - 16:45        | 0                        | 33   | 0     | 0    | 0                        | 44   | 0     | 0    | 0                         | 0    | 0     | 0    | 1                         | 0    | 1     | 0    | 79    |
| 16:45 - 17:00        | 0                        | 42   | 3     | 0    | 0                        | 25   | 0     | 0    | 0                         | 0    | 0     | 0    | 0                         | 0    | 0     | 0    | 70    |



## Intersection Turning Movement Summary

Intersection: Parkside Access / Kearns Boulevard  
 North/South: Parkside Access  
 East/West: Kearns Boulevard  
 Jurisdiction: Park City  
 Project Title: Holiday Vukkgage & Parkside TIS  
 Project No: UT23-2486  
 Weather: Clear

Date: 4-1-23, Sat  
 Day of Week Adjustment: 100.0%  
 Month of Year Adjustment: 100.0%  
 Adjustment Station #: 0  
 Growth Rate: 0.0%  
 Number of Years: 0

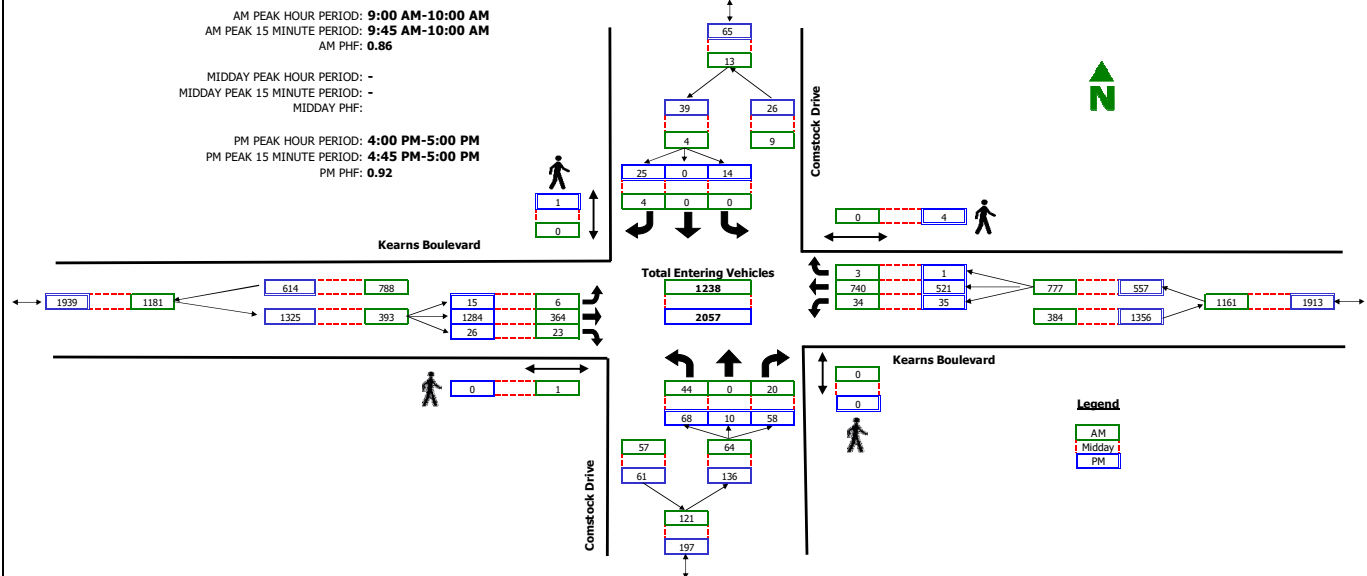


| RAW COUNT SUMMARIES  | Parkside Access Northbound |      |       |      | Parkside Access Southbound |      |       |      | Kearns Boulevard Eastbound |      |       |      | Kearns Boulevard Westbound |      |       |      | TOTAL |
|----------------------|----------------------------|------|-------|------|----------------------------|------|-------|------|----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|                      | 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    | 3     | 0    | 0                          | 0    | 5     | 0    | 2                          | 0    | 0     | 1    | 0                          | 0    | 1     | 0    | 11    |
| 8:15 - 8:30          | 0                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 1     |
| 8:30 - 8:45          | 0                          | 0    | 2     | 0    | 1                          | 0    | 1     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 2     | 0    | 6     |
| 8:45 - 9:00          | 1                          | 0    | 0     | 0    | 0                          | 0    | 4     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 6     |
| 9:00 - 9:15          | 0                          | 0    | 1     | 0    | 0                          | 0    | 2     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 4     |
| 9:15 - 9:30          | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 9:30 - 9:45          | 0                          | 0    | 1     | 0    | 0                          | 0    | 3     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 5     |
| 9:45 - 10:00         | 0                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 1     |
| MIDDAY PERIOD COUNTS |                            |      |       |      |                            |      |       |      |                            |      |       |      |                            |      |       |      |       |
| Period               | A                          | B    | C     | D    | E                          | F    | G     | H    | I                          | J    | K     | L    | M                          | N    | O     | P    | TOTAL |
| 9:00 - 9:15          | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 9:15 - 9:30          | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 9:30 - 9:45          | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 9:45 - 10:00         | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 10:00 - 10:15        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 10:15 - 10:30        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 10:30 - 10:45        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 10:45 - 11:00        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 11:00 - 11:15        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 11:15 - 11:30        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 11:30 - 11:45        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 11:45 - 12:00        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 12:00 - 12:15        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 12:15 - 12:30        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 12:30 - 12:45        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 12:45 - 13:00        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 13:00 - 13:15        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 13:15 - 13:30        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 13:30 - 13:45        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 13:45 - 14:00        | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 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 - 16:00        | 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 |
| 15:00 - 15:15        | 0                          | 0    | 2     | 0    | 0                          | 0    | 1     | 1    | 2                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 6     |
| 15:15 - 15:30        | 0                          | 0    | 1     | 0    | 0                          | 0    | 3     | 0    | 1                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 6     |
| 15:30 - 15:45        | 0                          | 0    | 3     | 0    | 3                          | 0    | 2     | 0    | 2                          | 0    | 0     | 0    | 0                          | 0    | 3     | 0    | 13    |
| 15:45 - 16:00        | 0                          | 0    | 4     | 0    | 2                          | 0    | 3     | 0    | 4                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 13    |
| 16:00 - 16:15        | 0                          | 0    | 2     | 1    | 0                          | 0    | 3     | 0    | 2                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 8     |
| 16:15 - 16:30        | 0                          | 0    | 3     | 0    | 0                          | 0    | 1     | 0    | 3                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 8     |
| 16:30 - 16:45        | 0                          | 0    | 3     | 0    | 0                          | 0    | 2     | 0    | 3                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 9     |
| 16:45 - 17:00        | 0                          | 0    | 1     | 0    | 0                          | 0    | 3     | 0    | 1                          | 0    | 0     | 0    | 0                          | 0    | 1     | 0    | 6     |

## Intersection Turning Movement Summary

Intersection: Comstock Drive / Kearns Boulevard  
North/South: Comstock Drive  
East/West: Kearns Boulevard  
Jurisdiction: Park City  
Project Title: Holiday Village & Parkside TIS  
Project No: UT23-2486  
Weather: Clear

Date: 4-1-23, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0



| RAW COUNT SUMMARIES  | Comstock Drive |      |       |      | Comstock Drive |      |       |      | Kearns Boulevard |      |       |      | Kearns Boulevard |      |       |      | TOTAL |
|----------------------|----------------|------|-------|------|----------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|-------|
|                      | Northbound     |      |       |      | Southbound     |      |       |      | Eastbound        |      |       |      | 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          | 7              | 0    | 4     | 0    | 0              | 0    | 0     | 0    | 0                | 58   | 1     | 1    | 9                | 166  | 0     | 0    | 245   |
| 8:15 - 8:30          | 10             | 0    | 2     | 0    | 0              | 0    | 1     | 0    | 3                | 55   | 4     | 1    | 4                | 192  | 1     | 0    | 272   |
| 8:30 - 8:45          | 10             | 0    | 1     | 0    | 0              | 0    | 1     | 0    | 1                | 68   | 6     | 0    | 4                | 162  | 0     | 0    | 253   |
| 8:45 - 9:00          | 8              | 0    | 0     | 0    | 0              | 0    | 1     | 0    | 2                | 85   | 0     | 0    | 9                | 175  | 1     | 0    | 281   |
| 9:00 - 9:15          | 8              | 0    | 5     | 0    | 0              | 0    | 2     | 0    | 0                | 67   | 5     | 1    | 6                | 179  | 0     | 0    | 272   |
| 9:15 - 9:30          | 13             | 0    | 3     | 0    | 0              | 0    | 1     | 0    | 5                | 106  | 7     | 0    | 9                | 165  | 0     | 0    | 309   |
| 9:30 - 9:45          | 9              | 0    | 7     | 0    | 0              | 0    | 1     | 0    | 0                | 79   | 6     | 0    | 11               | 184  | 2     | 0    | 299   |
| 9:45 - 10:00         | 14             | 0    | 5     | 0    | 0              | 0    | 0     | 0    | 1                | 112  | 5     | 0    | 8                | 212  | 1     | 0    | 358   |
| MIDDAY PERIOD COUNTS |                |      |       |      |                |      |       |      |                  |      |       |      |                  |      |       |      |       |
| Period               | A              | B    | C     | D    | E              | F    | G     | H    | I                | J    | K     | L    | M                | N    | O     | P    | TOTAL |
| 9:00 - 9:15          | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:15 - 9:30          | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:30 - 9:45          | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 9:45 - 10:00         | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:00 - 10:15        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:15 - 10:30        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:30 - 10:45        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 10:45 - 11:00        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:00 - 11:15        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:15 - 11:30        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:30 - 11:45        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 11:45 - 12:00        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:00 - 12:15        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:15 - 12:30        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:30 - 12:45        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 12:45 - 13:00        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:00 - 13:15        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:15 - 13:30        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:30 - 13:45        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 13:45 - 14:00        | 0              | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0                | 0    | 0     | 0    | 0     |
| 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 - 16:00        | 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 |
| 15:00 - 15:15        | 6              | 0    | 11    | 0    | 0              | 0    | 4     | 0    | 3                | 223  | 5     | 0    | 8                | 132  | 0     | 0    | 392   |
| 15:15 - 15:30        | 6              | 0    | 9     | 0    | 0              | 0    | 6     | 0    | 1                | 284  | 7     | 0    | 3                | 144  | 1     | 0    | 461   |
| 15:30 - 15:45        | 7              | 0    | 11    | 0    | 3              | 0    | 3     | 0    | 4                | 275  | 4     | 0    | 9                | 121  | 1     | 0    | 438   |
| 15:45 - 16:00        | 7              | 0    | 10    | 0    | 0              | 0    | 2     | 0    | 3                | 284  | 2     | 1    | 9                | 131  | 0     | 0    | 448   |
| 16:00 - 16:15        | 16             | 0    | 14    | 0    | 3              | 0    | 8     | 0    | 4                | 264  | 3     | 0    | 6                | 111  | 0     | 1    | 429   |
| 16:15 - 16:30        | 13             | 0    | 18    | 0    | 3              | 0    | 4     | 1    | 4                | 339  | 8     | 0    | 4                | 130  | 0     | 2    | 523   |
| 16:30 - 16:45        | 14             | 0    | 13    | 0    | 4              | 0    | 11    | 0    | 6                | 330  | 6     | 0    | 11               | 153  | 1     | 1    | 549   |
| 16:45 - 17:00        | 25             | 10   | 13    | 0    | 4              | 0    | 2     | 0    | 1                | 351  | 9     | 0    | 14               | 127  | 0     | 0    | 556   |





File Name: "G:\Shared drives\2023 Projects\23-224 PCMC Traffic Counts\06\_Project Deliverables\2023-03-14 - Traffic Counts\Saturday  
Data\SAT-SR-224 & Deer Valley Drive e.xls"

Start Date: 2/18/2023

Start Time: 7:00:00 AM

Site Code: Saturday

Comment 1: Project: WCG 23-224

Comment 2: Intersection: SR-224 / Deer Valley Dr

Comment 3: City, State: Park City, Utah

Comment 4: Control: Signalized

| Start Time  | SR-224 (Park Avenue)<br>From North |      |      |      | Deer Valley Drive<br>From East |      |      |      | SR-224 (Park Avenue)<br>From South |      |      |      | Empire Avenue<br>From West |      |      |      | Total |
|-------------|------------------------------------|------|------|------|--------------------------------|------|------|------|------------------------------------|------|------|------|----------------------------|------|------|------|-------|
|             | Right                              | Thru | Left | Peds | Right                          | Thru | Left | Peds | Right                              | Thru | Left | Peds | Right                      | Thru | Left | Peds |       |
| 7:00:00 AM  | 68                                 | 17   | 63   | 1    | 26                             | 14   | 0    | 2    | 2                                  | 16   | 4    | 1    | 4                          | 13   | 13   | 0    | 244   |
| 7:15:00 AM  | 60                                 | 19   | 112  | 1    | 27                             | 11   | 1    | 2    | 3                                  | 13   | 4    | 0    | 1                          | 11   | 24   | 0    | 289   |
| 7:30:00 AM  | 87                                 | 26   | 156  | 3    | 30                             | 24   | 6    | 3    | 5                                  | 19   | 1    | 1    | 4                          | 15   | 23   | 2    | 405   |
| 7:45:00 AM  | 118                                | 38   | 176  | 3    | 29                             | 29   | 2    | 4    | 5                                  | 12   | 8    | 1    | 7                          | 28   | 37   | 3    | 500   |
| 8:00:00 AM  | 168                                | 32   | 172  | 3    | 37                             | 43   | 3    | 5    | 4                                  | 26   | 13   | 3    | 5                          | 20   | 69   | 3    | 606   |
| 8:15:00 AM  | 135                                | 29   | 145  | 11   | 40                             | 64   | 4    | 5    | 4                                  | 17   | 18   | 7    | 9                          | 38   | 73   | 2    | 601   |
| 8:30:00 AM  | 87                                 | 31   | 108  | 2    | 58                             | 50   | 3    | 5    | 4                                  | 32   | 23   | 2    | 11                         | 39   | 71   | 1    | 527   |
| 8:45:00 AM  | 83                                 | 40   | 113  | 4    | 51                             | 55   | 15   | 3    | 6                                  | 33   | 21   | 1    | 9                          | 43   | 74   | 3    | 554   |
| 9:00:00 AM  | 74                                 | 43   | 109  | 16   | 61                             | 46   | 6    | 8    | 8                                  | 34   | 24   | 1    | 14                         | 27   | 49   | 3    | 523   |
| 9:15:00 AM  | 85                                 | 36   | 88   | 15   | 62                             | 63   | 6    | 12   | 10                                 | 28   | 17   | 6    | 13                         | 48   | 59   | 5    | 553   |
| 9:30:00 AM  | 91                                 | 36   | 116  | 6    | 61                             | 27   | 6    | 1    | 5                                  | 42   | 11   | 0    | 11                         | 37   | 74   | 1    | 525   |
| 9:45:00 AM  | 84                                 | 46   | 84   | 7    | 47                             | 35   | 11   | 5    | 8                                  | 37   | 12   | 3    | 12                         | 31   | 51   | 1    | 474   |
| 10:00:00 AM | 76                                 | 50   | 93   | 13   | 56                             | 42   | 11   | 4    | 9                                  | 44   | 15   | 3    | 14                         | 42   | 63   | 1    | 536   |
| 10:15:00 AM | 80                                 | 53   | 114  | 6    | 82                             | 25   | 9    | 2    | 15                                 | 32   | 13   | 1    | 19                         | 22   | 58   | 7    | 538   |
| 10:30:00 AM | 75                                 | 36   | 106  | 8    | 83                             | 22   | 15   | 11   | 9                                  | 48   | 12   | 4    | 7                          | 44   | 46   | 5    | 531   |
| 10:45:00 AM | 81                                 | 68   | 119  | 14   | 81                             | 27   | 11   | 2    | 13                                 | 52   | 16   | 2    | 11                         | 30   | 53   | 1    | 581   |
| 11:00:00 AM | 69                                 | 31   | 90   | 5    | 91                             | 33   | 9    | 7    | 6                                  | 38   | 17   | 1    | 21                         | 29   | 58   | 0    | 505   |
| 11:15:00 AM | 87                                 | 67   | 123  | 6    | 93                             | 18   | 6    | 5    | 10                                 | 42   | 17   | 0    | 16                         | 30   | 56   | 2    | 578   |
| 11:30:00 AM | 58                                 | 61   | 116  | 5    | 79                             | 35   | 7    | 11   | 8                                  | 57   | 11   | 5    | 13                         | 33   | 42   | 1    | 542   |
| 11:45:00 AM | 69                                 | 61   | 113  | 5    | 100                            | 21   | 4    | 9    | 9                                  | 62   | 16   | 1    | 9                          | 23   | 64   | 0    | 566   |
| 12:00:00 PM | 59                                 | 70   | 117  | 9    | 98                             | 24   | 10   | 7    | 10                                 | 53   | 11   | 2    | 10                         | 30   | 54   | 5    | 569   |
| 12:15:00 PM | 82                                 | 65   | 125  | 19   | 108                            | 27   | 6    | 7    | 14                                 | 67   | 8    | 2    | 9                          | 32   | 47   | 4    | 622   |
| 12:30:00 PM | 73                                 | 53   | 105  | 14   | 95                             | 35   | 10   | 5    | 9                                  | 63   | 12   | 3    | 19                         | 33   | 59   | 6    | 594   |
| 12:45:00 PM | 75                                 | 71   | 127  | 14   | 111                            | 28   | 4    | 12   | 7                                  | 56   | 9    | 8    | 7                          | 27   | 58   | 4    | 618   |
| 1:00:00 PM  | 74                                 | 73   | 113  | 15   | 112                            | 32   | 10   | 8    | 11                                 | 47   | 14   | 10   | 14                         | 26   | 63   | 4    | 626   |
| 1:15:00 PM  | 70                                 | 61   | 98   | 5    | 105                            | 25   | 10   | 8    | 10                                 | 59   | 17   | 5    | 9                          | 29   | 74   | 4    | 589   |
| 1:30:00 PM  | 60                                 | 68   | 122  | 2    | 107                            | 38   | 9    | 12   | 6                                  | 68   | 13   | 2    | 13                         | 37   | 43   | 1    | 601   |
| 1:45:00 PM  | 68                                 | 64   | 115  | 8    | 126                            | 27   | 8    | 15   | 10                                 | 63   | 18   | 4    | 11                         | 32   | 57   | 6    | 632   |
| 2:00:00 PM  | 63                                 | 49   | 100  | 13   | 135                            | 30   | 12   | 2    | 7                                  | 55   | 19   | 1    | 15                         | 38   | 66   | 3    | 608   |
| 2:15:00 PM  | 73                                 | 70   | 143  | 8    | 129                            | 24   | 12   | 12   | 7                                  | 73   | 21   | 2    | 11                         | 36   | 72   | 4    | 697   |
| 2:30:00 PM  | 71                                 | 58   | 123  | 13   | 163                            | 48   | 10   | 20   | 6                                  | 70   | 14   | 1    | 12                         | 39   | 86   | 0    | 734   |
| 2:45:00 PM  | 120                                | 81   | 130  | 9    | 152                            | 40   | 16   | 9    | 11                                 | 59   | 11   | 2    | 16                         | 34   | 81   | 7    | 778   |
| 3:00:00 PM  | 90                                 | 76   | 108  | 6    | 137                            | 31   | 12   | 11   | 10                                 | 85   | 28   | 1    | 16                         | 51   | 116  | 3    | 781   |
| 3:15:00 PM  | 91                                 | 59   | 125  | 28   | 142                            | 35   | 13   | 20   | 7                                  | 76   | 22   | 0    | 12                         | 74   | 155  | 6    | 865   |
| 3:30:00 PM  | 63                                 | 65   | 138  | 20   | 159                            | 33   | 8    | 6    | 13                                 | 71   | 23   | 0    | 17                         | 62   | 133  | 3    | 814   |
| 3:45:00 PM  | 72                                 | 59   | 131  | 6    | 145                            | 41   | 12   | 2    | 13                                 | 74   | 19   | 0    | 13                         | 70   | 139  | 7    | 803   |
| 4:00:00 PM  | 76                                 | 50   | 110  | 8    | 149                            | 53   | 8    | 7    | 13                                 | 78   | 16   | 0    | 20                         | 72   | 135  | 15   | 810   |
| 4:15:00 PM  | 65                                 | 62   | 125  | 26   | 150                            | 37   | 17   | 10   | 12                                 | 100  | 21   | 2    | 12                         | 64   | 146  | 7    | 856   |
| 4:30:00 PM  | 70                                 | 64   | 111  | 17   | 144                            | 34   | 8    | 15   | 14                                 | 75   | 21   | 0    | 16                         | 69   | 124  | 6    | 788   |
| 4:45:00 PM  | 60                                 | 70   | 111  | 12   | 131                            | 35   | 8    | 23   | 12                                 | 85   | 27   | 4    | 16                         | 55   | 163  | 4    | 816   |
| 5:00:00 PM  | 72                                 | 78   | 129  | 21   | 171                            | 38   | 12   | 21   | 5                                  | 88   | 12   | 3    | 16                         | 50   | 109  | 3    | 828   |
| 5:15:00 PM  | 55                                 | 79   | 129  | 22   | 160                            | 27   | 8    | 20   | 14                                 | 94   | 23   | 6    | 16                         | 51   | 115  | 4    | 823   |
| 5:30:00 PM  | 44                                 | 61   | 128  | 7    | 181                            | 35   | 8    | 14   | 8                                  | 65   | 11   | 7    | 8                          | 46   | 103  | 1    | 727   |
| 5:45:00 PM  | 53                                 | 91   | 135  | 6    | 171                            | 28   | 7    | 6    | 6                                  | 65   | 9    | 0    | 18                         | 45   | 89   | 3    | 732   |
| 6:00:00 PM  | 33                                 | 56   | 114  | 19   | 136                            | 23   | 6    | 15   | 16                                 | 84   | 15   | 10   | 9                          | 45   | 71   | 11   | 663   |
| 6:15:00 PM  | 39                                 | 53   | 126  | 10   | 144                            | 23   | 8    | 10   | 13                                 | 63   | 10   | 1    | 8                          | 14   | 54   | 2    | 578   |
| 6:30:00 PM  | 28                                 | 60   | 100  | 8    | 126                            | 16   | 9    | 7    | 15                                 | 78   | 16   | 1    | 13                         | 33   | 57   | 4    | 571   |
| 6:45:00 PM  | 39                                 | 54   | 108  | 10   | 109                            | 20   | 10   | 13   | 2                                  | 79   | 5    | 4    | 11                         | 19   | 51   | 13   | 547   |
| Grand Total | 3573                               | 2640 | 5662 | 489  | 4990                           | 1571 | 406  | 423  | 424                                | 2677 | 718  | 124  | 577                        | 1816 | 3577 | 181  | 29848 |



File Name: "G:\Shared drives\2023 Projects\23-224 PCMC Traffic Counts\06\_Project Deliverables\2023-03-14 - Traffic Counts\Saturday Data\SAT-Bonanza Drive & Deer Valley Drive e.xls"

Start Date: 2/18/2023

Start Time: 7:00:00 AM

Site Code: Saturday

Comment 1: Project: WCG 23-224

Comment 2: Intersection: Bonanza Dr/Deer Valley Dr

Comment 3: City, State: Park City, Utah

Comment 4: Control: Signalized

| Start Time  | Deer Valley Drive<br>From Northwest |      |      |  | Bonanza Drive<br>From Northeast |      |      |  | Deer Valley Drive<br>From Southeast |      |      | Total |
|-------------|-------------------------------------|------|------|--|---------------------------------|------|------|--|-------------------------------------|------|------|-------|
|             | Thru                                | Left | Peds |  | Right                           | Left | Peds |  | Right                               | Thru | Peds |       |
| 7:00:00 AM  | 55                                  | 6    | 0    |  | 3                               | 72   | 0    |  | 13                                  | 24   | 1    | 174   |
| 7:15:00 AM  | 102                                 | 9    | 0    |  | 15                              | 115  | 0    |  | 33                                  | 29   | 0    | 303   |
| 7:30:00 AM  | 155                                 | 6    | 0    |  | 17                              | 123  | 0    |  | 32                                  | 35   | 0    | 368   |
| 7:45:00 AM  | 204                                 | 22   | 0    |  | 23                              | 173  | 0    |  | 30                                  | 27   | 0    | 479   |
| 8:00:00 AM  | 178                                 | 13   | 0    |  | 33                              | 144  | 0    |  | 30                                  | 54   | 0    | 452   |
| 8:15:00 AM  | 168                                 | 25   | 0    |  | 31                              | 165  | 0    |  | 31                                  | 67   | 0    | 487   |
| 8:30:00 AM  | 150                                 | 27   | 0    |  | 43                              | 135  | 0    |  | 40                                  | 69   | 0    | 464   |
| 8:45:00 AM  | 145                                 | 26   | 0    |  | 35                              | 133  | 0    |  | 37                                  | 85   | 0    | 461   |
| 9:00:00 AM  | 113                                 | 24   | 0    |  | 35                              | 116  | 0    |  | 50                                  | 73   | 0    | 411   |
| 9:15:00 AM  | 123                                 | 25   | 0    |  | 36                              | 101  | 3    |  | 60                                  | 78   | 0    | 426   |
| 9:30:00 AM  | 137                                 | 24   | 0    |  | 23                              | 114  | 0    |  | 47                                  | 72   | 0    | 417   |
| 9:45:00 AM  | 98                                  | 21   | 0    |  | 34                              | 116  | 0    |  | 57                                  | 73   | 0    | 399   |
| 10:00:00 AM | 128                                 | 24   | 0    |  | 22                              | 84   | 0    |  | 50                                  | 83   | 0    | 391   |
| 10:15:00 AM | 132                                 | 21   | 0    |  | 28                              | 65   | 0    |  | 61                                  | 95   | 0    | 402   |
| 10:30:00 AM | 126                                 | 26   | 0    |  | 24                              | 101  | 0    |  | 50                                  | 96   | 0    | 423   |
| 10:45:00 AM | 137                                 | 30   | 0    |  | 18                              | 83   | 0    |  | 67                                  | 87   | 0    | 422   |
| 11:00:00 AM | 103                                 | 17   | 0    |  | 28                              | 86   | 0    |  | 61                                  | 103  | 0    | 398   |
| 11:15:00 AM | 137                                 | 26   | 0    |  | 16                              | 66   | 0    |  | 68                                  | 93   | 0    | 406   |
| 11:30:00 AM | 146                                 | 19   | 0    |  | 12                              | 88   | 0    |  | 65                                  | 102  | 0    | 432   |
| 11:45:00 AM | 135                                 | 21   | 0    |  | 25                              | 104  | 0    |  | 78                                  | 98   | 1    | 462   |
| 12:00:00 PM | 133                                 | 25   | 0    |  | 23                              | 114  | 0    |  | 75                                  | 110  | 0    | 480   |
| 12:15:00 PM | 98                                  | 21   | 0    |  | 23                              | 102  | 0    |  | 84                                  | 114  | 0    | 442   |
| 12:30:00 PM | 136                                 | 21   | 0    |  | 34                              | 104  | 0    |  | 92                                  | 99   | 0    | 486   |
| 12:45:00 PM | 182                                 | 35   | 0    |  | 14                              | 65   | 0    |  | 68                                  | 120  | 0    | 484   |
| 1:00:00 PM  | 141                                 | 34   | 0    |  | 36                              | 100  | 0    |  | 96                                  | 113  | 0    | 520   |
| 1:15:00 PM  | 105                                 | 30   | 0    |  | 28                              | 98   | 0    |  | 104                                 | 115  | 0    | 480   |
| 1:30:00 PM  | 158                                 | 32   | 0    |  | 21                              | 89   | 0    |  | 98                                  | 105  | 0    | 503   |
| 1:45:00 PM  | 118                                 | 33   | 0    |  | 27                              | 116  | 0    |  | 87                                  | 112  | 0    | 493   |
| 2:00:00 PM  | 116                                 | 37   | 0    |  | 18                              | 82   | 0    |  | 101                                 | 158  | 0    | 512   |
| 2:15:00 PM  | 142                                 | 33   | 0    |  | 14                              | 86   | 0    |  | 91                                  | 136  | 0    | 502   |
| 2:30:00 PM  | 144                                 | 32   | 0    |  | 25                              | 125  | 0    |  | 102                                 | 173  | 0    | 601   |
| 2:45:00 PM  | 142                                 | 26   | 0    |  | 38                              | 129  | 0    |  | 100                                 | 179  | 0    | 614   |
| 3:00:00 PM  | 118                                 | 47   | 0    |  | 39                              | 102  | 0    |  | 130                                 | 160  | 0    | 596   |
| 3:15:00 PM  | 152                                 | 67   | 0    |  | 31                              | 115  | 0    |  | 115                                 | 203  | 0    | 683   |
| 3:30:00 PM  | 159                                 | 42   | 0    |  | 25                              | 116  | 0    |  | 149                                 | 181  | 0    | 672   |
| 3:45:00 PM  | 167                                 | 53   | 0    |  | 19                              | 96   | 0    |  | 172                                 | 189  | 0    | 696   |
| 4:00:00 PM  | 134                                 | 54   | 0    |  | 17                              | 111  | 0    |  | 172                                 | 190  | 0    | 678   |
| 4:15:00 PM  | 119                                 | 53   | 0    |  | 19                              | 111  | 0    |  | 174                                 | 220  | 0    | 696   |
| 4:30:00 PM  | 119                                 | 64   | 0    |  | 18                              | 117  | 0    |  | 188                                 | 200  | 0    | 706   |
| 4:45:00 PM  | 91                                  | 50   | 0    |  | 20                              | 81   | 0    |  | 181                                 | 180  | 0    | 603   |
| 5:00:00 PM  | 99                                  | 43   | 0    |  | 12                              | 124  | 0    |  | 197                                 | 230  | 0    | 705   |
| 5:15:00 PM  | 123                                 | 47   | 0    |  | 10                              | 77   | 0    |  | 154                                 | 179  | 0    | 590   |
| 5:30:00 PM  | 160                                 | 30   | 0    |  | 12                              | 118  | 0    |  | 146                                 | 212  | 0    | 678   |
| 5:45:00 PM  | 153                                 | 34   | 0    |  | 7                               | 85   | 0    |  | 138                                 | 196  | 0    | 613   |
| 6:00:00 PM  | 166                                 | 24   | 0    |  | 10                              | 77   | 0    |  | 115                                 | 144  | 2    | 538   |
| 6:15:00 PM  | 138                                 | 23   | 0    |  | 10                              | 102  | 0    |  | 102                                 | 148  | 0    | 523   |
| 6:30:00 PM  | 147                                 | 18   | 0    |  | 6                               | 77   | 0    |  | 102                                 | 139  | 0    | 489   |
| 6:45:00 PM  | 112                                 | 10   | 0    |  | 13                              | 97   | 0    |  | 70                                  | 121  | 0    | 423   |
| Grand Total | 6444                                | 1430 | 0    |  | 1070                            | 5000 | 3    |  | 4363                                | 5869 | 4    | 24183 |



# APPENDIX C

## LOS Results

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 490           | 494           | 101 | 12.5            | B   |
|              | R        | 91            | 87            | 96  | 6.9             | A   |
|              | Subtotal | 581           | 581           | 100 | 11.7            | B   |
| SE           | L        | 171           | 174           | 102 | 9.4             | A   |
|              | T        | 1,172         | 1,169         | 100 | 5.4             | A   |
|              | Subtotal | 1,343         | 1,343         | 100 | 5.9             | A   |
| SW           | L        | 235           | 236           | 101 | 36.7            | D   |
|              | T        | 119           | 120           | 101 | 0.4             | A   |
|              | R        | 234           | 241           | 103 | 7.9             | A   |
|              | Subtotal | 588           | 597           | 102 | 17.8            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,511         | 2,521         | 100 | 10.1            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 64            | 67            | 104 | 29.5            | C   |
|              | T        | 29            | 29            | 100 | 17.5            | B   |
|              | R        | 126           | 129           | 102 | 4.0             | A   |
|              | Subtotal | 219           | 225           | 103 | 13.3            | B   |
| SE           | L        | 40            | 35            | 87  | 28.6            | C   |
|              | T        | 106           | 104           | 98  | 18.7            | B   |
|              | R        | 35            | 37            | 106 | 6.0             | A   |
|              | Subtotal | 181           | 176           | 97  | 18.0            | B   |
| NE           | L        | 18            | 15            | 83  | 17.2            | B   |
|              | T        | 199           | 202           | 102 | 15.0            | B   |
|              | R        | 81            | 84            | 103 | 8.4             | A   |
|              | Subtotal | 298           | 301           | 101 | 13.3            | B   |
| SW           | L        | 553           | 545           | 99  | 14.4            | B   |
|              | T        | 488           | 495           | 101 | 4.1             | A   |
|              | R        | 30            | 29            | 97  | 3.0             | A   |
|              | Subtotal | 1,071         | 1,069         | 100 | 9.3             | A   |
| <b>Total</b> |          | 1,769         | 1,771         | 100 | 11.4            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | T        | 73            | 69            | 95  | 0.1             | A   |
|              | R        | 5             | 4             | 76  | 0.1             | A   |
|              | Subtotal | 78            | 73            | 94  | 0.1             | A   |
| SB           | L        | 2             | 2             | 100 | 1.7             | A   |
|              | T        | 171           | 166           | 97  | 0.2             | A   |
|              | Subtotal | 173           | 168           | 97  | 0.2             | A   |
| WB           | L        | 10            | 10            | 103 | 4.3             | A   |
|              | R        | 2             | 2             | 100 | 3.1             | A   |
|              | Subtotal | 12            | 12            | 100 | 4.1             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 263           | 253           | 96  | 0.4             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SE           | L        | 1             | 0             | 0   |                 |     |
|              | R        | 11            | 11            | 102 | 8.9             | A   |
|              | Subtotal | 12            | 11            | 92  | 8.9             | A   |
| NE           | L        | 2             | 2             | 100 | 11.9            | B   |
|              | T        | 378           | 377           | 100 | 0.3             | A   |
|              | Subtotal | 380           | 379           | 100 | 0.4             | A   |
| SW           | T        | 922           | 916           | 99  | 5.1             | A   |
|              | R        | 4             | 4             | 94  | 4.7             | A   |
|              | Subtotal | 926           | 920           | 99  | 5.1             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,318         | 1,310         | 99  | 3.8             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 44            | 44            | 99  | 13.3            | B   |
|              | R        | 20            | 21            | 105 | 6.0             | A   |
|              | Subtotal | 64            | 65            | 102 | 10.9            | B   |
| SB           | R        | 4             | 4             | 94  | 8.1             | A   |
|              | Subtotal | 4             | 4             | 100 | 8.1             | A   |
| EB           | L        | 6             | 5             | 80  | 18.5            | B   |
|              | T        | 364           | 364           | 100 | 5.4             | A   |
|              | R        | 23            | 23            | 99  | 3.7             | A   |
|              | Subtotal | 393           | 392           | 100 | 5.5             | A   |
| WB           | L        | 34            | 35            | 103 | 10.0            | A   |
|              | T        | 740           | 740           | 100 | 6.2             | A   |
|              | R        | 3             | 4             | 133 | 3.5             | A   |
|              | Subtotal | 777           | 779           | 100 | 6.4             | A   |
| <b>Total</b> |          | 1,239         | 1,240         | 100 | 6.3             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 75            | 74            | 99  | 33.8            | C   |
|              | T        | 108           | 112           | 104 | 36.8            | D   |
|              | R        | 18            | 18            | 100 | 10.6            | B   |
|              | Subtotal | 201           | 204           | 101 | 33.4            | C   |
| SB           | L        | 538           | 541           | 101 | 27.1            | C   |
|              | T        | 396           | 402           | 102 | 6.5             | A   |
|              | R        | 473           | 465           | 98  | 6.9             | A   |
|              | Subtotal | 1,407         | 1,408         | 100 | 14.5            | B   |
| EB           | L        | 287           | 284           | 99  | 43.4            | D   |
|              | T        | 140           | 139           | 99  | 29.3            | C   |
|              | R        | 34            | 34            | 100 | 16.3            | B   |
|              | Subtotal | 461           | 457           | 99  | 37.1            | D   |
| WB           | L        | 25            | 27            | 107 | 48.8            | D   |
|              | T        | 212           | 208           | 98  | 41.0            | D   |
|              | R        | 186           | 183           | 98  | 6.2             | A   |
|              | Subtotal | 423           | 418           | 99  | 26.3            | C   |
| <b>Total</b> |          | 2,491         | 2,487         | 100 | 22.3            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 217           | 211           | 97  | 7.2             | A   |
|              | R        | 131           | 133           | 102 | 1.4             | A   |
|              | Subtotal | 348           | 344           | 99  | 5.0             | A   |
| SE           | L        | 87            | 88            | 101 | 14.1            | B   |
|              | T        | 700           | 698           | 100 | 8.6             | A   |
|              | Subtotal | 787           | 786           | 100 | 9.2             | A   |
| SW           | L        | 617           | 615           | 100 | 14.9            | B   |
|              | R        | 130           | 130           | 100 | 6.3             | A   |
|              | Subtotal | 747           | 745           | 100 | 13.4            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,882         | 1,875         | 100 | 10.1            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,305         | 1,296         | 99  | 25.7            | C   |
|              | R        | 287           | 289           | 101 | 18.0            | B   |
|              | Subtotal | 1,592         | 1,585         | 100 | 24.3            | C   |
| SE           | L        | 276           | 275           | 100 | 32.3            | C   |
|              | T        | 920           | 934           | 102 | 6.4             | A   |
|              | Subtotal | 1,196         | 1,209         | 101 | 12.3            | B   |
| SW           | L        | 203           | 209           | 103 | 43.6            | D   |
|              | T        | 88            | 88            | 100 | 0.5             | A   |
|              | R        | 306           | 304           | 99  | 24.6            | C   |
|              | Subtotal | 597           | 601           | 101 | 27.7            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,385         | 3,395         | 100 | 20.7            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 182           | 182           | 100 | 27.0            | C   |
|              | T        | 106           | 104           | 99  | 18.6            | B   |
|              | R        | 643           | 647           | 101 | 17.9            | B   |
|              | Subtotal | 931           | 933           | 100 | 19.8            | B   |
| SE           | L        | 57            | 55            | 97  | 31.6            | C   |
|              | T        | 62            | 64            | 104 | 22.9            | C   |
|              | R        | 57            | 59            | 104 | 6.2             | A   |
|              | Subtotal | 176           | 178           | 101 | 20.1            | B   |
| NE           | L        | 54            | 55            | 102 | 20.0            | B   |
|              | T        | 594           | 589           | 99  | 21.2            | C   |
|              | R        | 147           | 148           | 101 | 13.6            | B   |
|              | Subtotal | 795           | 792           | 100 | 19.7            | B   |
| SW           | L        | 285           | 285           | 100 | 24.1            | C   |
|              | T        | 358           | 361           | 101 | 8.7             | A   |
|              | R        | 51            | 54            | 105 | 5.7             | A   |
|              | Subtotal | 694           | 700           | 101 | 14.7            | B   |
| <b>Total</b> |          | 2,596         | 2,603         | 100 | 18.4            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour **Project #: UT23-2486**

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | T        | 183           | 185           | 101 | 0.3             | A   |
|              | R        | 14            | 16            | 112 | 0.3             | A   |
|              | Subtotal | 197           | 201           | 102 | 0.3             | A   |
| SB           | L        | 2             | 2             | 100 | 2.4             | A   |
|              | T        | 162           | 164           | 101 | 0.2             | A   |
|              | Subtotal | 164           | 166           | 101 | 0.2             | A   |
| WB           | L        | 12            | 13            | 106 | 5.1             | A   |
|              | R        | 2             | 2             | 100 | 3.7             | A   |
|              | Subtotal | 14            | 15            | 107 | 4.9             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 375           | 382           | 102 | 0.5             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SE           | L        | 7             | 6             | 83  | 75.6            | F   |
|              | R        | 9             | 10            | 108 | 15.0            | B   |
|              | Subtotal | 16            | 16            | 100 | 37.7            | E   |
| NE           | L        | 11            | 12            | 107 | 6.2             | A   |
|              | T        | 1,300         | 1,298         | 100 | 1.1             | A   |
|              | Subtotal | 1,311         | 1,310         | 100 | 1.1             | A   |
| SW           | T        | 645           | 650           | 101 | 4.2             | A   |
|              | R        | 4             | 4             | 100 | 3.6             | A   |
|              | Subtotal | 649           | 654           | 101 | 4.2             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,976         | 1,980         | 100 | 2.5             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 68            | 63            | 93  | 45.5            | D   |
|              | T        | 10            | 9             | 88  | 54.9            | D   |
|              | R        | 58            | 58            | 100 | 42.5            | D   |
|              | Subtotal | 136           | 130           | 96  | 44.8            | D   |
| SB           | L        | 14            | 13            | 91  | 44.2            | D   |
|              | R        | 25            | 26            | 105 | 7.5             | A   |
|              | Subtotal | 39            | 39            | 100 | 19.7            | B   |
| EB           | L        | 15            | 15            | 98  | 19.5            | B   |
|              | T        | 1,284         | 1,282         | 100 | 18.1            | B   |
|              | R        | 26            | 27            | 105 | 14.6            | B   |
|              | Subtotal | 1,325         | 1,324         | 100 | 18.0            | B   |
| WB           | L        | 35            | 35            | 100 | 58.1            | E   |
|              | T        | 521           | 530           | 102 | 5.0             | A   |
|              | R        | 1             | 2             | 200 | 1.9             | A   |
|              | Subtotal | 557           | 567           | 102 | 8.3             | A   |
| <b>Total</b> |          | 2,057         | 2,060         | 100 | 17.1            | B   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 79            | 98  | 39.6            | D   |
|              | T        | 299           | 306           | 102 | 52.5            | D   |
|              | R        | 46            | 48            | 104 | 32.6            | C   |
|              | Subtotal | 425           | 433           | 102 | 47.9            | D   |
| SB           | L        | 504           | 512           | 102 | 39.7            | D   |
|              | T        | 317           | 320           | 101 | 18.1            | B   |
|              | R        | 302           | 308           | 102 | 5.0             | A   |
|              | Subtotal | 1,123         | 1,140         | 102 | 24.3            | C   |
| EB           | L        | 562           | 552           | 98  | 51.7            | D   |
|              | T        | 278           | 288           | 104 | 44.2            | D   |
|              | R        | 62            | 64            | 104 | 40.7            | D   |
|              | Subtotal | 902           | 904           | 100 | 48.5            | D   |
| WB           | L        | 41            | 40            | 97  | 64.0            | E   |
|              | T        | 236           | 224           | 95  | 37.4            | D   |
|              | R        | 595           | 601           | 101 | 27.3            | C   |
|              | Subtotal | 872           | 865           | 99  | 31.6            | C   |
| <b>Total</b> |          | 3,322         | 3,342         | 101 | 35.8            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 799           | 791           | 99  | 15.1            | B   |
|              | R        | 706           | 712           | 101 | 9.0             | A   |
|              | Subtotal | 1,505         | 1,503         | 100 | 12.2            | B   |
| SE           | L        | 224           | 223           | 99  | 26.4            | C   |
|              | T        | 604           | 623           | 103 | 7.3             | A   |
|              | Subtotal | 828           | 846           | 102 | 12.3            | B   |
| SW           | L        | 435           | 436           | 100 | 19.5            | B   |
|              | R        | 73            | 73            | 100 | 10.9            | B   |
|              | Subtotal | 508           | 509           | 100 | 18.3            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,841         | 2,858         | 101 | 13.3            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour Project #: UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 490           | 483           | 99  | 12.8            | B   |
|              | R        | 91            | 91            | 100 | 6.9             | A   |
|              | Subtotal | 581           | 574           | 99  | 11.9            | B   |
| SE           | L        | 176           | 174           | 99  | 9.9             | A   |
|              | T        | 1,172         | 1,187         | 101 | 5.7             | A   |
|              | Subtotal | 1,348         | 1,361         | 101 | 6.2             | A   |
| SW           | L        | 237           | 241           | 102 | 36.9            | D   |
|              | T        | 118           | 119           | 101 | 0.4             | A   |
|              | R        | 242           | 244           | 101 | 7.9             | A   |
|              | Subtotal | 597           | 604           | 101 | 18.0            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,526         | 2,539         | 101 | 10.3            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 64            | 63            | 98  | 26.5            | C   |
|              | T        | 35            | 40            | 113 | 16.8            | B   |
|              | R        | 126           | 132           | 105 | 3.8             | A   |
|              | Subtotal | 225           | 235           | 104 | 12.1            | B   |
| SE           | L        | 55            | 53            | 96  | 26.3            | C   |
|              | T        | 120           | 118           | 98  | 18.8            | B   |
|              | R        | 50            | 51            | 103 | 5.5             | A   |
|              | Subtotal | 225           | 222           | 99  | 17.5            | B   |
| NE           | L        | 24            | 23            | 95  | 18.8            | B   |
|              | T        | 198           | 191           | 97  | 16.1            | B   |
|              | R        | 81            | 87            | 107 | 9.9             | A   |
|              | Subtotal | 303           | 301           | 99  | 14.5            | B   |
| SW           | L        | 548           | 561           | 102 | 15.2            | B   |
|              | T        | 483           | 491           | 102 | 4.7             | A   |
|              | R        | 37            | 38            | 103 | 2.6             | A   |
|              | Subtotal | 1,068         | 1,090         | 102 | 10.0            | A   |
| <b>Total</b> |          | 1,822         | 1,848         | 101 | 12.0            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & W Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 72            | 78            | 108 | 0.2             | A   |
|          | R        | 24            | 24            | 99  | 0.1             | A   |
|          | Subtotal | 96            | 102           | 106 | 0.2             | A   |
| SB       | L        | 2             | 1             | 50  | 3.0             | A   |
|          | T        | 171           | 169           | 99  | 0.3             | A   |
|          | Subtotal | 173           | 170           | 98  | 0.3             | A   |
| WB       | L        | 53            | 52            | 98  | 4.9             | A   |
|          | R        | 3             | 4             | 133 | 3.0             | A   |
|          | Subtotal | 56            | 56            | 100 | 4.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 326           | 328           | 101 | 1.0             | A   |

**Intersection:** Kearns Boulevard & S Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 1             | 100 | 13.4            | B   |
|          | R        | 1             | 2             | 200 | 8.5             | A   |
|          | Subtotal | 2             | 3             | 150 | 10.1            | B   |
| NE       | L        | 1             | 0             | 0   |                 |     |
|          | T        | 394           | 394           | 100 | 0.3             | A   |
|          | Subtotal | 395           | 394           | 100 | 0.3             | A   |
| SW       | T        | 929           | 939           | 101 | 5.1             | A   |
|          | R        | 1             | 1             | 100 | 5.5             | A   |
|          | Subtotal | 930           | 940           | 101 | 5.1             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,327         | 1,337         | 101 | 3.7             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 44            | 40            | 90  | 13.7            | B   |
|              | R        | 20            | 19            | 95  | 5.6             | A   |
|              | Subtotal | 64            | 59            | 92  | 11.1            | B   |
| SB           | R        | 4             | 4             | 94  | 7.8             | A   |
|              | Subtotal | 4             | 4             | 100 | 7.8             | A   |
| EB           | L        | 6             | 6             | 96  | 15.8            | B   |
|              | T        | 379           | 378           | 100 | 4.8             | A   |
|              | R        | 23            | 24            | 103 | 3.1             | A   |
|              | Subtotal | 408           | 408           | 100 | 4.9             | A   |
| WB           | L        | 34            | 32            | 94  | 10.0            | A   |
|              | T        | 744           | 757           | 102 | 6.2             | A   |
|              | R        | 3             | 2             | 67  | 3.4             | A   |
|              | Subtotal | 781           | 791           | 101 | 6.3             | A   |
| <b>Total</b> |          | 1,258         | 1,262         | 100 | 6.1             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 75            | 75            | 100 | 34.1            | C   |
|              | T        | 108           | 106           | 98  | 37.6            | D   |
|              | R        | 19            | 18            | 95  | 12.7            | B   |
|              | Subtotal | 202           | 199           | 99  | 34.0            | C   |
| SB           | L        | 538           | 543           | 101 | 27.5            | C   |
|              | T        | 397           | 409           | 103 | 6.8             | A   |
|              | R        | 474           | 475           | 100 | 7.5             | A   |
|              | Subtotal | 1,409         | 1,427         | 101 | 14.9            | B   |
| EB           | L        | 287           | 278           | 97  | 43.4            | D   |
|              | T        | 141           | 142           | 101 | 28.4            | C   |
|              | R        | 34            | 32            | 94  | 16.0            | B   |
|              | Subtotal | 462           | 452           | 98  | 36.7            | D   |
| WB           | L        | 26            | 26            | 99  | 53.6            | D   |
|              | T        | 213           | 214           | 101 | 41.6            | D   |
|              | R        | 186           | 190           | 102 | 6.4             | A   |
|              | Subtotal | 425           | 430           | 101 | 26.8            | C   |
| <b>Total</b> |          | 2,497         | 2,508         | 100 | 22.4            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 217           | 214           | 99  | 7.2             | A   |
|              | R        | 135           | 144           | 106 | 1.5             | A   |
|              | Subtotal | 352           | 358           | 102 | 4.9             | A   |
| SE           | L        | 89            | 90            | 101 | 14.5            | B   |
|              | T        | 700           | 704           | 101 | 8.5             | A   |
|              | Subtotal | 789           | 794           | 101 | 9.2             | A   |
| SW           | L        | 623           | 634           | 102 | 14.8            | B   |
|              | R        | 132           | 137           | 104 | 6.5             | A   |
|              | Subtotal | 755           | 771           | 102 | 13.3            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,896         | 1,923         | 101 | 10.0            | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,305         | 1,314         | 101 | 27.8            | C   |
|              | R        | 289           | 282           | 97  | 19.3            | B   |
|              | Subtotal | 1,594         | 1,596         | 100 | 26.3            | C   |
| SE           | L        | 288           | 291           | 101 | 31.8            | C   |
|              | T        | 920           | 914           | 99  | 6.3             | A   |
|              | Subtotal | 1,208         | 1,205         | 100 | 12.5            | B   |
| SW           | L        | 205           | 204           | 100 | 45.6            | D   |
|              | T        | 88            | 85            | 96  | 0.5             | A   |
|              | R        | 318           | 327           | 103 | 25.9            | C   |
|              | Subtotal | 611           | 616           | 101 | 28.9            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,414         | 3,417         | 100 | 21.9            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 182           | 184           | 101 | 27.9            | C   |
|              | T        | 123           | 123           | 100 | 19.3            | B   |
|              | R        | 639           | 650           | 102 | 16.9            | B   |
|              | Subtotal | 944           | 957           | 101 | 19.3            | B   |
| SE           | L        | 79            | 70            | 88  | 29.2            | C   |
|              | T        | 80            | 82            | 102 | 23.5            | C   |
|              | R        | 76            | 79            | 104 | 5.8             | A   |
|              | Subtotal | 235           | 231           | 98  | 19.2            | B   |
| NE           | L        | 74            | 73            | 99  | 22.4            | C   |
|              | T        | 588           | 588           | 100 | 21.3            | C   |
|              | R        | 147           | 145           | 98  | 13.7            | B   |
|              | Subtotal | 809           | 806           | 100 | 20.0            | B   |
| SW           | L        | 282           | 280           | 99  | 23.5            | C   |
|              | T        | 353           | 355           | 100 | 8.9             | A   |
|              | R        | 75            | 79            | 105 | 5.9             | A   |
|              | Subtotal | 710           | 714           | 101 | 14.3            | B   |
| <b>Total</b> |          | 2,699         | 2,708         | 100 | 18.2            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT23-2486**

**Intersection:** Monitor Drive & W Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | T        | 181           | 181           | 100 | 0.5             | A   |
|              | R        | 76            | 76            | 100 | 0.3             | A   |
|              | Subtotal | 257           | 257           | 100 | 0.4             | A   |
| SB           | L        | 4             | 4             | 100 | 2.9             | A   |
|              | T        | 162           | 160           | 99  | 0.3             | A   |
|              | Subtotal | 166           | 164           | 99  | 0.4             | A   |
| WB           | L        | 72            | 70            | 97  | 5.4             | A   |
|              | R        | 4             | 3             | 75  | 4.2             | A   |
|              | Subtotal | 76            | 73            | 96  | 5.4             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 499           | 494           | 99  | 1.1             | A   |

**Intersection:** Kearns Boulevard & S Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SE           | L        | 1             | 1             | 100 | 34.6            | D   |
|              | R        | 1             | 1             | 100 | 19.0            | C   |
|              | Subtotal | 2             | 2             | 100 | 26.8            | D   |
| NE           | L        | 1             | 1             | 100 | 6.4             | A   |
|              | T        | 1,322         | 1,322         | 100 | 1.2             | A   |
|              | Subtotal | 1,323         | 1,323         | 100 | 1.2             | A   |
| SW           | T        | 669           | 671           | 100 | 4.3             | A   |
|              | R        | 1             | 1             | 100 | 6.2             | A   |
|              | Subtotal | 670           | 672           | 100 | 4.3             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,996         | 1,997         | 100 | 2.3             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 68            | 65            | 96  | 28.9            | C   |
|              | T        | 10            | 10            | 98  | 33.5            | C   |
|              | R        | 58            | 60            | 104 | 22.9            | C   |
|              | Subtotal | 136           | 135           | 99  | 26.6            | C   |
| SB           | L        | 14            | 14            | 98  | 31.2            | C   |
|              | R        | 25            | 24            | 97  | 7.7             | A   |
|              | Subtotal | 39            | 38            | 97  | 16.4            | B   |
| EB           | L        | 15            | 15            | 98  | 17.2            | B   |
|              | T        | 1,282         | 1,284         | 100 | 12.4            | B   |
|              | R        | 26            | 24            | 93  | 9.8             | A   |
|              | Subtotal | 1,323         | 1,323         | 100 | 12.4            | B   |
| WB           | L        | 35            | 34            | 97  | 41.2            | D   |
|              | T        | 542           | 547           | 101 | 5.7             | A   |
|              | R        | 1             | 1             | 100 | 3.1             | A   |
|              | Subtotal | 578           | 582           | 101 | 7.8             | A   |
| <b>Total</b> |          | 2,076         | 2,078         | 100 | 12.1            | B   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 83            | 103 | 39.5            | D   |
|              | T        | 300           | 294           | 98  | 51.3            | D   |
|              | R        | 48            | 48            | 99  | 28.2            | C   |
|              | Subtotal | 428           | 425           | 99  | 46.4            | D   |
| SB           | L        | 504           | 505           | 100 | 40.6            | D   |
|              | T        | 318           | 319           | 100 | 17.9            | B   |
|              | R        | 303           | 295           | 97  | 5.1             | A   |
|              | Subtotal | 1,125         | 1,119         | 99  | 24.8            | C   |
| EB           | L        | 563           | 564           | 100 | 52.1            | D   |
|              | T        | 280           | 284           | 101 | 41.3            | D   |
|              | R        | 62            | 62            | 100 | 36.5            | D   |
|              | Subtotal | 905           | 910           | 101 | 47.7            | D   |
| WB           | L        | 43            | 46            | 106 | 70.4            | E   |
|              | T        | 238           | 237           | 100 | 36.5            | D   |
|              | R        | 595           | 604           | 101 | 26.4            | C   |
|              | Subtotal | 876           | 887           | 101 | 31.4            | C   |
| <b>Total</b> |          | 3,334         | 3,341         | 100 | 35.6            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 799           | 805           | 101 | 15.4            | B   |
|              | R        | 716           | 721           | 101 | 9.6             | A   |
|              | Subtotal | 1,515         | 1,526         | 101 | 12.7            | B   |
| SE           | L        | 228           | 235           | 103 | 27.6            | C   |
|              | T        | 604           | 602           | 100 | 7.3             | A   |
|              | Subtotal | 832           | 837           | 101 | 13.0            | B   |
| SW           | L        | 447           | 442           | 99  | 19.3            | B   |
|              | R        | 77            | 80            | 104 | 10.0            | A   |
|              | Subtotal | 524           | 522           | 100 | 17.9            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,871         | 2,885         | 100 | 13.7            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 506           | 507           | 100 | 12.8            | B   |
|              | R        | 95            | 92            | 97  | 7.3             | A   |
|              | Subtotal | 601           | 599           | 100 | 12.0            | B   |
| SE           | L        | 180           | 180           | 100 | 10.5            | B   |
|              | T        | 1,205         | 1,193         | 99  | 5.7             | A   |
|              | Subtotal | 1,385         | 1,373         | 99  | 6.3             | A   |
| SW           | L        | 245           | 242           | 99  | 36.5            | D   |
|              | T        | 140           | 142           | 102 | 0.4             | A   |
|              | R        | 245           | 252           | 103 | 8.5             | A   |
|              | Subtotal | 630           | 636           | 101 | 17.3            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,616         | 2,608         | 100 | 10.3            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 70            | 69            | 99  | 30.8            | C   |
|              | T        | 30            | 27            | 91  | 18.6            | B   |
|              | R        | 130           | 132           | 102 | 3.7             | A   |
|              | Subtotal | 230           | 228           | 99  | 13.7            | B   |
| SE           | L        | 45            | 42            | 93  | 29.4            | C   |
|              | T        | 110           | 110           | 100 | 20.8            | C   |
|              | R        | 35            | 38            | 109 | 5.6             | A   |
|              | Subtotal | 190           | 190           | 100 | 19.7            | B   |
| NE           | L        | 20            | 18            | 90  | 19.6            | B   |
|              | T        | 220           | 218           | 99  | 17.2            | B   |
|              | R        | 95            | 96            | 101 | 10.1            | B   |
|              | Subtotal | 335           | 332           | 99  | 15.3            | B   |
| SW           | L        | 590           | 601           | 102 | 26.1            | C   |
|              | T        | 525           | 533           | 101 | 4.3             | A   |
|              | R        | 30            | 29            | 97  | 2.9             | A   |
|              | Subtotal | 1,145         | 1,163         | 102 | 15.5            | B   |
| <b>Total</b> |          | 1,900         | 1,913         | 101 | 15.7            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 76            | 70            | 92  | 0.1             | A   |
|          | R        | 5             | 6             | 114 | 0.0             | A   |
|          | Subtotal | 81            | 76            | 94  | 0.1             | A   |
| SB       | L        | 5             | 6             | 114 | 2.0             | A   |
|          | T        | 180           | 179           | 100 | 0.3             | A   |
|          | Subtotal | 185           | 185           | 100 | 0.4             | A   |
| WB       | L        | 10            | 8             | 82  | 4.3             | A   |
|          | R        | 5             | 6             | 114 | 3.1             | A   |
|          | Subtotal | 15            | 14            | 93  | 3.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 281           | 275           | 98  | 0.5             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 5             | 5             | 95  | 22.5            | C   |
|          | R        | 15            | 14            | 95  | 9.3             | A   |
|          | Subtotal | 20            | 19            | 95  | 12.8            | B   |
| NE       | L        | 5             | 5             | 95  | 9.0             | A   |
|          | T        | 410           | 406           | 99  | 0.3             | A   |
|          | Subtotal | 415           | 411           | 99  | 0.4             | A   |
| SW       | T        | 990           | 1,005         | 102 | 5.7             | A   |
|          | R        | 5             | 6             | 114 | 5.6             | A   |
|          | Subtotal | 995           | 1,011         | 102 | 5.7             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,431         | 1,441         | 101 | 4.3             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 45            | 44            | 97  | 15.8            | B   |
|              | R        | 20            | 21            | 105 | 6.2             | A   |
|              | Subtotal | 65            | 65            | 100 | 12.7            | B   |
| SB           | R        | 5             | 4             | 76  | 14.9            | B   |
|              | Subtotal | 5             | 4             | 80  | 14.9            | B   |
| EB           | L        | 10            | 9             | 92  | 16.1            | B   |
|              | T        | 395           | 393           | 99  | 5.2             | A   |
|              | R        | 25            | 25            | 99  | 3.3             | A   |
|              | Subtotal | 430           | 427           | 99  | 5.3             | A   |
| WB           | L        | 35            | 34            | 97  | 11.0            | B   |
|              | T        | 810           | 820           | 101 | 7.1             | A   |
|              | R        | 5             | 6             | 114 | 3.9             | A   |
|              | Subtotal | 850           | 860           | 101 | 7.2             | A   |
| <b>Total</b> |          | 1,351         | 1,356         | 100 | 6.9             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 81            | 101 | 32.9            | C   |
|              | T        | 110           | 112           | 102 | 38.4            | D   |
|              | R        | 20            | 22            | 110 | 11.3            | B   |
|              | Subtotal | 210           | 215           | 102 | 33.6            | C   |
| SB           | L        | 550           | 538           | 98  | 27.9            | C   |
|              | T        | 406           | 408           | 101 | 7.3             | A   |
|              | R        | 495           | 487           | 98  | 7.3             | A   |
|              | Subtotal | 1,451         | 1,433         | 99  | 15.0            | B   |
| EB           | L        | 300           | 303           | 101 | 44.1            | D   |
|              | T        | 145           | 152           | 105 | 29.8            | C   |
|              | R        | 35            | 37            | 106 | 18.1            | B   |
|              | Subtotal | 480           | 492           | 103 | 37.7            | D   |
| WB           | L        | 25            | 24            | 95  | 52.2            | D   |
|              | T        | 220           | 219           | 100 | 43.6            | D   |
|              | R        | 190           | 185           | 97  | 6.4             | A   |
|              | Subtotal | 435           | 428           | 98  | 28.0            | C   |
| <b>Total</b> |          | 2,576         | 2,568         | 100 | 23.2            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 225           | 215           | 95  | 7.0             | A   |
|              | R        | 135           | 136           | 101 | 1.5             | A   |
|              | Subtotal | 360           | 351           | 98  | 4.9             | A   |
| SE           | L        | 90            | 87            | 97  | 14.5            | B   |
|              | T        | 710           | 716           | 101 | 8.8             | A   |
|              | Subtotal | 800           | 803           | 100 | 9.4             | A   |
| SW           | L        | 645           | 652           | 101 | 14.6            | B   |
|              | T        | 15            | 16            | 108 | 1.2             | A   |
|              | R        | 135           | 138           | 102 | 6.6             | A   |
|              | Subtotal | 795           | 806           | 101 | 13.0            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,955         | 1,960         | 100 | 10.1            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,340         | 1,330         | 99  | 26.3            | C   |
|              | R        | 295           | 291           | 99  | 18.2            | B   |
|              | Subtotal | 1,635         | 1,621         | 99  | 24.8            | C   |
| SE           | L        | 290           | 288           | 99  | 33.1            | C   |
|              | T        | 945           | 937           | 99  | 6.5             | A   |
|              | Subtotal | 1,235         | 1,225         | 99  | 12.8            | B   |
| SW           | L        | 215           | 217           | 101 | 45.3            | D   |
|              | T        | 114           | 115           | 101 | 0.5             | A   |
|              | R        | 320           | 312           | 97  | 25.5            | C   |
|              | Subtotal | 649           | 644           | 99  | 27.7            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,520         | 3,490         | 99  | 21.2            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 200           | 196           | 98  | 31.0            | C   |
|              | T        | 90            | 92            | 103 | 27.3            | C   |
|              | R        | 685           | 684           | 100 | 21.1            | C   |
|              | Subtotal | 975           | 972           | 100 | 23.7            | C   |
| SE           | L        | 60            | 62            | 104 | 33.4            | C   |
|              | T        | 62            | 67            | 109 | 24.8            | C   |
|              | R        | 60            | 61            | 102 | 6.0             | A   |
|              | Subtotal | 182           | 190           | 104 | 21.6            | C   |
| NE           | L        | 55            | 53            | 97  | 23.3            | C   |
|              | T        | 645           | 640           | 99  | 23.5            | C   |
|              | R        | 150           | 152           | 101 | 15.5            | B   |
|              | Subtotal | 850           | 845           | 99  | 22.0            | C   |
| SW           | L        | 300           | 304           | 101 | 26.8            | C   |
|              | T        | 390           | 389           | 100 | 8.7             | A   |
|              | R        | 55            | 55            | 100 | 5.5             | A   |
|              | Subtotal | 745           | 748           | 100 | 15.8            | B   |
| <b>Total</b> |          | 2,750         | 2,755         | 100 | 20.9            | C   |



## SimTraffic LOS Report

Project: Park City Holiday Village & Parkside TIS  
Analysis Period: Future (2028) Background  
Time Period: Evening Peak Hour Project #: UT23-2486

Intersection: Monitor Drive & HV Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 187           | 189           | 101 | 0.3             | A   |
|          | R        | 15            | 14            | 92  | 0.2             | A   |
|          | Subtotal | 202           | 203           | 100 | 0.3             | A   |
| SB       | L        | 5             | 4             | 80  | 3.0             | A   |
|          | T        | 165           | 171           | 104 | 0.3             | A   |
|          | Subtotal | 170           | 175           | 103 | 0.4             | A   |
| WB       | L        | 15            | 16            | 105 | 5.3             | A   |
|          | R        | 5             | 5             | 100 | 3.4             | A   |
|          | Subtotal | 20            | 21            | 105 | 4.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 392           | 399           | 102 | 0.6             | A   |

Intersection: Kearns Boulevard & PS Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 10            | 9             | 88  | 173.9           | F   |
|          | R        | 10            | 9             | 88  | 92.9            | F   |
|          | Subtotal | 20            | 18            | 90  | 133.4           | F   |
| NE       | L        | 15            | 15            | 98  | 7.0             | A   |
|          | T        | 1,405         | 1,399         | 100 | 2.2             | A   |
|          | Subtotal | 1,420         | 1,414         | 100 | 2.3             | A   |
| SW       | T        | 695           | 700           | 101 | 4.3             | A   |
|          | R        | 5             | 5             | 100 | 4.5             | A   |
|          | Subtotal | 700           | 705           | 101 | 4.3             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 2,140         | 2,137         | 100 | 4.2             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 70            | 70            | 100 | 56.7            | E   |
|              | T        | 10            | 10            | 98  | 60.0            | E   |
|              | R        | 60            | 60            | 100 | 54.2            | D   |
|              | Subtotal | 140           | 140           | 100 | 55.9            | E   |
| SB           | L        | 15            | 16            | 105 | 53.4            | D   |
|              | R        | 25            | 28            | 113 | 8.0             | A   |
|              | Subtotal | 40            | 44            | 110 | 24.5            | C   |
| EB           | L        | 15            | 14            | 92  | 45.0            | D   |
|              | T        | 1,400         | 1,373         | 98  | 41.6            | D   |
|              | R        | 30            | 30            | 100 | 37.1            | D   |
|              | Subtotal | 1,445         | 1,417         | 98  | 41.5            | D   |
| WB           | L        | 40            | 40            | 100 | 82.9            | F   |
|              | T        | 570           | 571           | 100 | 5.3             | A   |
|              | R        | 5             | 7             | 140 | 2.6             | A   |
|              | Subtotal | 615           | 618           | 100 | 10.3            | B   |
| <b>Total</b> |          | 2,240         | 2,219         | 99  | 33.6            | C   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 85            | 86            | 101 | 40.0            | D   |
|              | T        | 300           | 294           | 98  | 53.4            | D   |
|              | R        | 50            | 51            | 101 | 31.5            | C   |
|              | Subtotal | 435           | 431           | 99  | 48.1            | D   |
| SB           | L        | 510           | 503           | 99  | 39.4            | D   |
|              | T        | 336           | 332           | 99  | 17.5            | B   |
|              | R        | 315           | 319           | 101 | 5.4             | A   |
|              | Subtotal | 1,161         | 1,154         | 99  | 23.7            | C   |
| EB           | L        | 590           | 583           | 99  | 53.8            | D   |
|              | T        | 290           | 290           | 100 | 42.3            | D   |
|              | R        | 65            | 65            | 100 | 36.0            | D   |
|              | Subtotal | 945           | 938           | 99  | 49.0            | D   |
| WB           | L        | 45            | 48            | 106 | 68.1            | E   |
|              | T        | 230           | 233           | 101 | 41.0            | D   |
|              | R        | 615           | 619           | 101 | 29.5            | C   |
|              | Subtotal | 890           | 900           | 101 | 34.5            | C   |
| <b>Total</b> |          | 3,431         | 3,423         | 100 | 36.6            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 815           | 818           | 100 | 16.1            | B   |
|              | R        | 735           | 743           | 101 | 10.1            | B   |
|              | Subtotal | 1,550         | 1,561         | 101 | 13.2            | B   |
| SE           | L        | 235           | 228           | 97  | 27.7            | C   |
|              | T        | 616           | 617           | 100 | 7.6             | A   |
|              | Subtotal | 851           | 845           | 99  | 13.0            | B   |
| SW           | L        | 455           | 460           | 101 | 19.7            | B   |
|              | R        | 75            | 82            | 109 | 9.5             | A   |
|              | Subtotal | 530           | 542           | 102 | 18.2            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,931         | 2,948         | 101 | 14.1            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 506           | 513           | 101 | 13.1            | B   |
|              | R        | 95            | 91            | 96  | 7.2             | A   |
|              | Subtotal | 601           | 604           | 100 | 12.2            | B   |
| SE           | L        | 184           | 184           | 100 | 10.5            | B   |
|              | T        | 1,205         | 1,232         | 102 | 5.9             | A   |
|              | Subtotal | 1,389         | 1,416         | 102 | 6.5             | A   |
| SW           | L        | 247           | 252           | 102 | 36.2            | D   |
|              | T        | 140           | 148           | 106 | 0.4             | A   |
|              | R        | 250           | 248           | 99  | 8.3             | A   |
|              | Subtotal | 637           | 648           | 102 | 17.3            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,626         | 2,668         | 102 | 10.5            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 70            | 68            | 97  | 30.3            | C   |
|              | T        | 35            | 34            | 97  | 19.4            | B   |
|              | R        | 129           | 132           | 102 | 4.1             | A   |
|              | Subtotal | 234           | 234           | 100 | 13.9            | B   |
| SE           | L        | 60            | 58            | 96  | 28.4            | C   |
|              | T        | 124           | 125           | 101 | 19.8            | B   |
|              | R        | 50            | 55            | 111 | 5.6             | A   |
|              | Subtotal | 234           | 238           | 102 | 18.6            | B   |
| NE           | L        | 27            | 23            | 84  | 19.1            | B   |
|              | T        | 217           | 218           | 101 | 17.2            | B   |
|              | R        | 95            | 88            | 93  | 10.1            | B   |
|              | Subtotal | 339           | 329           | 97  | 15.4            | B   |
| SW           | L        | 584           | 596           | 102 | 18.7            | B   |
|              | T        | 517           | 528           | 102 | 5.1             | A   |
|              | R        | 37            | 39            | 105 | 3.6             | A   |
|              | Subtotal | 1,138         | 1,163         | 102 | 12.0            | B   |
| <b>Total</b> |          | 1,944         | 1,964         | 101 | 13.6            | B   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT23-2486**

**Intersection:** Monitor Drive & W Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | T        | 75            | 74            | 98  | 0.2             | A   |
|              | R        | 24            | 23            | 95  | 0.1             | A   |
|              | Subtotal | 99            | 97            | 98  | 0.2             | A   |
| SB           | L        | 2             | 2             | 100 | 2.0             | A   |
|              | T        | 180           | 182           | 101 | 0.3             | A   |
|              | Subtotal | 182           | 184           | 101 | 0.3             | A   |
| WB           | L        | 53            | 55            | 104 | 4.8             | A   |
|              | R        | 3             | 4             | 133 | 3.1             | A   |
|              | Subtotal | 56            | 59            | 105 | 4.7             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 337           | 340           | 101 | 1.0             | A   |

**Intersection:** Kearns Boulevard & S Access  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SE           | L        | 1             | 0             | 0   |                 |     |
|              | R        | 1             | 2             | 200 | 15.6            | C   |
|              | Subtotal | 2             | 2             | 100 | 15.6            | C   |
| NE           | L        | 1             | 0             | 0   |                 |     |
|              | T        | 425           | 427           | 100 | 0.3             | A   |
|              | Subtotal | 426           | 427           | 100 | 0.3             | A   |
| SW           | T        | 997           | 1,019         | 102 | 5.8             | A   |
|              | R        | 1             | 1             | 100 | 1.8             | A   |
|              | Subtotal | 998           | 1,020         | 102 | 5.8             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,426         | 1,449         | 102 | 4.2             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 45            | 46            | 102 | 16.2            | B   |
|              | R        | 20            | 22            | 110 | 6.6             | A   |
|              | Subtotal | 65            | 68            | 105 | 13.1            | B   |
| SB           | R        | 5             | 6             | 114 | 8.6             | A   |
|              | Subtotal | 5             | 6             | 120 | 8.6             | A   |
| EB           | L        | 10            | 8             | 82  | 17.7            | B   |
|              | T        | 406           | 408           | 100 | 5.5             | A   |
|              | R        | 25            | 30            | 119 | 3.4             | A   |
|              | Subtotal | 441           | 446           | 101 | 5.6             | A   |
| WB           | L        | 35            | 35            | 100 | 9.9             | A   |
|              | T        | 813           | 835           | 103 | 7.2             | A   |
|              | R        | 5             | 7             | 133 | 3.4             | A   |
|              | Subtotal | 853           | 877           | 103 | 7.3             | A   |
| <b>Total</b> |          | 1,365         | 1,397         | 102 | 7.0             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 75            | 93  | 35.8            | D   |
|              | T        | 110           | 106           | 96  | 38.5            | D   |
|              | R        | 21            | 23            | 110 | 10.4            | B   |
|              | Subtotal | 211           | 204           | 97  | 34.3            | C   |
| SB           | L        | 550           | 565           | 103 | 28.6            | C   |
|              | T        | 406           | 426           | 105 | 7.2             | A   |
|              | R        | 496           | 493           | 99  | 7.5             | A   |
|              | Subtotal | 1,452         | 1,484         | 102 | 15.4            | B   |
| EB           | L        | 300           | 307           | 102 | 45.7            | D   |
|              | T        | 146           | 148           | 101 | 29.0            | C   |
|              | R        | 35            | 38            | 109 | 16.1            | B   |
|              | Subtotal | 481           | 493           | 102 | 38.4            | D   |
| WB           | L        | 26            | 26            | 99  | 54.4            | D   |
|              | T        | 221           | 220           | 100 | 44.6            | D   |
|              | R        | 190           | 191           | 100 | 6.3             | A   |
|              | Subtotal | 437           | 437           | 100 | 28.4            | C   |
| <b>Total</b> |          | 2,582         | 2,618         | 101 | 23.5            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 225           | 221           | 98  | 6.8             | A   |
|              | R        | 137           | 138           | 101 | 1.5             | A   |
|              | Subtotal | 362           | 359           | 99  | 4.8             | A   |
| SE           | L        | 92            | 92            | 100 | 15.1            | B   |
|              | T        | 710           | 733           | 103 | 8.9             | A   |
|              | Subtotal | 802           | 825           | 103 | 9.6             | A   |
| SW           | L        | 650           | 655           | 101 | 14.9            | B   |
|              | T        | 14            | 16            | 112 | 1.1             | A   |
|              | R        | 137           | 139           | 101 | 6.4             | A   |
|              | Subtotal | 801           | 810           | 101 | 13.2            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 1,966         | 1,994         | 101 | 10.2            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,340         | 1,344         | 100 | 29.0            | C   |
|              | R        | 295           | 292           | 99  | 20.5            | C   |
|              | Subtotal | 1,635         | 1,636         | 100 | 27.5            | C   |
| SE           | L        | 302           | 302           | 100 | 35.4            | D   |
|              | T        | 945           | 958           | 101 | 6.5             | A   |
|              | Subtotal | 1,247         | 1,260         | 101 | 13.4            | B   |
| SW           | L        | 217           | 223           | 103 | 45.9            | D   |
|              | T        | 115           | 119           | 103 | 0.5             | A   |
|              | R        | 330           | 338           | 103 | 26.3            | C   |
|              | Subtotal | 662           | 680           | 103 | 28.2            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,544         | 3,576         | 101 | 22.7            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 200           | 204           | 102 | 31.3            | C   |
|              | T        | 107           | 110           | 103 | 27.7            | C   |
|              | R        | 679           | 671           | 99  | 20.4            | C   |
|              | Subtotal | 986           | 985           | 100 | 23.5            | C   |
| SE           | L        | 82            | 78            | 95  | 31.8            | C   |
|              | T        | 79            | 83            | 105 | 27.3            | C   |
|              | R        | 77            | 81            | 105 | 6.6             | A   |
|              | Subtotal | 238           | 242           | 102 | 21.8            | C   |
| NE           | L        | 75            | 77            | 102 | 23.8            | C   |
|              | T        | 637           | 633           | 99  | 24.1            | C   |
|              | R        | 150           | 149           | 99  | 16.4            | B   |
|              | Subtotal | 862           | 859           | 100 | 22.7            | C   |
| SW           | L        | 296           | 296           | 100 | 28.1            | C   |
|              | T        | 385           | 393           | 102 | 9.9             | A   |
|              | R        | 79            | 80            | 101 | 7.4             | A   |
|              | Subtotal | 760           | 769           | 101 | 16.6            | B   |
| <b>Total</b> |          | 2,847         | 2,855         | 100 | 21.3            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & W Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 185           | 187           | 101 | 0.5             | A   |
|          | R        | 76            | 79            | 104 | 0.4             | A   |
|          | Subtotal | 261           | 266           | 102 | 0.5             | A   |
| SB       | L        | 4             | 3             | 75  | 2.7             | A   |
|          | T        | 165           | 171           | 104 | 0.2             | A   |
|          | Subtotal | 169           | 174           | 103 | 0.2             | A   |
| WB       | L        | 72            | 69            | 96  | 5.7             | A   |
|          | R        | 4             | 4             | 100 | 3.9             | A   |
|          | Subtotal | 76            | 73            | 96  | 5.6             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 506           | 513           | 101 | 1.1             | A   |

**Intersection:** Kearns Boulevard & S Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 1             | 0   | 57.2            | F   |
|          | R        | 1             | 1             | 100 | 5.9             | A   |
|          | Subtotal | 2             | 2             | 100 | 31.6            | D   |
| NE       | L        | 1             | 1             | 100 | 5.7             | A   |
|          | T        | 1,427         | 1,412         | 99  | 2.5             | A   |
|          | Subtotal | 1,428         | 1,413         | 99  | 2.5             | A   |
| SW       | T        | 719           | 732           | 102 | 4.4             | A   |
|          | R        | 1             | 2             | 200 | 1.8             | A   |
|          | Subtotal | 720           | 734           | 102 | 4.4             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 2,150         | 2,148         | 100 | 3.2             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 70            | 68            | 97  | 56.7            | E   |
|              | T        | 10            | 10            | 98  | 63.3            | E   |
|              | R        | 60            | 63            | 105 | 51.2            | D   |
|              | Subtotal | 140           | 141           | 101 | 54.7            | D   |
| SB           | L        | 15            | 14            | 92  | 56.2            | E   |
|              | R        | 25            | 27            | 109 | 7.7             | A   |
|              | Subtotal | 40            | 41            | 103 | 24.3            | C   |
| EB           | L        | 15            | 14            | 92  | 50.3            | D   |
|              | T        | 1,413         | 1,377         | 97  | 49.3            | D   |
|              | R        | 30            | 31            | 103 | 41.9            | D   |
|              | Subtotal | 1,458         | 1,422         | 98  | 49.1            | D   |
| WB           | L        | 40            | 42            | 105 | 78.7            | E   |
|              | T        | 590           | 598           | 101 | 5.3             | A   |
|              | R        | 5             | 7             | 140 | 3.1             | A   |
|              | Subtotal | 635           | 647           | 102 | 10.0            | A   |
| <b>Total</b> |          | 2,273         | 2,251         | 99  | 37.9            | D   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 85            | 88            | 103 | 39.9            | D   |
|              | T        | 300           | 306           | 102 | 54.4            | D   |
|              | R        | 51            | 48            | 94  | 33.9            | C   |
|              | Subtotal | 436           | 442           | 101 | 49.3            | D   |
| SB           | L        | 510           | 521           | 102 | 45.1            | D   |
|              | T        | 337           | 335           | 99  | 18.9            | B   |
|              | R        | 316           | 328           | 104 | 5.5             | A   |
|              | Subtotal | 1,163         | 1,184         | 102 | 26.7            | C   |
| EB           | L        | 590           | 590           | 100 | 53.9            | D   |
|              | T        | 291           | 293           | 101 | 42.1            | D   |
|              | R        | 65            | 67            | 103 | 35.1            | D   |
|              | Subtotal | 946           | 950           | 100 | 48.9            | D   |
| WB           | L        | 47            | 46            | 97  | 71.5            | E   |
|              | T        | 232           | 235           | 101 | 42.0            | D   |
|              | R        | 615           | 598           | 97  | 29.3            | C   |
|              | Subtotal | 894           | 879           | 98  | 34.9            | C   |
| <b>Total</b> |          | 3,439         | 3,455         | 100 | 37.9            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2028) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 815           | 799           | 98  | 16.1            | B   |
|              | R        | 744           | 740           | 99  | 10.3            | B   |
|              | Subtotal | 1,559         | 1,539         | 99  | 13.3            | B   |
| SE           | L        | 237           | 242           | 102 | 29.2            | C   |
|              | T        | 615           | 619           | 101 | 7.4             | A   |
|              | Subtotal | 852           | 861           | 101 | 13.5            | B   |
| SW           | L        | 465           | 468           | 101 | 20.6            | C   |
|              | R        | 79            | 80            | 101 | 9.9             | A   |
|              | Subtotal | 544           | 548           | 101 | 19.0            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,955         | 2,948         | 100 | 14.5            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 545           | 542           | 99  | 14.0            | B   |
|              | R        | 100           | 99            | 99  | 8.1             | A   |
|              | Subtotal | 645           | 641           | 99  | 13.1            | B   |
| SE           | L        | 200           | 206           | 103 | 10.9            | B   |
|              | T        | 1,280         | 1,282         | 100 | 6.1             | A   |
|              | Subtotal | 1,480         | 1,488         | 101 | 6.8             | A   |
| SW           | L        | 265           | 270           | 102 | 36.9            | D   |
|              | T        | 195           | 201           | 103 | 0.5             | A   |
|              | R        | 275           | 277           | 101 | 8.7             | A   |
|              | Subtotal | 735           | 748           | 102 | 16.7            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,860         | 2,877         | 101 | 10.8            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 70            | 73            | 105 | 31.4            | C   |
|              | T        | 30            | 29            | 97  | 20.5            | C   |
|              | R        | 155           | 154           | 99  | 3.9             | A   |
|              | Subtotal | 255           | 256           | 100 | 13.6            | B   |
| SE           | L        | 50            | 44            | 88  | 31.0            | C   |
|              | T        | 110           | 114           | 104 | 21.9            | C   |
|              | R        | 35            | 35            | 100 | 6.4             | A   |
|              | Subtotal | 195           | 193           | 99  | 21.2            | C   |
| NE           | L        | 20            | 20            | 100 | 21.8            | C   |
|              | T        | 260           | 261           | 100 | 19.2            | B   |
|              | R        | 95            | 96            | 101 | 12.4            | B   |
|              | Subtotal | 375           | 377           | 101 | 17.6            | B   |
| SW           | L        | 665           | 666           | 100 | 47.3            | D   |
|              | T        | 630           | 641           | 102 | 6.1             | A   |
|              | R        | 35            | 39            | 111 | 3.9             | A   |
|              | Subtotal | 1,330         | 1,346         | 101 | 26.4            | C   |
| <b>Total</b> |          | 2,155         | 2,172         | 101 | 22.9            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Monitor Drive & HV Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 80            | 82            | 103 | 0.1             | A   |
|          | R        | 5             | 6             | 114 | 0.1             | A   |
|          | Subtotal | 85            | 88            | 104 | 0.1             | A   |
| SB       | L        | 5             | 4             | 76  | 2.3             | A   |
|          | T        | 180           | 180           | 100 | 0.3             | A   |
|          | Subtotal | 185           | 184           | 99  | 0.3             | A   |
| WB       | L        | 10            | 9             | 92  | 4.1             | A   |
|          | R        | 5             | 5             | 95  | 3.2             | A   |
|          | Subtotal | 15            | 14            | 93  | 3.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 285           | 286           | 100 | 0.4             | A   |

**Intersection:** Kearns Boulevard & PS Access  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 5             | 5             | 95  | 32.4            | D   |
|          | R        | 15            | 14            | 95  | 19.1            | C   |
|          | Subtotal | 20            | 19            | 95  | 22.6            | C   |
| NE       | L        | 5             | 4             | 76  | 17.4            | C   |
|          | T        | 460           | 454           | 99  | 0.3             | A   |
|          | Subtotal | 465           | 458           | 98  | 0.4             | A   |
| SW       | T        | 1,020         | 1,018         | 100 | 10.3            | B   |
|          | R        | 5             | 6             | 114 | 6.9             | A   |
|          | Subtotal | 1,025         | 1,024         | 100 | 10.3            | B   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,510         | 1,501         | 99  | 7.4             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 50            | 49            | 98  | 19.7            | B   |
|              | R        | 25            | 26            | 103 | 6.7             | A   |
|              | Subtotal | 75            | 75            | 100 | 15.2            | B   |
| SB           | R        | 5             | 5             | 95  | 17.0            | B   |
|              | Subtotal | 5             | 5             | 100 | 17.0            | B   |
| EB           | L        | 10            | 11            | 113 | 22.0            | C   |
|              | T        | 470           | 465           | 99  | 5.7             | A   |
|              | R        | 30            | 28            | 94  | 3.6             | A   |
|              | Subtotal | 510           | 504           | 99  | 5.9             | A   |
| WB           | L        | 40            | 38            | 94  | 12.6            | B   |
|              | T        | 970           | 972           | 100 | 8.9             | A   |
|              | R        | 5             | 4             | 76  | 4.0             | A   |
|              | Subtotal | 1,015         | 1,014         | 100 | 9.0             | A   |
| <b>Total</b> |          | 1,605         | 1,598         | 100 | 8.4             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 80            | 100 | 35.0            | C   |
|              | T        | 110           | 112           | 102 | 41.2            | D   |
|              | R        | 20            | 21            | 105 | 10.1            | B   |
|              | Subtotal | 210           | 213           | 101 | 35.8            | D   |
| SB           | L        | 575           | 574           | 100 | 30.0            | C   |
|              | T        | 415           | 413           | 99  | 7.6             | A   |
|              | R        | 555           | 566           | 102 | 8.4             | A   |
|              | Subtotal | 1,545         | 1,553         | 101 | 16.2            | B   |
| EB           | L        | 340           | 339           | 100 | 46.1            | D   |
|              | T        | 160           | 156           | 98  | 29.5            | C   |
|              | R        | 35            | 38            | 109 | 19.4            | B   |
|              | Subtotal | 535           | 533           | 100 | 39.3            | D   |
| WB           | L        | 25            | 24            | 95  | 55.6            | E   |
|              | T        | 240           | 234           | 98  | 49.7            | D   |
|              | R        | 195           | 192           | 99  | 6.6             | A   |
|              | Subtotal | 460           | 450           | 98  | 31.6            | C   |
| <b>Total</b> |          | 2,751         | 2,749         | 100 | 24.8            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 235           | 224           | 95  | 7.2             | A   |
|              | R        | 145           | 145           | 100 | 1.6             | A   |
|              | Subtotal | 380           | 369           | 97  | 5.0             | A   |
| SE           | L        | 100           | 103           | 103 | 14.7            | B   |
|              | T        | 750           | 750           | 100 | 9.0             | A   |
|              | Subtotal | 850           | 853           | 100 | 9.7             | A   |
| SW           | L        | 705           | 700           | 99  | 15.5            | B   |
|              | T        | 10            | 11            | 116 | 1.5             | A   |
|              | R        | 155           | 161           | 104 | 6.8             | A   |
|              | Subtotal | 870           | 872           | 100 | 13.7            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,100         | 2,094         | 100 | 10.5            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,415         | 1,407         | 99  | 36.4            | D   |
|              | R        | 325           | 322           | 99  | 27.9            | C   |
|              | Subtotal | 1,740         | 1,729         | 99  | 34.8            | C   |
| SE           | L        | 330           | 328           | 99  | 38.5            | D   |
|              | T        | 1,000         | 987           | 99  | 6.8             | A   |
|              | Subtotal | 1,330         | 1,315         | 99  | 14.7            | B   |
| SW           | L        | 230           | 228           | 99  | 45.1            | D   |
|              | T        | 130           | 130           | 100 | 0.7             | A   |
|              | R        | 365           | 373           | 102 | 30.6            | C   |
|              | Subtotal | 725           | 731           | 101 | 29.8            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,794         | 3,775         | 100 | 26.9            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 200           | 206           | 103 | 99.7            | F   |
|              | T        | 96            | 95            | 99  | 72.9            | E   |
|              | R        | 775           | 759           | 98  | 49.7            | D   |
|              | Subtotal | 1,071         | 1,060         | 99  | 61.5            | E   |
| SE           | L        | 65            | 60            | 92  | 57.2            | E   |
|              | T        | 61            | 65            | 106 | 51.8            | D   |
|              | R        | 60            | 62            | 103 | 6.9             | A   |
|              | Subtotal | 186           | 187           | 101 | 38.6            | D   |
| NE           | L        | 55            | 51            | 93  | 93.6            | F   |
|              | T        | 775           | 716           | 92  | 133.1           | F   |
|              | R        | 155           | 148           | 96  | 119.9           | F   |
|              | Subtotal | 985           | 915           | 93  | 128.8           | F   |
| SW           | L        | 345           | 337           | 98  | 26.7            | C   |
|              | T        | 465           | 462           | 99  | 8.1             | A   |
|              | R        | 60            | 64            | 107 | 6.8             | A   |
|              | Subtotal | 870           | 863           | 99  | 15.3            | B   |
| <b>Total</b> |          | 3,111         | 3,025         | 97  | 68.7            | E   |



## SimTraffic LOS Report

Project: Park City Holiday Village & Parkside TIS  
Analysis Period: Future (2040) Background  
Time Period: Evening Peak Hour Project #: UT23-2486

Intersection: Monitor Drive & HV Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 191           | 190           | 99  | 0.4             | A   |
|          | R        | 15            | 14            | 92  | 0.2             | A   |
|          | Subtotal | 206           | 204           | 99  | 0.4             | A   |
| SB       | L        | 5             | 6             | 120 | 3.0             | A   |
|          | T        | 170           | 169           | 99  | 0.2             | A   |
|          | Subtotal | 175           | 175           | 100 | 0.3             | A   |
| WB       | L        | 15            | 16            | 105 | 4.8             | A   |
|          | R        | 5             | 5             | 100 | 2.8             | A   |
|          | Subtotal | 20            | 21            | 105 | 4.3             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 402           | 400           | 100 | 0.6             | A   |

Intersection: Kearns Boulevard & PS Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 10            | 7             | 68  | 642.4           | F   |
|          | R        | 10            | 10            | 98  | 422.4           | F   |
|          | Subtotal | 20            | 17            | 85  | 513.0           | F   |
| NE       | L        | 15            | 15            | 98  | 9.5             | A   |
|          | T        | 1,660         | 1,546         | 93  | 8.2             | A   |
|          | Subtotal | 1,675         | 1,561         | 93  | 8.2             | A   |
| SW       | T        | 820           | 815           | 99  | 4.6             | A   |
|          | R        | 5             | 5             | 100 | 4.8             | A   |
|          | Subtotal | 825           | 820           | 99  | 4.6             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 2,521         | 2,398         | 95  | 11.7            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 75            | 67            | 89  | 174.2           | F   |
|              | T        | 10            | 12            | 117 | 204.4           | F   |
|              | R        | 80            | 79            | 98  | 175.7           | F   |
|              | Subtotal | 165           | 158           | 96  | 177.2           | F   |
| SB           | L        | 20            | 19            | 94  | 124.0           | F   |
|              | R        | 30            | 33            | 111 | 9.3             | A   |
|              | Subtotal | 50            | 52            | 104 | 51.2            | D   |
| EB           | L        | 20            | 17            | 84  | 79.4            | E   |
|              | T        | 1,670         | 1,494         | 89  | 83.6            | F   |
|              | R        | 35            | 31            | 89  | 78.1            | E   |
|              | Subtotal | 1,725         | 1,542         | 89  | 83.4            | F   |
| WB           | L        | 40            | 41            | 103 | 111.3           | F   |
|              | T        | 680           | 681           | 100 | 4.4             | A   |
|              | R        | 5             | 5             | 100 | 2.3             | A   |
|              | Subtotal | 725           | 727           | 100 | 10.4            | B   |
| <b>Total</b> |          | 2,666         | 2,479         | 93  | 67.9            | E   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 85            | 88            | 103 | 40.7            | D   |
|              | T        | 305           | 306           | 100 | 57.3            | E   |
|              | R        | 50            | 47            | 94  | 34.4            | C   |
|              | Subtotal | 440           | 441           | 100 | 51.5            | D   |
| SB           | L        | 540           | 538           | 100 | 49.9            | D   |
|              | T        | 329           | 328           | 100 | 20.8            | C   |
|              | R        | 360           | 347           | 96  | 5.7             | A   |
|              | Subtotal | 1,229         | 1,213         | 99  | 29.4            | C   |
| EB           | L        | 660           | 655           | 99  | 54.2            | D   |
|              | T        | 315           | 312           | 99  | 42.7            | D   |
|              | R        | 65            | 67            | 103 | 35.4            | D   |
|              | Subtotal | 1,040         | 1,034         | 99  | 49.5            | D   |
| WB           | L        | 45            | 40            | 89  | 76.4            | E   |
|              | T        | 255           | 259           | 101 | 47.2            | D   |
|              | R        | 640           | 642           | 100 | 34.0            | C   |
|              | Subtotal | 940           | 941           | 100 | 39.4            | D   |
| <b>Total</b> |          | 3,650         | 3,629         | 99  | 40.5            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| SB           | L        | 495           | 485           | 98  | 31.5            | C   |
|              | R        | 85            | 84            | 99  | 15.8            | B   |
|              | Subtotal | 580           | 569           | 98  | 29.2            | C   |
| NW           | T        | 855           | 855           | 100 | 24.3            | C   |
|              | R        | 795           | 796           | 100 | 19.9            | B   |
|              | Subtotal | 1,650         | 1,651         | 100 | 22.2            | C   |
| SE           | L        | 275           | 271           | 99  | 25.0            | C   |
|              | T        | 630           | 625           | 99  | 7.3             | A   |
|              | Subtotal | 905           | 896           | 99  | 12.7            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,135         | 3,116         | 99  | 20.8            | C   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 545           | 542           | 99  | 13.9            | B   |
|              | R        | 100           | 105           | 105 | 7.7             | A   |
|              | Subtotal | 645           | 647           | 100 | 12.9            | B   |
| SE           | L        | 204           | 201           | 99  | 10.7            | B   |
|              | T        | 1,280         | 1,278         | 100 | 6.4             | A   |
|              | Subtotal | 1,484         | 1,479         | 100 | 7.0             | A   |
| SW           | L        | 267           | 267           | 100 | 37.8            | D   |
|              | T        | 194           | 201           | 104 | 0.4             | A   |
|              | R        | 280           | 278           | 99  | 9.2             | A   |
|              | Subtotal | 741           | 746           | 101 | 17.1            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,870         | 2,872         | 100 | 11.0            | B   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 70            | 68            | 97  | 31.4            | C   |
|              | T        | 35            | 37            | 105 | 19.4            | B   |
|              | R        | 154           | 162           | 105 | 4.2             | A   |
|              | Subtotal | 259           | 267           | 103 | 13.2            | B   |
| SE           | L        | 65            | 63            | 97  | 27.0            | C   |
|              | T        | 124           | 126           | 102 | 21.0            | C   |
|              | R        | 50            | 49            | 98  | 6.4             | A   |
|              | Subtotal | 239           | 238           | 100 | 19.6            | B   |
| NE           | L        | 27            | 27            | 99  | 21.7            | C   |
|              | T        | 257           | 258           | 100 | 19.7            | B   |
|              | R        | 95            | 101           | 106 | 11.9            | B   |
|              | Subtotal | 379           | 386           | 102 | 17.8            | B   |
| SW           | L        | 659           | 662           | 100 | 28.9            | C   |
|              | T        | 622           | 629           | 101 | 6.2             | A   |
|              | R        | 42            | 42            | 99  | 4.5             | A   |
|              | Subtotal | 1,323         | 1,333         | 101 | 17.4            | B   |
| <b>Total</b> |          | 2,199         | 2,224         | 101 | 17.2            | B   |



## SimTraffic LOS Report

Project: Park City Holiday Village & Parkside TIS  
Analysis Period: Future (2040) Plus Project  
Time Period: Morning Peak Hour  
Project #: UT23-2486

Intersection: Monitor Drive & W Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 80            | 80            | 99  | 0.2             | A   |
|          | R        | 24            | 26            | 107 | 0.1             | A   |
|          | Subtotal | 104           | 106           | 102 | 0.2             | A   |
| SB       | L        | 2             | 1             | 50  | 3.8             | A   |
|          | T        | 185           | 183           | 99  | 0.3             | A   |
|          | Subtotal | 187           | 184           | 98  | 0.3             | A   |
| WB       | L        | 53            | 54            | 102 | 4.9             | A   |
|          | R        | 3             | 3             | 100 | 3.0             | A   |
|          | Subtotal | 56            | 57            | 102 | 4.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 348           | 347           | 100 | 1.0             | A   |

Intersection: Kearns Boulevard & S Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 0             | 0   | 31.9            | D   |
|          | R        | 1             | 2             | 200 |                 |     |
|          | Subtotal | 2             | 2             | 100 | 31.9            | D   |
| NE       | L        | 1             | 0             | 0   | 0.4             | A   |
|          | T        | 500           | 509           | 102 |                 |     |
|          | Subtotal | 501           | 509           | 102 | 0.4             | A   |
| SW       | T        | 1,172         | 1,182         | 101 | 8.1             | A   |
|          | R        | 1             | 2             | 200 | 5.6             | A   |
|          | Subtotal | 1,173         | 1,184         | 101 | 8.1             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 1,676         | 1,695         | 101 | 5.8             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 50            | 49            | 98  | 20.7            | C   |
|              | R        | 25            | 27            | 107 | 7.0             | A   |
|              | Subtotal | 75            | 76            | 101 | 15.8            | B   |
| SB           | R        | 5             | 5             | 95  | 15.0            | B   |
|              | Subtotal | 5             | 5             | 100 | 15.0            | B   |
| EB           | L        | 10            | 11            | 113 | 26.6            | C   |
|              | T        | 486           | 491           | 101 | 6.2             | A   |
|              | R        | 30            | 29            | 97  | 4.0             | A   |
|              | Subtotal | 526           | 531           | 101 | 6.5             | A   |
| WB           | L        | 40            | 43            | 107 | 12.9            | B   |
|              | T        | 978           | 988           | 101 | 9.5             | A   |
|              | R        | 5             | 5             | 95  | 5.1             | A   |
|              | Subtotal | 1,023         | 1,036         | 101 | 9.6             | A   |
| <b>Total</b> |          | 1,630         | 1,648         | 101 | 8.9             | A   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 80            | 81            | 101 | 35.2            | D   |
|              | T        | 110           | 110           | 100 | 41.7            | D   |
|              | R        | 21            | 20            | 95  | 13.0            | B   |
|              | Subtotal | 211           | 211           | 100 | 36.5            | D   |
| SB           | L        | 575           | 564           | 98  | 30.2            | C   |
|              | T        | 416           | 418           | 100 | 7.6             | A   |
|              | R        | 556           | 562           | 101 | 8.5             | A   |
|              | Subtotal | 1,547         | 1,544         | 100 | 16.2            | B   |
| EB           | L        | 340           | 340           | 100 | 45.8            | D   |
|              | T        | 161           | 160           | 100 | 31.0            | C   |
|              | R        | 35            | 35            | 100 | 21.3            | C   |
|              | Subtotal | 536           | 535           | 100 | 39.8            | D   |
| WB           | L        | 26            | 27            | 103 | 53.7            | D   |
|              | T        | 241           | 243           | 101 | 48.6            | D   |
|              | R        | 195           | 197           | 101 | 6.4             | A   |
|              | Subtotal | 462           | 467           | 101 | 31.1            | C   |
| <b>Total</b> |          | 2,757         | 2,757         | 100 | 24.9            | C   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 235           | 237           | 101 | 7.6             | A   |
|              | R        | 147           | 152           | 103 | 1.6             | A   |
|              | Subtotal | 382           | 389           | 102 | 5.3             | A   |
| SE           | L        | 102           | 103           | 101 | 15.9            | B   |
|              | T        | 750           | 736           | 98  | 9.3             | A   |
|              | Subtotal | 852           | 839           | 98  | 10.1            | B   |
| SW           | L        | 710           | 717           | 101 | 15.5            | B   |
|              | T        | 10            | 11            | 110 | 1.2             | A   |
|              | R        | 157           | 162           | 103 | 6.8             | A   |
|              | Subtotal | 877           | 890           | 101 | 13.7            | B   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 2,110         | 2,118         | 100 | 10.8            | B   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Park Avenue & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | T        | 1,415         | 1,387         | 98  | 35.1            | D   |
|              | R        | 325           | 316           | 97  | 26.5            | C   |
|              | Subtotal | 1,740         | 1,703         | 98  | 33.5            | C   |
| SE           | L        | 342           | 348           | 102 | 40.8            | D   |
|              | T        | 1,000         | 1,021         | 102 | 7.3             | A   |
|              | Subtotal | 1,342         | 1,369         | 102 | 15.8            | B   |
| SW           | L        | 232           | 224           | 97  | 44.5            | D   |
|              | T        | 130           | 129           | 99  | 0.7             | A   |
|              | R        | 375           | 376           | 100 | 28.5            | C   |
|              | Subtotal | 737           | 729           | 99  | 28.5            | C   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 3,818         | 3,801         | 100 | 26.3            | C   |

**Intersection:** Kearns Boulevard & Bonanza Drive/Monitor Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 200           | 194           | 97  | 118.8           | F   |
|              | T        | 112           | 118           | 105 | 95.9            | F   |
|              | R        | 769           | 756           | 98  | 65.0            | E   |
|              | Subtotal | 1,081         | 1,068         | 99  | 78.2            | E   |
| SE           | L        | 87            | 86            | 99  | 55.2            | E   |
|              | T        | 78            | 83            | 106 | 53.9            | D   |
|              | R        | 77            | 80            | 104 | 7.0             | A   |
|              | Subtotal | 242           | 249           | 103 | 39.3            | D   |
| NE           | L        | 75            | 66            | 88  | 111.3           | F   |
|              | T        | 767           | 700           | 91  | 157.2           | F   |
|              | R        | 155           | 145           | 94  | 147.0           | F   |
|              | Subtotal | 997           | 911           | 91  | 152.3           | F   |
| SW           | L        | 341           | 331           | 97  | 27.6            | C   |
|              | T        | 460           | 456           | 99  | 8.2             | A   |
|              | R        | 84            | 90            | 107 | 7.5             | A   |
|              | Subtotal | 885           | 877           | 99  | 15.5            | B   |
| <b>Total</b> |          | 3,206         | 3,105         | 97  | 80.9            | F   |



## SimTraffic LOS Report

Project: Park City Holiday Village & Parkside TIS  
Analysis Period: Future (2040) Plus Project  
Time Period: Evening Peak Hour  
Project #: UT23-2486

Intersection: Monitor Drive & W Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 191           | 188           | 98  | 0.6             | A   |
|          | R        | 76            | 82            | 108 | 0.5             | A   |
|          | Subtotal | 267           | 270           | 101 | 0.6             | A   |
| SB       | L        | 4             | 4             | 100 | 3.6             | A   |
|          | T        | 170           | 177           | 104 | 0.3             | A   |
|          | Subtotal | 174           | 181           | 104 | 0.4             | A   |
| WB       | L        | 72            | 74            | 102 | 5.8             | A   |
|          | R        | 4             | 5             | 125 | 3.5             | A   |
|          | Subtotal | 76            | 79            | 104 | 5.7             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 518           | 530           | 102 | 1.3             | A   |

Intersection: Kearns Boulevard & S Access  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SE       | L        | 1             | 0             | 0   |                 |     |
|          | R        | 1             | 2             | 200 | 7.1             | A   |
|          | Subtotal | 2             | 2             | 100 | 7.1             | A   |
| NE       | L        | 1             | 1             | 100 | 6.2             | A   |
|          | T        | 1,682         | 1,558         | 93  | 9.1             | A   |
|          | Subtotal | 1,683         | 1,559         | 93  | 9.1             | A   |
| SW       | T        | 844           | 834           | 99  | 4.7             | A   |
|          | R        | 1             | 1             | 100 | 2.4             | A   |
|          | Subtotal | 845           | 835           | 99  | 4.7             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 2,530         | 2,396         | 95  | 7.6             | A   |

## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour  
**Project #:** UT23-2486

**Intersection:** Comstock Drive & Kearns Boulevard  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 75            | 72            | 96  | 125.6           | F   |
|              | T        | 10            | 12            | 117 | 149.3           | F   |
|              | R        | 80            | 79            | 98  | 128.8           | F   |
|              | Subtotal | 165           | 163           | 99  | 128.9           | F   |
| SB           | L        | 20            | 19            | 94  | 128.3           | F   |
|              | R        | 30            | 30            | 101 | 9.8             | A   |
|              | Subtotal | 50            | 49            | 98  | 55.7            | E   |
| EB           | L        | 20            | 18            | 89  | 91.2            | F   |
|              | T        | 1,683         | 1,496         | 89  | 88.4            | F   |
|              | R        | 35            | 31            | 89  | 83.6            | F   |
|              | Subtotal | 1,738         | 1,545         | 89  | 88.3            | F   |
| WB           | L        | 40            | 36            | 91  | 129.3           | F   |
|              | T        | 700           | 695           | 99  | 4.9             | A   |
|              | R        | 5             | 5             | 100 | 3.1             | A   |
|              | Subtotal | 745           | 736           | 99  | 11.0            | B   |
| <b>Total</b> |          | 2,698         | 2,493         | 92  | 68.0            | E   |

**Intersection:** Park Avenue & Empire Avenue/Deer Valley Drive  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 85            | 86            | 101 | 40.6            | D   |
|              | T        | 305           | 303           | 99  | 57.6            | E   |
|              | R        | 51            | 51            | 100 | 38.8            | D   |
|              | Subtotal | 441           | 440           | 100 | 52.1            | D   |
| SB           | L        | 540           | 544           | 101 | 50.4            | D   |
|              | T        | 330           | 337           | 102 | 22.0            | C   |
|              | R        | 361           | 364           | 101 | 5.7             | A   |
|              | Subtotal | 1,231         | 1,245         | 101 | 29.6            | C   |
| EB           | L        | 660           | 665           | 101 | 54.3            | D   |
|              | T        | 316           | 321           | 102 | 42.4            | D   |
|              | R        | 65            | 67            | 103 | 36.9            | D   |
|              | Subtotal | 1,041         | 1,053         | 101 | 49.6            | D   |
| WB           | L        | 47            | 44            | 94  | 76.8            | E   |
|              | T        | 257           | 262           | 102 | 48.6            | D   |
|              | R        | 640           | 615           | 96  | 35.1            | D   |
|              | Subtotal | 944           | 921           | 98  | 40.9            | D   |
| <b>Total</b> |          | 3,658         | 3,659         | 100 | 41.0            | D   |



## SimTraffic LOS Report

**Project:** Park City Holiday Village & Parkside TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT23-2486

**Intersection:** Deer Valley Drive & Bonanza Drive  
**Type:** Signalized

| Approach     | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|------------------|---------------|-----|-----------------|-----|
|              |          |                  | Avg           | %   | Avg             | LOS |
| NW           | T        | 855              | 827           | 97  | 39.2            | D   |
|              | R        | 804              | 804           | 100 | 26.3            | C   |
|              | Subtotal | 1,659            | 1,631         | 98  | 32.8            | C   |
| SE           | L        | 277              | 275           | 99  | 34.2            | C   |
|              | T        | 630              | 640           | 102 | 12.5            | B   |
|              | Subtotal | 907              | 915           | 101 | 19.0            | B   |
| SW           | L        | 505              | 492           | 97  | 28.3            | C   |
|              | R        | 89               | 89            | 100 | 15.2            | B   |
|              | Subtotal | 594              | 581           | 98  | 26.3            | C   |
|              |          |                  |               |     |                 |     |
| <b>Total</b> |          | 3,160            | 3,127         | 99  | 27.6            | C   |

# APPENDIX D

## 95<sup>th</sup> Percentile Queue Length Reports









| Intersection                                       | NB  |    |    |   |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW  |     |     |     | EB |     |     |     | WB |     |     |   |
|----------------------------------------------------|-----|----|----|---|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|-----|-----|---|
|                                                    | L   | LT | R  | T | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L   | R   | T   | TR  | L  | R   | T   | TR  | L  | LR  | R   | T |
| 01: Park Avenue & Kearns Boulevard                 |     |    |    |   |     |     |     |     |     | 100 | 150 |     |    |     |     | 100 |    |    | 175 | 150 | 100 |     |     |    |     |     |     |    |     |     |   |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |    |    |   |     | 50  | 100 | 100 | 100 | 75  | 75  |     |    |     |     | 75  |    | 75 | 125 | 275 |     | 125 | 100 |    |     |     |     |    | 75  |     |   |
| 03: Monitor Drive & W Access                       |     |    |    |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |    |     |     |     |    |     |     |   |
| 04: Kearns Boulevard & S Access                    |     |    |    |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |    |     |     |     |    |     |     |   |
| 05: Comstock Drive & Kearns Boulevard              |     | 75 | 50 |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     | 50 | 125 |     | 50  |    |     | 175 |   |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 100 |    |    |   | 125 | 100 |     |     |     |     |     | 375 |    | 150 | 125 |     |    |    |     |     |     |     | 175 |    |     | 175 | 100 |    | 100 | 250 |   |
| 07: Deer Valley Drive & Bonanza Drive              |     |    |    |   |     |     |     |     | 50  | 75  |     |     |    |     |     | 100 |    |    | 150 | 175 | 75  |     |     |    |     |     |     |    |     |     |   |

| Intersection                                       | NB  |    |     |     |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW  |     |     |     | EB  |    |     |     | WB  |    |     |     |
|----------------------------------------------------|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|-----|-----|
|                                                    | L   | LT | R   | T   | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L   | R   | T   | TR  | L   | R  | T   | TR  | L   | LR | R   | T   |
| 01: Park Avenue & Kearns Boulevard                 |     |    |     |     |     |     |     |     |     | 200 | 525 |     |    |     |     | 250 |    |    | 200 | 150 | 250 |     |     |     |    |     |     |     |    |     |     |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |    |     |     |     | 100 | 250 | 225 | 175 | 275 | 475 |     |    |     |     | 100 |    | 75 | 100 | 200 |     | 100 | 125 |     |    |     |     |     |    |     |     |
| 03: Monitor Drive & W Access                       |     |    |     |     |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |    |     |     |     |    |     |     |
| 04: Kearns Boulevard & S Access                    |     |    |     |     |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |    |     |     |     |    |     |     |
| 05: Comstock Drive & Kearns Boulevard              |     |    | 125 | 100 |     |     |     |     |     |     |     |     | 50 | 50  |     |     |    |    |     |     |     |     |     | 50  | 75 | 300 |     | 75  |    |     | 150 |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 125 |    |     |     | 250 | 225 |     |     |     |     |     | 450 |    | 100 | 275 |     |    |    |     |     |     |     |     | 350 |    |     | 350 | 125 |    | 425 | 225 |
| 07: Deer Valley Drive & Bonanza Drive              |     |    |     |     |     |     |     |     |     | 225 | 250 |     |    |     |     | 175 |    |    | 125 | 150 | 75  |     |     |     |    |     |     |     |    |     |     |



## SimTraffic Queueing Report

## Project: Park City Holiday Village & Parkside TIS

### Analysis: Future (2028) Background

**Time Period: Morning Peak Hour**

95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

**Project #: UT23-2486**[illegible]

| Intersection                                       | NB  |     |     |   |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |     |    |     | SW  |     |     |     | EB  |    |       |     | WB  |    |     |     |
|----------------------------------------------------|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|----|-------|-----|-----|----|-----|-----|
|                                                    | L   | LT  | R   | T | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR  | R  | T   | L   | R   | T   | TR  | L   | R  | T     | TR  | L   | LR | R   | T   |
| 01: Park Avenue & Kearns Boulevard                 |     |     |     |   |     |     |     |     |     | 200 | 500 |     |    |     |     | 250 |     |    | 200 | 175 | 225 |     |     |     |    |       |     |     |    |     |     |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |     |     |   |     | 75  | 250 | 250 | 175 | 275 | 750 |     |    |     |     | 100 |     | 75 | 100 | 225 |     | 100 | 125 |     |    |       |     |     |    |     |     |
| 03: Monitor Drive & HV Access                      |     |     |     |   |     |     |     |     |     |     |     |     |    |     |     |     |     |    |     |     |     |     |     |     |    |       |     |     | 50 |     |     |
| 04: Kearns Boulevard & PS Access                   |     |     |     |   |     | 50  | 75  |     |     |     |     |     |    |     |     |     | 100 |    |     |     |     |     |     |     |    |       |     |     |    |     |     |
| 05: Comstock Drive & Kearns Boulevard              |     | 175 | 125 |   |     |     |     |     |     |     |     |     | 50 | 50  |     |     |     |    |     |     |     |     |     | 125 | 75 | 1,150 |     | 100 |    |     | 150 |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 150 |     |     |   | 250 | 225 |     |     |     |     |     | 450 |    | 100 | 250 |     |     |    |     |     |     |     | 400 |     |    |       | 375 | 125 |    | 475 | 250 |
| 07: Deer Valley Drive & Bonanza Drive              |     |     |     |   |     |     |     |     | 225 | 250 |     |     |    |     |     | 175 |     |    | 125 | 175 | 75  |     |     |     |    |       |     |     |    |     |     |





## SimTraffic Queueing Report

## Project: Park City Holiday Village & Parkside TIS

### Analysis: Future (2028) Plus Project

**Time Period: Evening Peak Hour**

95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

**HALES**  **ENGINEERING**  
innovative transportation solutions

**Project #: UT23-2486**

| Intersection                                       | NB  |     |     |   |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW  |     |     |     | EB  |     |       |     | WB  |     |     |
|----------------------------------------------------|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|
|                                                    | L   | LT  | R   | T | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L   | R   | T   | TR  | L   | R   | T     | TR  | L   | R   | T   |
| 01: Park Avenue & Kearns Boulevard                 |     |     |     |   |     |     |     |     |     | 200 | 525 |     |    |     |     | 275 |    |    | 200 | 175 | 250 |     |     |     |     |       |     |     |     |     |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |     |     |   |     | 100 | 275 | 250 | 175 | 275 | 725 |     |    |     |     | 125 |    | 75 | 125 | 250 |     | 125 | 150 |     |     |       |     |     |     |     |
| 03: Monitor Drive & W Access                       |     |     |     |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |     |       |     |     |     | 75  |
| 04: Kearns Boulevard & S Access                    |     |     |     |   |     | 75  |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |     |       |     |     |     |     |
| 05: Comstock Drive & Kearns Boulevard              |     | 175 | 125 |   |     |     |     |     |     |     |     |     | 50 | 50  |     |     |    |    |     |     |     |     |     | 125 | 100 | 1,350 |     | 100 |     | 150 |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 125 |     |     |   | 250 | 225 |     |     |     |     |     | 525 |    | 125 | 400 |     |    |    |     |     |     |     | 375 |     |     |       | 375 | 125 | 475 | 250 |
| 07: Deer Valley Drive & Bonanza Drive              |     |     |     |   |     |     |     |     |     | 225 | 250 |     |    |     |     | 200 |    |    | 125 | 175 | 100 |     |     |     |     |       |     |     |     |     |



| Intersection                                       | NB  |    |    |   |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW    |     |     |     | EB |    |     |     | WB |     |     |   |
|----------------------------------------------------|-----|----|----|---|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-------|-----|-----|-----|----|----|-----|-----|----|-----|-----|---|
|                                                    | L   | LT | R  | T | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L     | R   | T   | TR  | L  | R  | T   | TR  | L  | LR  | R   | T |
| 01: Park Avenue & Kearns Boulevard                 |     |    |    |   |     |     |     |     |     | 100 | 175 |     |    |     |     | 125 |    |    | 175 | 150   | 125 |     |     |    |    |     |     |    |     |     |   |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |    |    |   |     | 50  | 125 | 125 | 100 | 100 | 75  |     |    |     |     | 75  |    | 50 | 125 | 1,000 |     | 450 | 325 |    |    |     |     |    |     |     |   |
| 03: Monitor Drive & HV Access                      |     |    |    |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |       |     |     |     |    |    |     |     | 50 |     |     |   |
| 04: Kearns Boulevard & PS Access                   |     |    |    |   |     |     |     |     |     |     |     |     |    |     |     |     | 50 |    |     |       |     | 350 |     |    |    |     |     |    |     |     |   |
| 05: Comstock Drive & Kearns Boulevard              |     | 75 | 50 |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |       |     |     |     | 50 | 50 | 150 |     | 50 |     | 225 |   |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 125 |    |    |   | 125 | 100 |     |     |     |     |     | 425 |    | 175 | 125 |     |    |    |     |       |     |     | 200 |    |    | 200 | 100 |    | 100 | 300 |   |
| 07: Deer Valley Drive & Bonanza Drive              |     |    |    |   |     |     |     |     |     | 50  | 75  |     |    |     |     | 100 |    |    | 150 | 175   | 75  |     |     |    |    |     |     |    |     |     |   |

| Intersection                                       | NB  |     |   |   |     | NE  |       |       | NW  |     |       | SB |     |   |     | SE  |    |     |     | SW  |     |     |     | EB    |     |   |     | WB  |    |     |   |
|----------------------------------------------------|-----|-----|---|---|-----|-----|-------|-------|-----|-----|-------|----|-----|---|-----|-----|----|-----|-----|-----|-----|-----|-----|-------|-----|---|-----|-----|----|-----|---|
|                                                    | L   | LT  | R | T | TR  | L   | T     | TR    | L   | R   | T     | L  | LT  | R | T   | L   | LR | R   | T   | L   | R   | T   | TR  | L     | R   | T | TR  | L   | LR | R   | T |
| 01: Park Avenue & Kearns Boulevard                 |     |     |   |   |     |     |       |       | 225 | 675 |       |    |     |   | 300 |     |    | 200 | 175 | 300 |     |     |     |       |     |   |     |     |    |     |   |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |     |   |   |     | 400 | 1,075 | 1,100 | 250 | 275 | 1,375 |    |     |   |     | 125 |    | 75  | 125 | 275 |     | 125 | 150 |       |     |   |     |     |    |     |   |
| 03: Monitor Drive & HV Access                      |     |     |   |   |     |     |       |       |     |     |       |    |     |   |     |     |    |     |     |     |     |     |     |       |     |   |     | 50  |    |     |   |
| 04: Kearns Boulevard & PS Access                   |     |     |   |   |     | 50  | 225   |       |     |     |       |    |     |   | 200 |     |    |     |     |     |     |     |     |       |     |   |     |     |    |     |   |
| 05: Comstock Drive & Kearns Boulevard              | 450 | 125 |   |   |     |     |       |       |     |     |       | 75 | 50  |   |     |     |    |     |     |     |     | 175 | 125 | 2,350 |     |   | 125 |     |    | 150 |   |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 125 |     |   |   | 250 | 225 |       |       |     |     |       |    | 550 |   | 100 | 425 |    |     |     |     | 425 |     |     | 400   | 125 |   | 525 | 300 |    |     |   |
| 07: Deer Valley Drive & Bonanza Drive              |     |     |   |   |     |     |       |       | 300 | 550 | 225   |    | 100 |   |     | 200 |    |     | 150 |     |     |     |     |       |     |   |     |     |    |     |   |



**SimTraffic Queueing Report**  
**Project: Park City Holiday Village & Parkside TIS**  
**Analysis: Future (2040) Plus Project**  
**Time Period: Morning Peak Hour**  
95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2486

| Intersection                                       | NB  |    |    |   |     | NE  |     |     | NW  |     |     | SB  |    |     |     | SE  |    |    |     | SW  |     |     |     | EB  |     |     |    | WB  |    |   |
|----------------------------------------------------|-----|----|----|---|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|----|---|
|                                                    | L   | LT | R  | T | TR  | L   | T   | TR  | L   | R   | T   | L   | LT | R   | T   | L   | LR | R  | T   | L   | R   | T   | TR  | L   | R   | T   | TR | L   | R  | T |
| 01: Park Avenue & Kearns Boulevard                 |     |    |    |   |     |     |     |     |     | 125 | 175 |     |    |     |     | 100 |    |    | 200 | 150 | 125 |     |     |     |     |     |    |     |    |   |
| 02: Kearns Boulevard & Bonanza Drive/Monitor Drive |     |    |    |   |     | 50  | 125 | 125 | 100 | 100 | 75  |     |    |     |     | 100 |    | 75 | 125 | 450 |     | 375 | 275 |     |     |     |    |     |    |   |
| 03: Monitor Drive & W Access                       |     |    |    |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     |     |     |     |     |     |    |     | 75 |   |
| 04: Kearns Boulevard & S Access                    |     |    |    |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     |     | 150 |     |     |     |     |    |     |    |   |
| 05: Comstock Drive & Kearns Boulevard              |     | 75 | 50 |   |     |     |     |     |     |     |     |     |    |     |     |     |    |    |     |     | 50  |     | 150 |     | 50  |     |    | 225 |    |   |
| 06: Park Avenue & Empire Avenue/Deer Valley Drive  | 125 |    |    |   | 125 | 100 |     |     |     |     |     | 400 |    | 175 | 150 |     |    |    |     |     | 200 |     | 200 | 100 | 100 | 300 |    |     |    |   |
| 07: Deer Valley Drive & Bonanza Drive              |     |    |    |   |     |     |     |     |     | 50  | 100 |     |    |     |     | 100 |    |    | 150 | 175 | 100 |     |     |     |     |     |    |     |    |   |





## MEMORANDUM

Date: April 19, 2023  
To: Park City  
From: Hales Engineering



**Subject: Park City Holiday Village & Parkside Parking Study**

UT23-2487

### Introduction

This memorandum discusses the parking study completed for the proposed Holiday Village & Parkside development located in Park City, Utah. The study identifies the City parking supply rates and parking demand rates identified at nearby local affordable housing units. The proposed development is located northeast of the Monitor Drive & Bonanza Drive / Kearns Boulevard (S.R. 248) intersection in Park City, Utah. A vicinity map of the project site is shown in Figure 1.

### Project Description

The development consists of 317 multi-family affordable housing units, including 26 three-bedroom units, 99 two-bedroom units, 108 one-bedroom units, and 84 studio units. The three-bedroom units are planned to be sized between 1,000 and 2,000 square feet and the rest of the units sized less than 1,000 square feet. A summary of the unit and bedroom count is shown in Table 1.

**Table 1: Summary of Proposed Unit Count**

| Unit Type    | # Units    | # Bedrooms |
|--------------|------------|------------|
| Studio       | 84         | 84         |
| 1-Bedroom    | 108        | 108        |
| 2-Bedroom    | 99         | 198        |
| 3-Bedroom    | 26         | 78         |
| <b>TOTAL</b> | <b>317</b> | <b>468</b> |

A supply of 268 parking stalls is currently planned for the project. An underground parking structure will contain 256 of those parking stalls and an additional 12 parking stalls will be provided at surface level. Included within the parking garage stall count are 7 motorcycle parking stalls and 54 electric vehicle charging stalls. There are also 74 bicycle parking stalls proposed. A site plan is provided in Appendix A.



**Figure 1: Site vicinity map of the project in Park City, Utah**

### City Parking Code

The Park City Municipal code specifies parking rates for various land use types. The required parking rates found in the City code for the study land uses are shown in Table 2. The calculations for the parking required by the City without any reductions are shown in Table 3. As shown, it is anticipated that the City would require 330 parking stalls for the proposed development.

**Table 2: City Parking Rates**

| Land Use            | Unit Type             | Rate                  |
|---------------------|-----------------------|-----------------------|
| Multi-Unit Dwelling | < 1,000 sq. ft.       | 1 per dwelling unit   |
|                     | 1,000 – 2,000 sq. ft. | 1.5 per dwelling unit |
|                     | > 2,000 sq. ft.       | 2 per dwelling unit   |

*Source: Park City Municipal code, 2023*



**Table 3: City Parking Calculations – No Reductions**

| City Parking Calculations<br>Park City - Holiday Village & Parkside |            |           |                        |              |
|---------------------------------------------------------------------|------------|-----------|------------------------|--------------|
| Land Use                                                            | # of Units | Unit Type | Rate (stalls per unit) | Total Stalls |
| Multi-Unit Dwelling (< 1,000 sq. ft.)                               | 291        | Units     | 1.00                   | 291          |
| Multi-Unit Dwelling (1,000 - 2,000 sq. ft.)                         | 26         | Units     | 1.50                   | 39           |
| <b>TOTAL</b>                                                        |            |           |                        | <b>330</b>   |
| Source: Park City Municipal code, 2023.                             |            |           |                        |              |

### Parking Reductions

Park City allows for potential parking requirement reductions for affordable housing developments based on a number of criteria from Section 15-6.1-9D of the City code. There is no provided quantification for how much reduction can be applied from implementing each of these strategies. However, there are quantitative measures provided in a South Salt Lake study from national sources that were applied to estimate the potential reduction that these strategies could have. Since those quantitative measures are in a per unit rate, a ratio was used to calculate a percentage reduction based on nationwide rates found in the Institute of Transportation Engineering (ITE), *Parking Generation Manual*, 5<sup>th</sup> Edition, 2019. The following criteria are listed in the Park City code with the reduction percentage listed in parentheses:

- **The development is within ¼-mile from a bus stop that includes a waiting shelter consistent with City standards (11%)**
  - There are multiple bus stops adjacent to the development within a quarter mile that offer waiting shelters, and a new enhanced bus stop is planned on Monitor Drive as a part of the development. There are also planned micro-transit pullouts at the development.
- **On-Site parking is provided for motorcycles and/or scooters (1%)**
  - There are planned motorcycle stalls as part of the development.
- **Bicycle parking exceeds the requirements of Section 15-3-9 (4%)**
  - New construction of Multi-Unit Dwellings must provide at least three (3) bicycle Parking Spaces or ten percent (10%) of the required off-Street Parking Spaces, whichever is greater, for the temporary storage of bicycles. The development is planning on providing 74 bicycle parking spaces, which equates to approximately 22% of the required off-street parking spaces.
- **The development provides dedicated parking spaces for resident carshare vehicles (4%)**
  - The development is open to providing resident carshare vehicles. If this is pursued, it is recommended that at least 4 carshare vehicles be provided for the development.

The development has also stated that they plan to enforce one vehicle per unit to reduce parking demand and that there is potential to encourage use of parking stalls off-site at the Richardson Flat Park and Ride lot and shuttle to and from the parking lot with a shared agreement. These were not assumed within the reduction calculation.

A summary of the City Parking calculations with these reductions is shown in Table 4. As shown, it is anticipated that a parking supply of 265 parking stalls would be recommended after all of the affordable housing parking reductions are taken into consideration.

**Table 4: City Parking Calculations with Reductions**

| City Parking Calculations<br>Park City - Holiday Village & Parkside |            |           |                        |            |        |              |
|---------------------------------------------------------------------|------------|-----------|------------------------|------------|--------|--------------|
| Land Use                                                            | # of Units | Unit Type | Rate (stalls per unit) | Stalls     | % Red. | Total Stalls |
| Multi-Unit Dwelling (< 1,000 sq. ft.)                               | 291        | Units     | 1.00                   | 291        | 20%    | 233          |
| Multi-Unit Dwelling (1,000 - 2,000 sq. ft.)                         | 26         | Units     | 1.50                   | 39         | 20%    | 32           |
| <b>TOTAL</b>                                                        |            |           |                        | <b>330</b> |        | <b>265</b>   |

Source: Park City Municipal code, 2023.

### Local Parking Demand

Local parking demand counts were taken at a time between 12-4 a.m. at three affordable multi-family residential complexes within the Park City area on Monday, April 18, 2023. These include the existing Parkside and Holiday Village areas, as well as the Iron Horse Park Apartments. Since two of these locations were mostly two- and three-bedroom units, the parking demand rate per bedroom was found to be more consistent among all three locations. An average rate of 0.64 parking stalls per bedroom was calculated from the local counts.

The parking demand counts were taken at apartment complexes with nearby transit already accessible so the full 20% reduction is not applicable. However, with planned improvements to the transit infrastructure at the development including a new enhanced bus stop and a micro-transit pullout, it was assumed that approximately half of the 11% transit could be applied. Therefore a range for the total reduction of 14-16% was used in the calculation. The parking demand and supply calculations are shown in Table 5.

**Table 5: Local Parking Demand**

| Local Parking Demand and Supply<br>Park City - Holiday Village & Parkside |            |           |              |       |            |           |              |
|---------------------------------------------------------------------------|------------|-----------|--------------|-------|------------|-----------|--------------|
| Land Use                                                                  | # of Units | Unit Type | Average Rate | Total | Reductions | Demand    | Supply (+5%) |
| Affordable Housing                                                        | 468        | Bedrooms  | 0.64         | 300   | 14 - 16%   | 252 - 258 | 265 - 271    |

Source: Hales Engineering, 2023



Since the local rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 5% additional stalls beyond the anticipated demand for residential developments. Based on this, a supply of approximately 265 – 271 parking stalls should be provided for the project based on local data.

## Comparison and Recommendation

A comparison of the proposed supply, the local parking demand, and the city's parking requirement including any applicable parking reductions is shown in Table 6. Based on the provided information, Hales Engineering recommends that at least 265 to 271 stalls be provided for the project if all previously mentioned parking demand reduction strategies are pursued and implemented by the development. The development will need to implement effective transit management strategies in order for parking reductions to be maximized.

**Table 6: Parking Comparison**

| Source                           | # of Stalls |
|----------------------------------|-------------|
| Proposed Site Plan               | 268         |
| Local Parking Demand + 5%        | 265 - 271   |
| City Requirement (no reductions) | 330         |
| City Requirement w/ Reductions   | 265         |

## Conclusions

The key findings of this study are as follows:

- The proposed development includes 317 multi-family affordable housing units and a total count of 468 bedrooms
- There are 268 proposed parking stalls, including 7 motorcycle parking stalls and 54 electric vehicle charging stalls
- Park City would require 330 parking stalls for the proposed development without considering any potential parking reduction strategies
- Park City allows for a reduction in parking requirements for affordable housing developments
  - An estimated 20% reduction in the parking requirement was calculated based on the development being nearby existing and planned transit facilities, having more than twice the required bicycle parking stalls, having carshare parking stalls, and having motorcycle parking stalls
  - With these reductions, the parking requirement is reduced to 265 parking stalls
- Local parking demand counts were taken at three existing affordable housing apartment locations within Park City, including the two that exist on-site
  - An average parking demand rate of 0.64 parking stalls per bedroom was calculated

- An additional 5% buffer was used to convert the parking demand to a recommended parking supply
- With the reductions and the buffer taken into account, the recommended parking supply is at least 265 to 271 parking stalls if all parking demand reduction strategies are pursued and implemented by the development.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.



# APPENDIX A

## Site Plan





**Building C - Units**  
(2) [Unit Icon]  
(24) [Unit Icon]  
(6) [Unit Icon]  
**32 Total Units**

**Building C - Parking**  
(35) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(18) [Car Icon] Affordable housing  
**35 [Car Icon] Underground**  
(7) [EV Icon]  
(12) [Bike Icon]

**Building A - Units**  
(26) [Unit Icon]  
(14) [Unit Icon]  
(5) [Unit Icon]  
**45 Total Units**

**Building A - Parking**  
(48) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(12) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
(7) [EV Icon]  
(8) [Bike Icon]

**Building F - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building F - Parking**  
(50) [Car Icon] RD District  
(35) [Car Icon] Market Rate  
(10) [Car Icon] Affordable housing  
**43 [Car Icon] Underground**  
(9) [EV Icon]  
(12) [Bike Icon]

**Building B - Units**  
(27) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**44 Total Units**

**Building B - Parking**  
(47) [Car Icon] RD District  
(33) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**34 [Car Icon] Underground**  
**4 [Car Icon] Surface**  
(8) [EV Icon]  
(12) [Bike Icon]

**Building E - Units**  
(21) [Unit Icon]  
(4) [Unit Icon]  
(1) [Unit Icon]  
(5) [Unit Icon]  
**36 Total Units**

**Building E - Parking**  
(39) [Car Icon] RD District  
(25) [Car Icon] Market Rate  
(7) [Car Icon] Affordable housing  
**25 [Car Icon] Underground**  
(5) [EV Icon]  
(12) [Bike Icon]

**Building D - Units**  
(39) [Unit Icon]  
(4) [Unit Icon]  
(12) [Unit Icon]  
(5) [Unit Icon]  
**60 Total Units**

**Building D - Parking**  
(63) [Car Icon] RD District  
(41) [Car Icon] Market Rate  
(11) [Car Icon] Affordable housing  
**44 [Car Icon] Underground**  
(9) [EV Icon]  
(6) [Bike Icon]

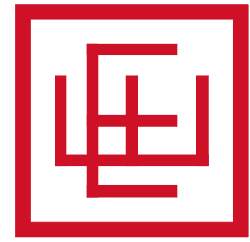
**Building G - Units**  
(12) [Unit Icon]  
(20) [Unit Icon]  
(18) [Unit Icon]  
**50 Total Units**

**Building G - Parking**  
(50) [Car Icon] RD District  
(34) [Car Icon] Market Rate  
(19) [Car Icon] Affordable housing  
**41 [Car Icon] Underground**  
**8 [Car Icon] Surface**  
(9) [EV Icon]  
(12) [Bike Icon]

**Legend**

- [Red Dashed Line] Property Line
- [Red Solid Line] Set Back Line
- [Dashed Line] Underground Connection
- [Unit Icon] Studio Unit (428 SF)
- [Unit Icon] One Bedroom Unit (598.5 SF)
- [Unit Icon] Two Bedroom Unit (838.5 SF)
- [Unit Icon] Three Bedroom Unit (1126.5 SF)
- [Car Icon] Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- [Car Icon] Proposed Parking Stalls per Building
- [EV Icon] Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- [Bike Icon] Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

Total Units.....317  
Total Stalls.....268



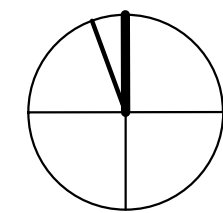
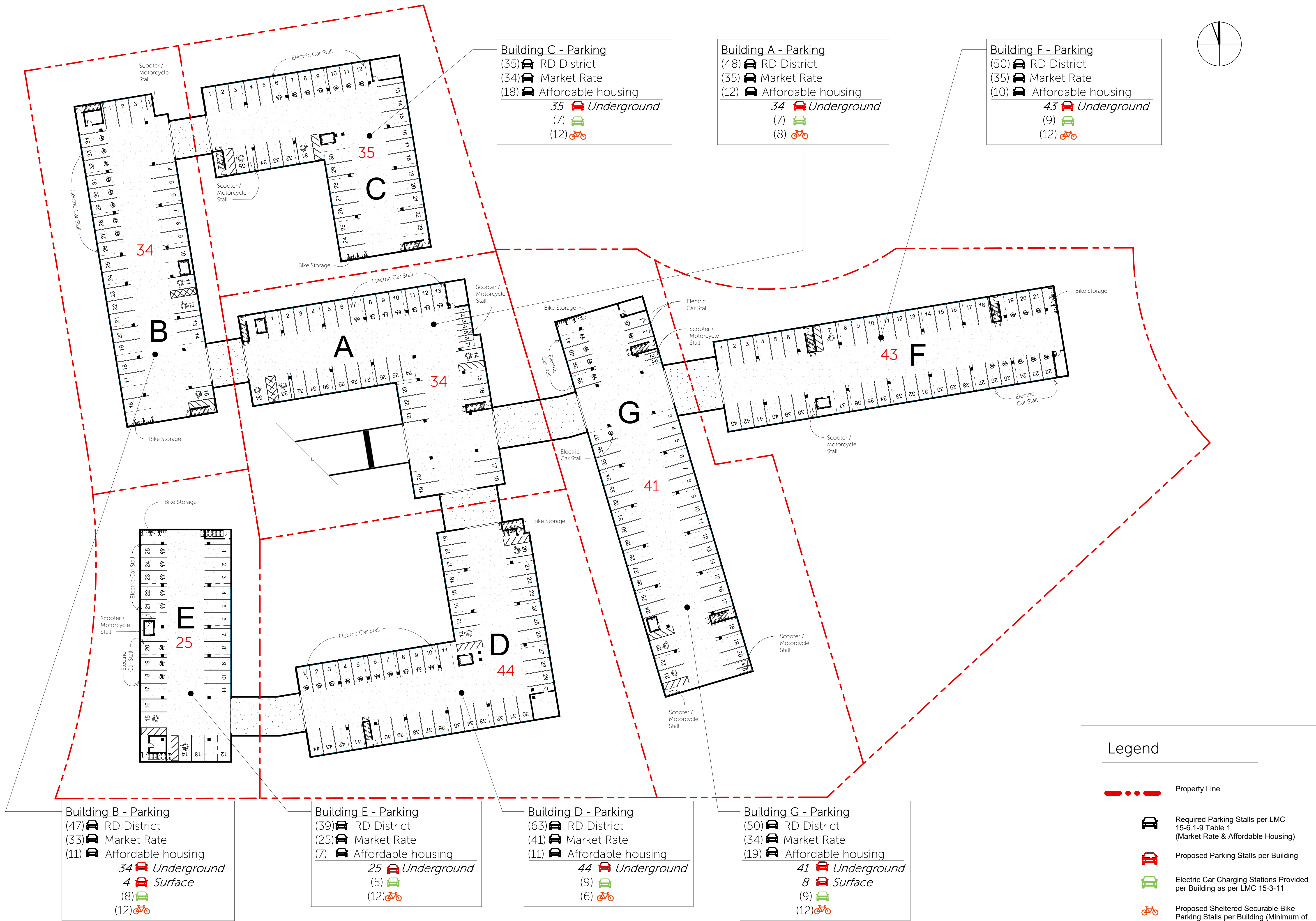
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Site Plan

HOPA  
AMPD-005





**Legend**

- Property Line
- Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- Proposed Parking Stalls per Building
- Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

Total Stalls.....268

